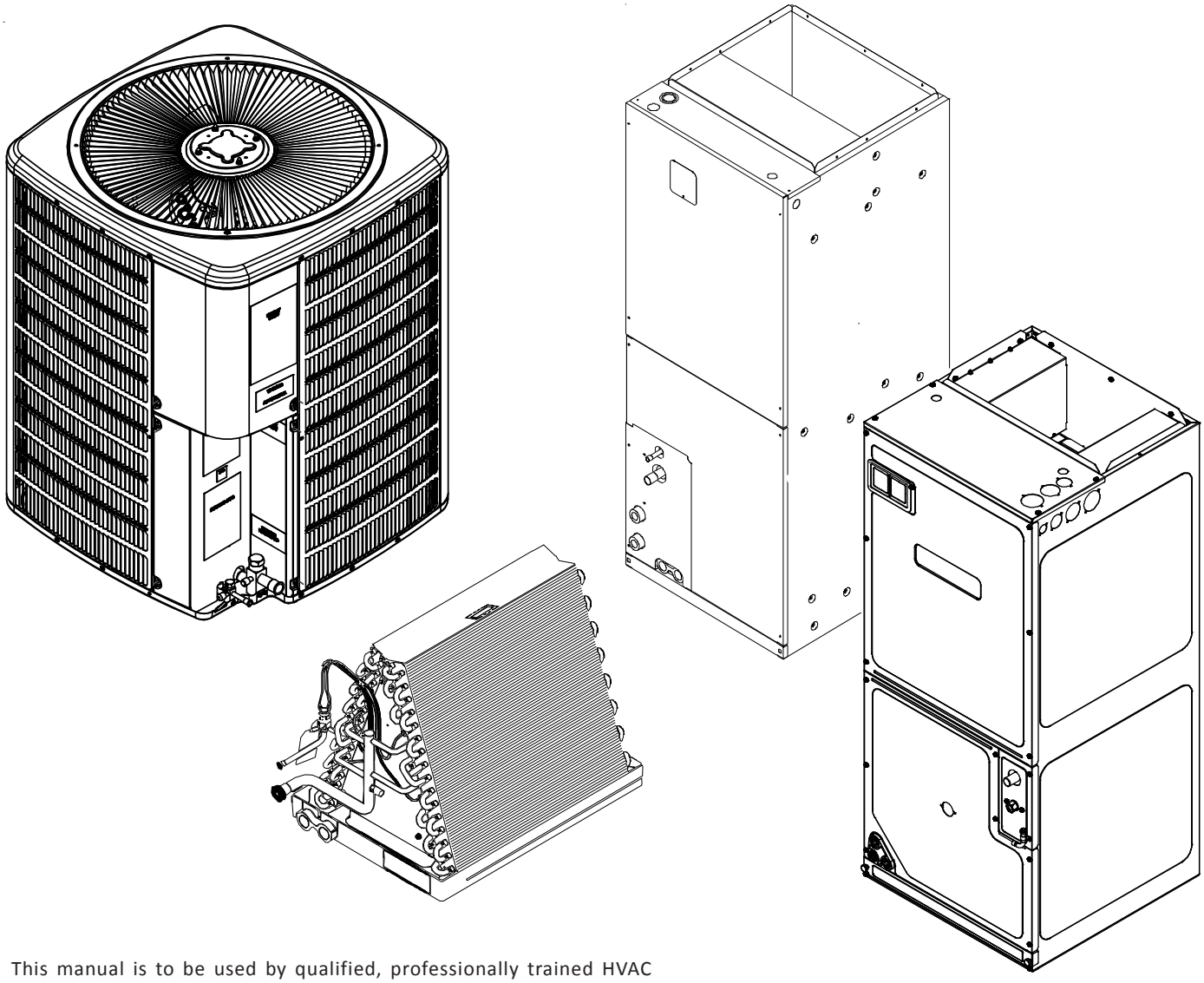
DAIKIN Service Instructions

DAR09, DAR12, DAT09, DAT12, DX11, DX13, DX14, DX15, DX16
Condensing Units,
DZ11, DZ13, DZ14, DZ16 Split System Heat Pumps
with R-410A Refrigerant
Blowers, Coils, & Accessories



This manual is to be used by qualified, professionally trained HVAC technicians only. Daikin does not assume any responsibility for property damage or personal injury due to improper service procedures or services performed by an unqualified person.

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October 2018

IMPORTANT INFORMATION

Table of Contents

IMPORTANT INFORMATION 2
PRODUCT IDENTIFICATION 4
COILS 4
AIR HANDLERS 5
MODELS 8
TABLES 10
ACCESSORIES 28
PRODUCT DESIGN 43
SYSTEM OPERATION 45
TROUBLESHOOTING CHART 50
SERVICING TABLE OF CONTENTS 51
ACCESSORIES WIRING DIAGRAMS 78
AIRHANDLERS 81
REMOTE/SPLITS 96

Pride and workmanship go into every product to provide our customers with quality products. It is possible, however, that during its lifetime a product may require service. Products should be serviced only by a qualified service technician who is familiar with the safety procedures required in the repair and who is equipped with the proper tools, parts, testing instruments and the appropriate service manual. **REVIEW ALL SERVICE INFORMATION IN THE APPROPRIATE SERVICE MANUAL BEFORE BEGINNING REPAIRS.**

IMPORTANT NOTICES FOR CONSUMERS AND SERVICERS

RECOGNIZE SAFETY SYMBOLS, WORDS AND LABELS

⚠ WARNING

THIS UNIT SHOULD NOT BE CONNECTED TO, OR USED IN CONJUNCTION WITH, ANY DEVICES THAT ARE NOT DESIGN CERTIFIED FOR USE WITH THIS UNIT OR HAVE NOT BEEN TESTED AND APPROVED BY THE MANUFACTURER. SERIOUS PROPERTY DAMAGE OR PERSONAL INJURY, REDUCED UNIT PERFORMANCE AND/OR HAZARDOUS CONDITIONS MAY RESULT FROM THE USE OF DEVICES THAT HAVE NOT BEEN APPROVED OR CERTIFIED BY THE MANUFACTURER.

⚠ WARNING

ONLY PERSONNEL THAT HAVE BEEN TRAINED TO INSTALL, ADJUST, SERVICE OR REPAIR (HEREINAFTER, "SERVICE") THE EQUIPMENT SPECIFIED IN THIS MANUAL SHOULD SERVICE THE EQUIPMENT. THE MANUFACTURER WILL NOT BE RESPONSIBLE FOR ANY INJURY OR PROPERTY DAMAGE ARISING FROM IMPROPER SERVICE OR SERVICE PROCEDURES. IF YOU SERVICE THIS UNIT, YOU ASSUME RESPONSIBILITY FOR ANY INJURY OR PROPERTY DAMAGE WHICH MAY RESULT. IN ADDITION, IN JURISDICTIONS THAT REQUIRE ONE OR MORE LICENSES TO SERVICE THE EQUIPMENT SPECIFIED IN THIS MANUAL, ONLY LICENSED PERSONNEL SHOULD SERVICE THE EQUIPMENT. IMPROPER INSTALLATION, ADJUSTMENT, SERVICING OR REPAIR OF THE EQUIPMENT SPECIFIED IN THIS MANUAL, OR ATTEMPTING TO INSTALL, ADJUST, SERVICE OR REPAIR THE EQUIPMENT SPECIFIED IN THIS MANUAL WITHOUT PROPER TRAINING MAY RESULT IN PRODUCT DAMAGE, PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

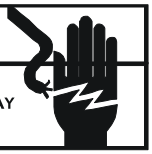
⚠ WARNING

TO PREVENT THE RISK OF PROPERTY DAMAGE, PERSONAL INJURY, OR DEATH, DO NOT STORE COMBUSTIBLE MATERIALS OR USE GASOLINE OR OTHER FLAMMABLE LIQUIDS OR VAPORS IN THE VICINITY OF THIS APPLIANCE.

⚠ WARNING

HIGH VOLTAGE

DISCONNECT **ALL** POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



To locate an authorized servicer, please consult your telephone book or the dealer from whom you purchased this product. For further assistance, please contact:

CONSUMER INFORMATION LINE- DAIKIN BRAND PRODUCTS

TOLL FREE 1-855-770-5678 (U.S. only)

email us at: **customerservice@daikincomfort.com**

fax us at: (713) 856-1821

(Not a technical assistance line for dealers.)

Outside the U.S., call 1-713-861-2500

(Not a technical assistance line for dealers.)

Your telephone company will bill you for the call.

IMPORTANT INFORMATION

SAFE REFRIGERANT HANDLING

While these items will not cover every conceivable situation, they should serve as a useful guide.

⚠ WARNING

REFRIGERANTS ARE HEAVIER THAN AIR. THEY CAN "PUSH OUT" THE OXYGEN IN YOUR LUNGS OR IN ANY ENCLOSED SPACE. TO AVOID POSSIBLE DIFFICULTY IN BREATHING OR DEATH:

- NEVER PURGE REFRIGERANT INTO AN ENCLOSED ROOM OR SPACE. BY LAW, ALL REFRIGERANTS MUST BE RECLAIMED.
- IF AN INDOOR LEAK IS SUSPECTED, THOROUGHLY VENTILATE THE AREA BEFORE BEGINNING WORK.
- LIQUID REFRIGERANT CAN BE VERY COLD. TO AVOID POSSIBLE FROSTBITE OR BLINDNESS, AVOID CONTACT WITH REFRIGERANT AND WEAR GLOVES AND GOGGLES. IF LIQUID REFRIGERANT DOES CONTACT YOUR SKIN OR EYES, SEEK MEDICAL HELP IMMEDIATELY.
- ALWAYS FOLLOW EPA REGULATIONS. NEVER BURN REFRIGERANT, AS POISONOUS GAS WILL BE PRODUCED.

⚠ WARNING

THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY ("EPA") HAS ISSUED VARIOUS REGULATIONS REGARDING THE INTRODUCTION AND DISPOSAL OF REFRIGERANTS INTRODUCED INTO THIS UNIT. FAILURE TO FOLLOW THESE REGULATIONS MAY HARM THE ENVIRONMENT AND CAN LEAD TO THEH IMPOSITION OF SUBSTANTIAL FINES. THESE REGULATIONS MAY VARY BY JURISDICTION. SHOULD QUESTIONS ARISE, CONTACT YOUR LOCAL EPA OFFICE.

⚠ WARNING

TO AVOID POSSIBLE EXPLOSION:

- NEVER APPLY FLAME OR STEAM TO A REFRIGERANT CYLINDER. IF YOU MUST HEAT A CYLINDER FOR FASTER CHARGING, PARTIALLY IMMERSE IT IN WARM WATER.
- NEVER FILL A CYLINDER MORE THAN 80% FULL OF LIQUID REFRIGERANT.
- NEVER ADD ANYTHING OTHER THAN R-22 TO AN R-22 CYLINDER OR R-410A TO AN R-410A CYLINDER. THE SERVICE EQUIPMENT USED MUST BE LISTED OR CERTIFIED FOR THE TYPE OF REFRIGERANT USED.
- STORE CYLINDERS IN A COOL, DRY PLACE. NEVER USE A CYLINDER AS A PLATFORM OR A ROLLER.

⚠ WARNING

TO AVOID POSSIBLE EXPLOSION, USE ONLY RETURNABLE (NOT DISPOSABLE) SERVICE CYLINDERS WHEN REMOVING REFRIGERANT FROM A SYSTEM.

- ENSURE THE CYLINDER IS FREE OF DAMAGE WHICH COULD LEAD TO A LEAK OR EXPLOSION.
- ENSURE THE HYDROSTATIC TEST DATE DOES NOT EXCEED 5 YEARS.
- ENSURE THE PRESSURE RATING MEETS OR EXCEEDS 400 PSIG.

WHEN IN DOUBT, DO NOT USE CYLINDER.

⚠ WARNING

TO AVOID POSSIBLE INJURY, EXPLOSION OR DEATH, PRACTICE SAFE HANDLING OF REFRIGERANTS.

⚠ WARNING

SYSTEM CONTAMINANTS, IMPROPER SERVICE PROCEDURE AND/OR PHYSICAL ABUSE AFFECTING HERMETIC COMPRESSOR ELECTRICAL TERMINALS MAY CAUSE DANGEROUS SYSTEM VENTING.

The successful development of hermetically sealed refrigeration compressors has completely sealed the compressor's moving parts and electric motor inside a common housing, minimizing refrigerant leaks and the hazards sometimes associated with moving belts, pulleys or couplings.

Fundamental to the design of hermetic compressors is a method whereby electrical current is transmitted to the compressor motor through terminal conductors which pass through the compressor housing wall. These terminals are sealed in a dielectric material which insulates them from the housing and maintains the pressure tight integrity of the hermetic compressor. The terminals and their dielectric embedment are strongly constructed, but are vulnerable to careless compressor installation or maintenance procedures and equally vulnerable to internal electrical short circuits caused by excessive system contaminants.

In either of these instances, an electrical short between the terminal and the compressor housing may result in the loss of integrity between the terminal and its dielectric embedment. This loss may cause the terminals to be expelled, thereby venting the vaporous and liquid contents of the compressor housing and system.

A venting compressor terminal normally presents no danger to anyone, providing the terminal protective cover is properly in place.

If, however, the terminal protective cover is not properly in place, a venting terminal may discharge a combination of

(a) hot lubricating oil and refrigerant

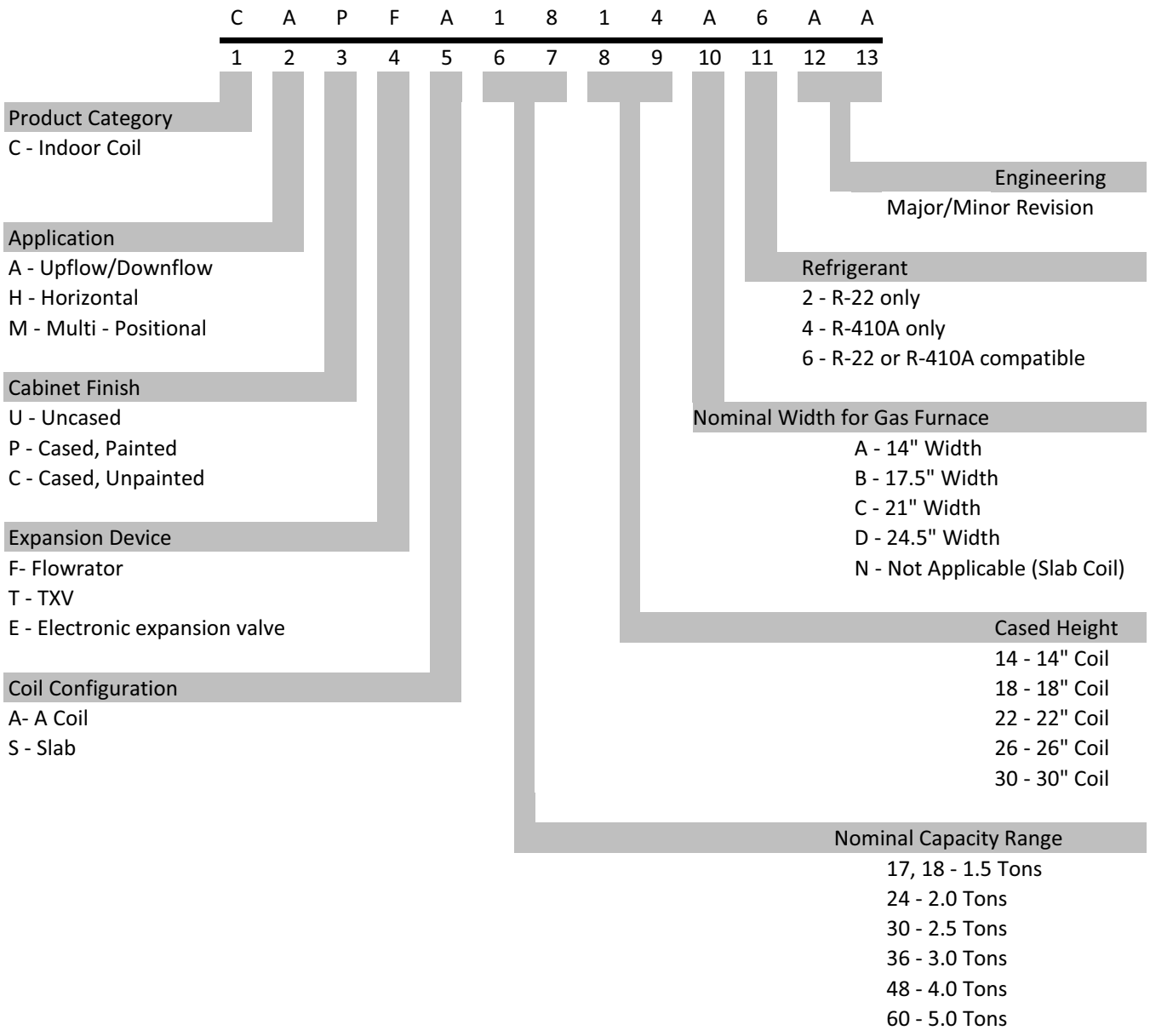
(b) flammable mixture (if system is contaminated with air)

in a stream of spray which may be dangerous to anyone in the vicinity. Death or serious bodily injury could occur.

Under no circumstances is a hermetic compressor to be electrically energized and/or operated without having the terminal protective cover properly in place.

See Service Section S-17 for proper servicing.

PRODUCT IDENTIFICATION



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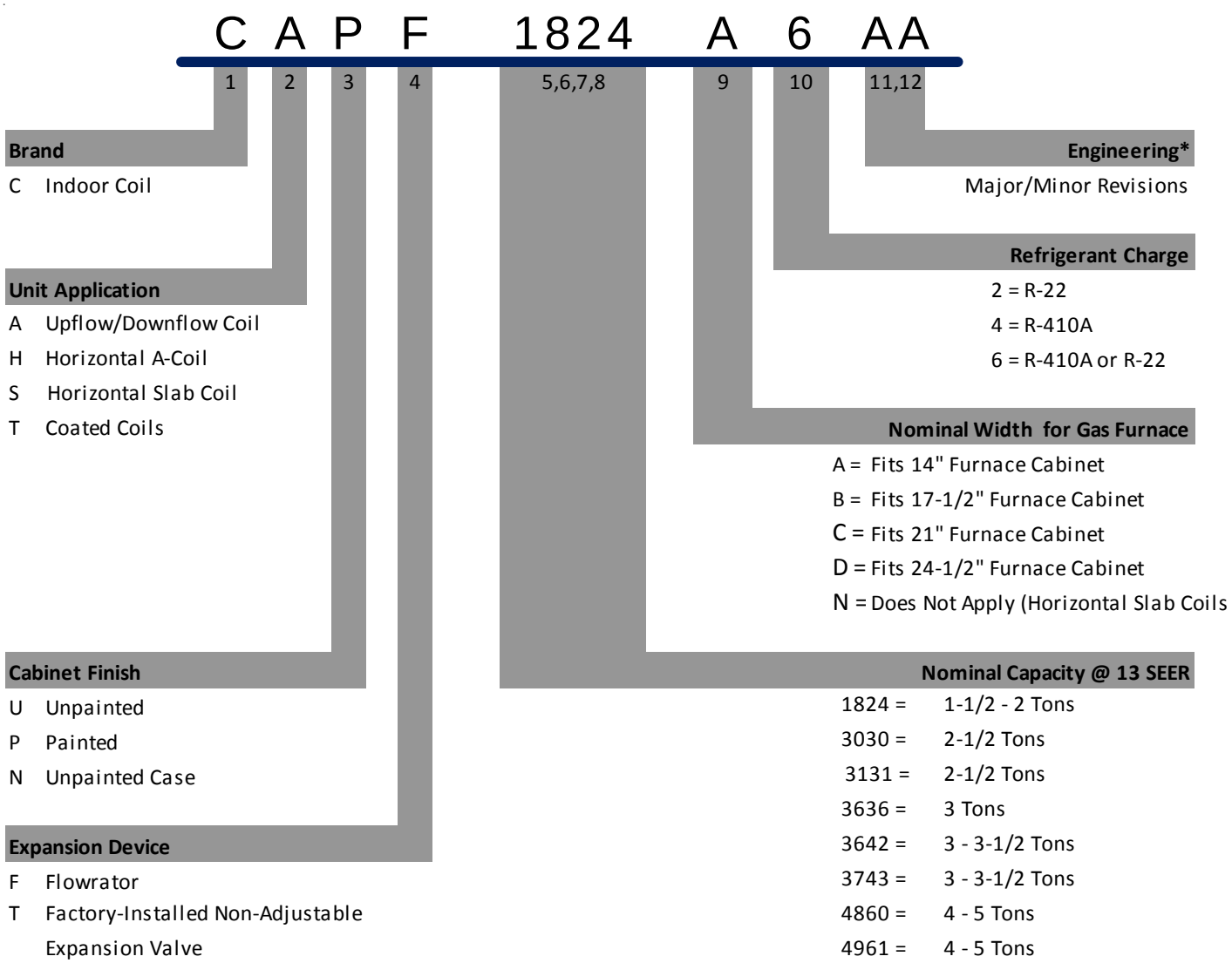


PRODUCT IDENTIFICATION

AIR HANDLERS

Brand

A Airhandler

Unit Application

C Ceiling Mount PSC Motor
D Downflow PSC Motor
E Multi Position Variable Speed
R Multi Position PSC Motor
S Multi Position EEM Motor
T Coated Coils
W Wall Mount PSC/EEM Motor

Cabinet Finish

U Unpainted
P Painted
N Uncased

Expansion Device

F Flowrator
T Expansion Valve

Nominal Capacity

@ 13 SEER Dedicated Application

3636 = 3 Ton

Multi-Position & Downflow Application

1830 = 1-1/2 - 3-1/2 Tons
3137 = 3 Tons
3642 = 3 - 3-1/2Tons

Multi-Position & Downflow Application @10 SEER

1729 = 3 Ton

Ceing Mount & Wall Mount Applications
(Nominal Cooling Capacity/Electric Heat kW)

1803 = 1-1/2 Tons Cooling/3 kW Electric Heat
1805 = 1-1/2 Tons Cooling/5 kW Electric Heat
2405 = 2 Tons Cooling/5 kW Electric Heat
3608 = 3 Tons Cooling/8 kW Electric Heat
3105 = 1-1/2 - 2-1/2 Tons Cooling/5 kW Electric Heat
3210 = 2 - 2-1/2 Tons Cooling/5 kW Electric Heat
3705 = 3 Tons Cooling/5 kW Electric Heat
3708 = 3 Tons Cooling/8 kW Electric Heat
3710 = 3 Tons Cooling/10 kW Electric Heat

An "F" in the model number denotes a Factory Installed Float Switch is present.

Engineering*

Major/Minor Revisions

Refrigerant Charge

4 = R-410a

Electrical

1 208/240V, 1 Phase, 60 Hz

All Airhandlers use **DIRECT DRIVE MOTORS**. Power supply is AC 208-240v, 60 hz, 1 phase.

PRODUCT IDENTIFICATION

AIR HANDLERS

A R U F 18 B 1 4 AA

1 2 3 4 5,6 7 8 9 10,11

Brand
A Single-Piece Airhandler

Unit Application
C Ceiling Mount PSC Motor
R Multi Position PSC Motor
S Multi Position EEM Motor
W Wall Mount PSC/EEM Motor

Cabinet Finish
U Unpainted
P Painted
N Uncased

Expansion Device
F Flowrator
T Expansion Valve

Engineering*
Major/Minor Revisions

Refrigerant Charge
4 = R-410a

Electrical
1 208/240V, 1 Phase, 60 Hz

Cabinet Width
B = 17-1/2" Wide
C = 21" Wide
D = 24 -1/2" Wide

Nominal Capacity @ 13SEER

18 = 1-1/2 Tons	39 = 2-1/2 - 3 Tons
24 = 2 Tons	42 = 3-1/2 Tons
25 = 2 Tons	47 = 3-1/2 Tons
29 = 2-1/2 - 3 Tons	48 = 4 Tons
30 = 2-1/2 Tons	49 = 4 Tons
33 = 1 1/2 - 2 Tons	59 = 5 Tons
36 = 3 Tons	60 = 5 Tons
37 = 2-1/2 - 3 Tons	61 = 5 Tons

A R 090 AA

1 2 3,4,5 6,7

Brand
A Single Piece Air Handler

Unit Application
R Multi Position PSC Motor

Engineering
Major/Minor Revisions

Nominal Capacity
090 7-1/2 Tons
120 10 Tons

All Airhandlers use **DIRECT DRIVE MOTORS**. Power supply is AC 208-230v, 60 hz, 1 phase.

PRODUCT IDENTIFICATION

MODELS

Brand

D - Daikin

Type

X AC R-410A

Z HP R-410A

SEER

13 - 13 SEER

14 - 14 SEER

16 - 16 SEER

18 - 18 SEER

20 - 20 SEER

Compressor

S - Single Stage

T - Two Stage

Feature Set

A - Base

C - ComfortNet™ 4-Wire Ready

D - Deluxe

N - Nominal

Engineering

Major/Minor Revisions

Voltage

1 - 208/230V Single-Phase 60 Hz

2 - 220/240V Single-Phase 50 Hz

3 - 208/230V Three-Phase 60 Hz

4 - 460V Three-Phase 60 Hz

5 - 380/415V Three-Phase 50 Hz

Tonnage Nominal

18 - 1-1/2 Tons

24 - 2 Tons

30 - 2-1/2 Tons

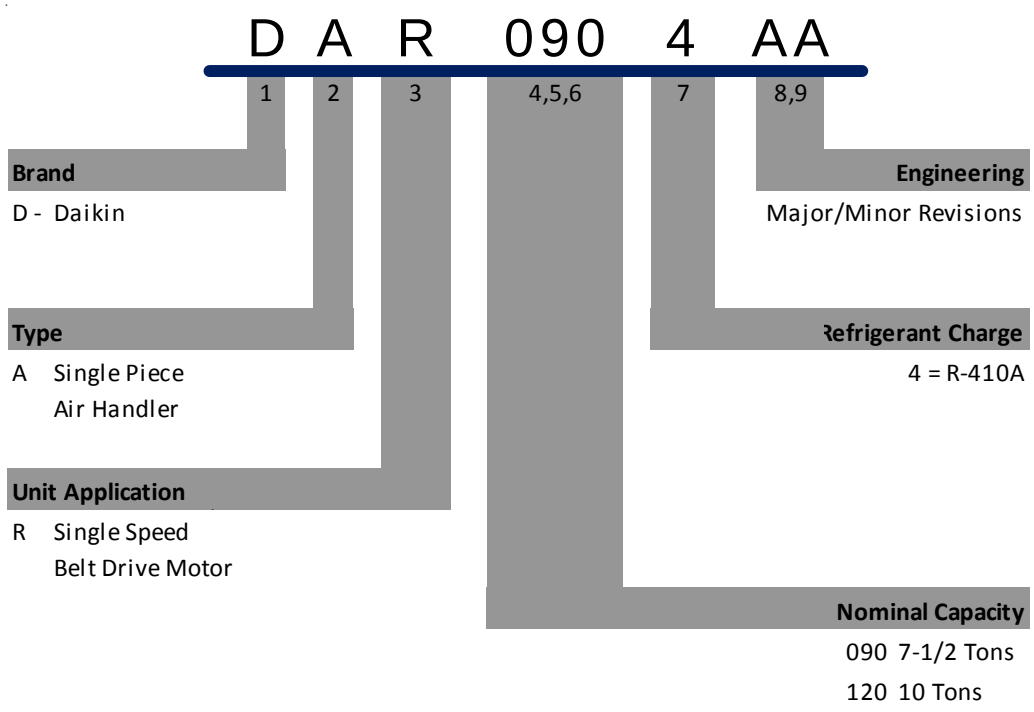
36 - 3 Tons

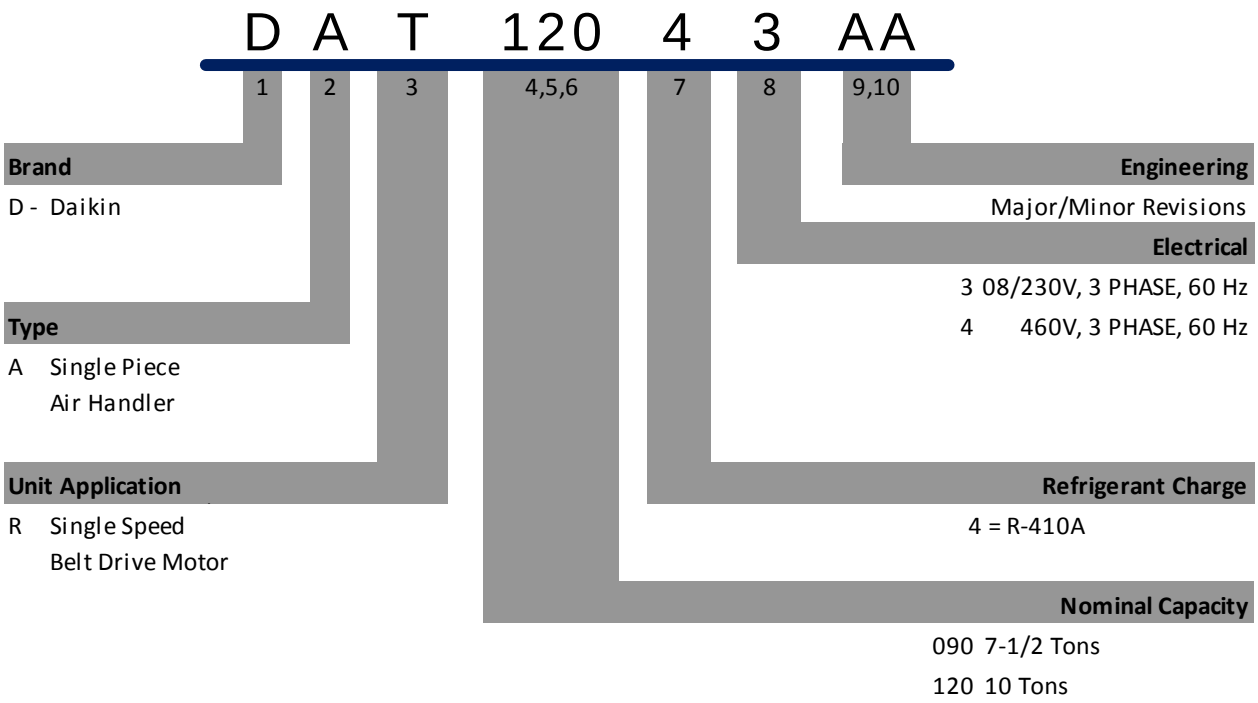
42 - 3-1/2 Tons

48 - 4 Tons

60 - 5 Tons

61 - 5 Tons (High Capacity)


D A R 090 4 AA
1
2
3
4,5,6
7
8,9
Brand
D - Daikin
Type
A Single Piece
Air Handler
Unit Application
R Single Speed
Belt Drive Motor
Nominal Capacity
090 7-1/2 Tons
120 10 Tons
Refrigerant Charge
4 = R-410A
Engineering
Major/Minor Revisions


D A T 120 4 3 AA
1
2
3
4,5,6
7
8
9,10
Brand
D - Daikin
Type
A Single Piece
Air Handler
Unit Application
R Single Speed
Belt Drive Motor
Nominal Capacity
090 7-1/2 Tons
120 10 Tons
Refrigerant Charge
4 = R-410A
Electrical
3 08/230V, 3 PHASE, 60 Hz
4 460V, 3 PHASE, 60 Hz
Engineering
Major/Minor Revisions

PRODUCT IDENTIFICATION DX13SA*

DX13SA **D**aikin® BRAND **X-**R410A **13** SEER **S**INGLE STAGE **A-**BASE UNIT CONDENSERS	
Model/Rev	**Description**
DX13SA0[18-60]1AA	Introduction of Daikin 1.5 ton 13 SEER R-410A Condensers conversion to 23" chassis for the 1.5 - 3 ton models.
DX13SA0[18-61]1AB DX13SA0[36, 48, 60]3AB DX13SA0[48-60]4AB	One hairpin removed (one hole at the top of the coil and one hole at the bottom of the coil will remain open). No change in coil circuits.
DX13SA0611	Introduction of Daikin 13 SEER R-410A Condensers that supplement our current 5 ton models.
DX13SA0[42-60]1 DX13SA0[36, 48, 60]3 DX13SA0[48-60]4	Changed from current four piece louver assembly to a two-piece louver plus a corner post on 26" and 29" chassis.
DX13SA0[18-24]1AC DX13SA0[36/48]3AC DX13SA0[48/60]4AC	Refrigerant quantity reduction.
DX13SA0364AA	Introduction of Daikin 13 SEER R-410A 3 Ton with 460V Compressor
DX13SSA0363AD	Change from copper wound motor to aluminum wound motor
DX13SA0361AC	Refrigerant charge reduction
DX13SA0603AC DX13SA0604AD	Switching current Daikin units with vertical louvers to be consistent with other units having horizontal louvers.
DX13SA0484AD DX13SA0604AE	Replacing Motor 0131M00022 (Regal) to 0131M00783 (Nidec) where ever used.
DX13SA0364AB	Create new Motor & Replace 0131M00023 with 0131M00784
DX13SA0[42,48,60,61]1AC DX13SA0603AD	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807
DX13SA0[18,24,36,42,48,60]1AD DX13SA0301AC	Factory Refrigerant Charge Optimization
DX13SA0[18,24]1AE DX13SA0301AD	Replaced motor 0131M000266 with 0131M00811
DX13SA0361AE DX13SA0483AD	Replaced motor 0131M00018P with 0131M00813
DX13SA0421AE	Change from copper wound compressor motor to aluminum wound compressor motor. ZP34K5EPFV130 and ZP36K5EPFV130.

PRODUCT IDENTIFICATION

DX13SN*

DX13SN **D**aikin® BRAND **X-**R410A **13** SEER **S**INGLE STAGE **N**OMINAL CONDENSERS	
Model/Rev	**Description**
DX13SN0[18-36]1AA	Introduction of Daikin 1.5 ton 13 SEER R-410A Condensers conversion to 23" chassis for the 1.5 - 3 ton models.
DX13SN0[42-60]1	Changed from current four piece louver assembly to a two-piece louver plus a corner post on 26" and 29" chassis.
DX13SN0611AA	Introduction of Daikin 13 SEER R-410A Condensers that supplement our current 5 ton models.
DX13SN0[18-61]1AB	One hairpin removed (one hole at the top of the coil and one hole at the bottom of the coil will remain open). No change in coil circuits.
DX13SN0[18-24]1AC	Refrigerant quantity reduction.
DX13SN0[18-24]1BA	Initial release of Daikin Base Tier 1.5T and 2.0T models.
DX13SN0241BA	Convert ANX13 / 14 1.5 and 2 ton models to Rechi compressors. These will be a copy of GSX Rechi models.
DX13SN0[30-60]1AC	Refrigerant charge reduction.
DX13SN0241BB DX13SN0301AD	Create new Motor & Replace 0131M00294 with 0131M00800
DX13SN0611AC	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807
DX13SN0[18,36,42,48,60]1AD DX13SN0241BC DX13SN0301AE	Factory Refrigerant Charge Optimization
DX13SN0181BA DX13SN0181BB	Replaced 50N382XV-ZAKM Rechi compressor with rechi 50N382YV-ZAKM compressor in all models.
DX13SN0181AE	Replaced motor 0131M000266 with 0131M00811
DX13SN0[36,42,48,60]1AE	Replaced motor 0131M00018P with 0131M00813
DX13SN0421AF DX13SN0421AG	Change from copper wound compressor motor to aluminum wound compressor motor. ZP34K5EPFV130 and ZP36K5EPFV130.

PRODUCT IDENTIFICATION

DX14SA*

DX14SA **D**aikin® BRAND **X-**R410A **14** SEER **S**INGLE STAGE **A-**BASE UNIT CONDENSERS	
Model/Rev	**Description**
DX14SA0[18-60]1AA	Initial release new models of Daikin® Brand 14 SEER standard condenser 5mm architecture with updated scroll compressors.
DX14SA0[18-60]AB	Low pressure switch added to models.
DX14SA0241AB	Replaced 1/12 hp fan motor with 1/8 hp fan motor.
DX14SA0241BA	Changed compressor from K5 to K6, Changed coil slab from 25" tall to 30" tall, Changed louvers from 24" tall to 29" tall
DX14SA0251BA	Changed compressor from K5 to K6, Changed coil slab from 25" tall to 30" tall, Changed louvers from 24" tall to 29" tall
DX14SA0191AB	Remove HS Kit from Control Panels of condenser units with updated ZP14K6E scroll compressors.
DX14SA0241BA	Change compressor from K6 to K5 on ASX140241 and DX14SA0241
DX14SA0[30-43]1AB	Change from copper wound motor to aluminum wound motor
DX14SA0[48,60]1AB	Refrigerant charge reduction
DX14SA0[48,60]1AC	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807
DX14SA0[36,42]1AD	Charge Optimization for 14 SEER 3T and 3.5T condenser units.
DX14SA0181AB DX14SA0191AC DX14SA0[24,25]1BB	Replaced motor 0131M000266 with 0131M00811
DX14SA0[37,43]1AD	Charge Optimization for Southwest 3T and 3.5T lineup

PRODUCT IDENTIFICATION

DX14SN **D**aikin® BRAND **X-**R410A **14** SEER **S**INGLE STAGE **N**OMINAL CONDENSERS	
Model/Rev	**Description**
DX14SN0[18-60]1AA	Initial release new models of Daikin® Brand 14 SEER standard condenser 5mm architecture with updated scroll compressors.
DX14SN0241AB	Replaced 1/12 hp fan motor with 1/8 hp fan motor.
DX14SN0251BA	Changed compressor from K5 to K6, Changed coil slab from 25" tall to 30" tall, Changed louvers from 24" tall to 29" tall
DX14SN0191AB	Remove HS Kit from Control Panels of condenser units with updated ZP14K6E scroll compressors.
DX14SN0[30-43]1AB	Change from copper wound motor to aluminum wound motor
DX14SN0[18, 24]1BA	Convert ANX13 / 14 1.5 and 2 ton models to Rechi compressors. These will be a copy of GSX Rechi models.
DX14SN0[30-43]1AC DX14SN0[48, 60]1AB	Refrigerant charge reduction
DX14SN0[48,60]1AC	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807
DX14SN0181BB	Switching 3-legged and 4-legged compressors in 13SEER and 14SEER condensers to those with improved overload protection (OLP).
DX14SN0241BC	Charge Optimization for 14 SEER 2T lineup
DX14SN0[36,42]1AD	Charge Optimization for 14 SEER 3T and 3.5T condenser units.
DX14SN0181BC DX14SN0191AC DX14SN0251BB	Replaced motor 0131M000266 with 0131M00811
DX14SN0241BB	Replaced motor 0131M000266 with 0131M00811 Refrigerant Charge Reduction
DX14SN0[37,43]1AD	Charge Optimization for Southwest 3T and 3.5T lineup

DX16SA	
Model/Rev	**Description**
DX16SA0[18-60]1AA	Initial release of models with coil and TVX.
DX16SA0611AA	Initial release of models with coil and TVX. New High Capacity 5 ton models.
DX16SA(48/60)1AB	Ball valve change from 0151R00046 to 0151R00081
DX16SA0311AA DX16SA0371AA	Initial release creates and launches 2 new SKUs in the 16 SEER single-stage AC product line.
DX16SA0[18-42]1AB	Change from copper wound motor to aluminum wound motor
DX16SA0[24,30,60]1AC	Refrigerant charge reduction
DX16SA0[48,61]1AC	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807
DX16SA0421AC DX16SA0481AD	Change from copper wound compressor motor to aluminum wound compressor motor. ZP34K5EPFV130 and ZP36K5EPFV130.
DX16SA0301AD	Factory refrigerant charge optimization.

DZ13SA **D**aikin® BRAND **Z-**R410A HEAT PUMP **13** SEER **S**INGLE STAGE **A-**BASE UNITS	
Model/Rev	**Description**
DZ13SA0[18-60]1AA	Initial release Daikin® Brand 14 SEER single stage standard heat pumps.
DZ13SA0[18-42]1AB DZ13SA0363AB	Reversing Valve change from Dunan to SanHua Phase 1
DZ13SA0[18-60]1 DZ13SA0[36, 48, 60]3 DZ13SA048-60]4	Changed from current four piece louver assembly to a two-piece louver plus a corner post on 26" and 29" chassis.
DZ13SA0481AB DZ13SA0483AB DZ13SA0484AB	Replaced Ranco reversing valve 0151M00020 with SanHua 0151R00070 reversing valve.
DZ13SA0[36,42]1AC	Change from copper wound motor to aluminum wound motor
DZ13SA0[603,604]AC	Switching current Daikin units with vertical louvers to be consistent with other units having horizontal louvers.
DZ13SA0484AC DZ13SA0604AD	Replacing Motor 0131M00022 (Regal) to 0131M00783 (Nidec) where ever used.
DZ13SA0481AC DZ13SA0601AB DZ13SA0603AD	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807
DZ13SA0[18,24,30]1AC	Replaced motor 0131M000266 with 0131M00811
DZ13SA0[36,48]3AC	Replaced motor 0131M00018P with 0131M00813
DZ13SA0421AD	Change from copper wound compressor motor to aluminum wound compressor motor. ZP34K5EPFV130 and ZP36K5EPFV130.

DZ13SN **D**aikin® BRAND **Z**-R410A HEAT PUMP **13** SEER **S**INGLE STAGE **N**-NOMINAL UNITS	
Model/Rev	**Description**
DZ13SN0[18-60]1AA	Initial release Daikin® Brand 13 SEER R-410A single stage standard heat pumps.
DZ13SN0[18-60]1	Changed from current four piece louver assembly to a two-piece louver plus a corner post on 26" and 29" chassis.
DZ13SN0[18/24/30]1AB	Reversing Valve change from Dunan to SanHua Phase 1
DZ13SN0481AB	Reversing Valve change from Ranco 0151M00020 to SanHua 0151R00070
DZ13SN0241AC	Create new Motor & Replace 0131M00294 with 0131M00800
DZ13SN0601AB	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807
DZ13SN0[18,30]1AC	Replaced motor 0131M000266 with 0131M00811
DZ13SN0[36,42,48]1AC	Replaced motor 0131M00018P with 0131M00813
DZ13SN0421AD DZ13SN0421AE	Change from copper wound compressor motor to aluminum wound compressor motor. ZP34K5EPFV130 and ZP36K5EPFV130.

DZ14SA **D**aikin® BRAND **Z-**R410A HEAT PUMPS **14** SEER **S**INGLE STAGE **A-**BASE UNIT CONDENSERS	
Model/Rev	**Description**
DZ14SA0[18-60]1AA	Initial release of models using single speed PSC motors. No low ambient temperature switch.
DZ14SA0381AA	Initial release of outdoor model conversion to 35” base with standard flowrator and No TXV.
DZ14SA0[18-30]1AB DZ14SA0[36-42]1AB DZ14SA0601AB	Refrigerant quantity reduction.
DZ14SA0[18-60]1AC	Reversing Valve change from Dunan to SanHua
DZ14SA0[18-30]1BA	Changed indoor unit pairing to achieve a higher HSPF rating. Updated ratings and agency information.
DZ14SA0[18-36]1KA	Initial release of 14 SEER 7mm Non-Inverter Heat Pumps
DZ14SA0[42,49]1KB	Motor change on 3 & 3.5T 14 SEER & 2 & 2.5T 16 SEER. Increase blade gap.
DZ14SA0181KB	Insert Wrap up assembly 0270R01315 back into DZ14SA0181KB heat pump
DZ14SA0[24,30,36,48,60]1KB DZ14SA0[42,49]1KC	Refrigerant charge reduction
DZ14SA0181KD	Refrigerant charge reduction
DZ14SA0[24,30,36]1KC	Equivalent motor with Aluminum Windings replacing Copper Windings.
DZ14SA0[36,48,60]3AA DZ14SA0[36,48,60]4AA	Initial release of 3PH models using 230V compressors and PSC motors. No CCH switch. Initial release of 3PH models using 460V compressors and PSC motors. No CCH switch.
DZ14SA0[48,60,36]4AB	Replace Cu motor (22) to Al motor (783) for DZ14SA0484, DZ14SA0604 & Cu motor (23) to Al motor (784) for DZ14SA0364
DZ14SA0[48,60]1KC DZ14SA0[48,60]3AB	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807

DZ14SN **D**aikin® BRAND **Z-**R410A HEAT PUMPS **14** SEER **S**INGLE STAGE **N-**NOMINAL UNITS	
Model/Rev	**Description**
DZ14SN0[18-36]1AA DZ14SN0601AA	Initial release of 14 SEER 7mm Non-Inverter Heat Pumps
DZ14SN0(24/30)1AB	Energy Guide Update
DZ14SN0181AB	New minor revisions on OD units ZP14K6 compressors without hard start kit. 14S 1.5T HPs ONLY.
DZ14SN0[42,49]1AB	Motor change on 3 & 3.5T 14 SEER & 2 & 2.5T 16 SEER. Increase blade gap.
DZ14SN0[48,60]1AC	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807

DZ16SA **D**aikin® BRAND **Z-**R410A HEAT PUMP **16** SEER **S**PECIAL HIGH FEATURE **A-**BASE UNITS	
Model/Rev	**Description**
DZ16SA0[24-60]1AA	Initial release Daikin® Brand 16 SEER standard heat pumps with special high features.
DZ16SA0[24-60]1	Changed from current four piece louver assembly to a two-piece louver plus a corner post on 26" and 29" chassis.
DZ16SA0601	Ultratech® compressor changes.
DZ16SA0601AB	Replaced existing control panel with a tall control panel to avoid jamming of wires.
DZ16SA018-60]1BA	Initial release of models (1.5- thru 5.0-ton) that meet 13 EER and 9.0+ HSPF.
DZ16SA0601BA	Initial release of 5.0-ton 16SEER, 13EER with 9.0+HSPF.
DZ16SA0[24,49] 1BB	Motor change on 3 & 3.5T 14 SEER & 2 & 2.5T 16 SEER. Increase blade gap.
DZ16SA0181BB	16 SEER 1.5T Heat Pumps, Remove Hard Start Kit
DZ16SA0[36,48]1BB	Create new Motor 0131M00807 & Replace 0131M00061 with 0131M00807
DZ16SA0421BB	Replaced motor 0131M00018P with 0131M00813

ARUF **A-**SINGLE PIECE AIR HANDLER **R-**MULTI-POSITION PSC MOTOR **U**NPAINTED **F**LOWRATOR	
Model/Rev	**Description**
ARUF172916AA A24-00-2RCA	Introduction of new Air Handler Models with all aluminum evaporator coils. Conversion includes coils, manifold, hairpin, flowrators, 3/8" return bend to 5/16" aluminum return bends.
ARUF****16AA	Introduction of new 13 SEER Air Handler Models suitable for use with R-22 and R-410A
ARUF364216AB ARUF486016AB ARUF364216AC	Replaced current spot welded blower housing with cinched/crimped design used on the 80% furnace line.
ARUF****16BA	Replaced wavy fin with louver enhanced fin.
ARUF***14AA ARUF***14AA ARUF***14AB	Initial release of the redesigned air handlers manufactured at the Houston furnace facility.
ARUF18B14AB ARUF24B14BA ARUF36C14BA ARUF42C14AB	R-410A only. 2 & 3 ton coil replacement. 2 ton replaced w/3 row/16" tall; 3 ton replaced with 18" tall coil. 3.5 ton model blower motor changes from 10X8 to 10X10.
ARUF24B14BB	Changed 16 Tall, 3 Row, 6 Cir Coil Assembly to 14 Tall, 3 Row , 6 Cir Coil Assembly.
ARUF24B14CA	Initial release of model to meet AHRI requirements
ARUF30C14BA	ARUF30B, 17.5 inch wide models converted to an ARUF30C, 21 inch wide model.
ARUF36C14BB ARUF42C14AC	The aluminum models changes the RBs, COs, and coil slabs to 9mm braze joints.
ARUF36C14BC ARUF30B14AC ARUF30C14BB ARUF42C14AD ARUF[48-60]D14AC	Serial plate changes
ARUF[37,43,49]C14AA	Release ARUF series airhandlers for 7mm 14SEER HP's to meet 2015 DOE energy efficiency level
ARUF[37,43,49]D14AA	Initial Release. D53 Cabinet fir 7mm 14 SEER Heat Pumps.
ARUF[47,61]D14AA	Ready 2015 - Release ARUF series airhandlers for 7mm 14SEER HP's to meet 2015 DOE energy efficiency level
ARUF[37,43,49]C14AB ARUF[37,43,47,49,61]D14AB	Revisions because of New Heater kits released
ARUF[25,29,31,]B14AB ARUF[37,43,49]C14AC ARUF[37,43,47,49,61]D14AC	Air handler revisions due to using an upgraded (thicker with higher R value) Quietflex wrapper insulation.

ARPT **A** SINGLE PIECE AIR HANDLER **R-**MULTI-POSITION PSC MOTOR **P**AINTED FLOWRATOR WITH **T**XV	
Model/Rev	**Description**
ARPT***14AB	Initial release of redesigned aluminum air handlers manufactured at the Houston furnace facility. Changed the RBs, COs, and coil slabs to 9mm braze joints.
ARPT[18-36]B14AC ARPT[36-60]D14AC	Initial release of model to meet AHRI requirements. New travel label and serial plate.

ASPT **A-**SINGLE PIECE AIR HANDLER **S-**MULTI-POSITION EEM MOTOR **P**AINTED **T**XV	
Model/Rev	**Description**
ASPT[24/36/48/60]*14	Introduction of new generation ASPT air handlers.
ASPT36C 14AB ASPT[48/60]D14AB ASPT48D 14AC	9mm return bend coil changes to new generation of ASPT air handlers.
ASPT24B 14AC ASPT30C 14AB ASPT36C 14AC	Programmed Broad Ocean Motor. The supplier can program the motor instead of furnace plant, thus eliminating any programming installing issues. The programmed label will provide by supplier.
ASPT[24, 36]B14AD ASPT30C14AC ASPT[42, 48] C14AB	X13 Motor IP changed to IGBT (Broad Ocean).
ASPT[42-48]C14AA	Initial release of models with 2+2 coil slab assy. These models are required to meet higher tonnage rating in Cabinet.
ASPT42D 14AB ASPT48D 14AD ASPT60D 14AC	Nidec Pre-programmed Motor. Nidec motor can be programmed by the supplier instead of programming at the furnace plant, thus eliminating any programming installing issues.
ASPT[25,29,37] B14AA ASPT[37,47, 59] C14AA ASPT[47, 49, 61] D14AA	Initial release of models with a 2 slab, low airflow resistant coil with a fixed speed ECM 53" cabinet size. ASPT42C and aspt48C 2+2 models discontinued.
ASPT33C14AA ASPT39C14AA ASPT49C14AA	Upgrade the current ASPT C-49 cabinets to include 1. quality improvements captured in Ready15 design. 2.include redesigned drain pan, Morrison blower housing and Emerson NXT Booster Charge AdjustableTXV.
ASPT35B14AA	Introducing 2.5 and 3 Ton Air Handler product lines.
ASPT[33,37,39,47,49,59]C14AB ASPT[47,49,61]D14AB	Revisions because of New Heater kits released
ASPT[25,29,37,]B14AB ASPT[33,37,39,47,49,59]C14AC ASPT[47,49,61]D14AC	Air handler revisions due to using an upgraded (thicker with higher R value) Quietflex wrapper insulation.
ASPT[33,39,47]BA	Revision change on ASPT33C14/39C14/47C14 air handlers to change the amps in electrical data which ends reducing the MOP size from 35 to 30 and thus increasing wire gauge size in the field for the 5kW heater kit
ASPT35B14AB	The SR plate format is changing from SR075 to SR099 and in order to track this change a minor revision is necessary.

ASUF **A-**SINGLE PIECE AIR HANDLER **S-**ENERGY EFFICIENT MOTOR **U**NPAINTED **F**LOWRATOR	
Model/Rev	**Description**
ASUF29B14AA ASUF39C14AA	Initial release of models in the mid-range efficiency air handler. Incorporates smart frame chassis with EEM (X-13) style motors and piston type flowrators.
ASUF49C14AA ASUF59D14AA	Initial release of mid-range efficiency air handler with X-13 motor & fixed orifice flowrator.
ASUF49C14AB ASUF59D14AB	9 mm return bend coil.
ASUF59D14AC	Four row, piston, 9 mm return bend coil.
ASUF59D14AD	Nidec Pre-programmed Motor. Nidec motor can be programmed by the supplier.
ASUF29B14AB ASUF39C14AB ASUF49C14AC	Programmed Broad Ocean Motor. The supplier can program the motor.
ASUF29B14AC ASUF39C14AC ASUF49C14AD	Changed from X13 Motor IP to IGBT (Broad Ocean).

ACNF **A** SINGLE PIECE AIR HANDLER **C**EILING MOUNT **N-**UNCASED **FLOWRATOR**	
Model/Rev	**Description**
ACNF****1AA	Initial release of 13 SEER Dayton uncased air handlers.
ACNF****16AA	Initial release of 13 SEER Dayton uncased air handlers suitable for use with R-22 and R-410A
ACNF****1AB	Drain pan material change to a Decabromodiphenyl Ether free resin.
ACNF****1BA	Initial release of louvered fin design.
ACNF****1DA	Initial release of models with aluminum coils,manifolds, hairpins, flowrators, 90 degree flowrator stub and 5/16" return bends. Models suitable for use with R-22 and R-410A.

MBR **M**ODULAR **B**LOWER AIR HANDLER **R-**MULTI-POSITION PSC MOTOR	
Model/Rev	**Description**
MBR****AA-1AA	Initial release of a module blower with PSC blower motor.
MBR****AA-1AB	A quality improvement to use 0.75" Quiet Flex Insulation.
MBR****AA-1AC	Release of MBR/MBVC Models(Minor Revisions) for 11th St Plant. Dayton to Houston
MBR****AA-1AD	Add permanent sealing/condensation-control upgrades to all MB units and remove high-voltage knockouts

AWUF 13 SEER **A** SINGLE PIECE AIR HANDLER **W**ALL **M**OUNT PSC **M**OTOR **U**NPAINTED **F**LOWRATOR	
Model/Rev	**Description**
AWUF****1AA	Initial release of 13 SEER Dayton wall mount air handlers.
AWUF****16AA	Initial release 13 SEER Dayton wall mount air handlers suitable for use with R-22 and R-410A refrigerant.
AWUF3005-101AA	Introduces 13 SEER Dayton wall mount air handlers using a Burr Oak Louvered Fin coil.
AWUF****1BA	Replaced wave fin design with new louvered fin design.
AWUF370**16AA	Initial release of AWUF37 Air Handlers for use with R-22 and R410A.
AWUF****16BA	Replaced wave fin design with new louvered fin design. Replaced copper tube hairpins with aluminum hairpins.
AWUF180316BA AWUF240316BA AWUF300316BA	Initial release of AWUF 3KW Heater air handlers.
AWUF310[5/8]16AA AWUF321016AA	Initial release of higher 14 SEER AWUF series air-handlers
AWUF300[3-10]16BB AWUF360[5-10]16BB	18 x 20 x 1 filter replaced the 16 x 20 x 1 filter.
AWUF18F[3-8]16AA AWUF24F[1/8]16AA AWUF30F*16AA AWUF31F[5/8]16AA AWUF32F116AA AWUF36F*16AA AWUF37F[1/5/8]16AA	Initial release of R-401A air handlers with factory-installed float switch and a drain pan water sensor switch.
AWUF180[3-8]16BB AWUF240[3-10]16BB AWUF300[5-10]16BC AWUF310[5-10]16AB AWUF360[5-10]16BC AWUF370[5-10]6BB	UL1995 heater change to remove sequencer and replace a contactor.
AWUF190*16AA AWUF250*16AA AWUF251*16AA	Matchup to meet the new 14 SEER min efficiency levels. Uses a 4 row coil and an EEM Motor (X13 style) to achieve higher efficiency. Initial release.

***AWUF 13 SEER** CONTINUED ON THE NEXT PAGE

AWUF 13 SEER **A** SINGLE PIECE AIR HANDLER **W**ALL **M**OUNT PSC **M**OTOR **U**NPAINTED **F**LOWRATOR	
Model/Rev	**Description**
AWUF180[316,516,816]BC AWUF190[316,516,816]AB AWUF240[316,516,816]BC AWUF241016BC AWUF250[316,516,816]AB AWUF251016AB AWUF300[516,816]BD AWUF301016BD AWUF310[516,816]AC AWUF321016AC AWUF360[516,816]BD AWUF361016BD AWUF370[516,816]BC AWUF371016BC	Release gasket and caps to seal leak. With this modification we will able to meet 2% at 1 inch static leak and 1.4% leak rate at 0.5 inch static. Modified all current AWUF units to pass current air leak rate.
AWUT310[516, 816]AA AWUT321016AA AWUT370[516,816}AA AWUT371016AA	AWUT is a new line up of the AWUF wall mounted Electric Heat Air-Handlers with a factory installed TXV. The lineup will be matched with a 5,8 and 10KW heater , 208V/230V and single phase,
AWUF310516AD	Design improvement- update MOP
AWUF180[316,516,816]BD AWUF190[316,516,816]AC AWUF240[316,516,816]BD AWUF241016BC AWUF250[316,516,816]AC AWUF251016AC AWUF300[516,816]BC AWUF301016DC AWUF310516AE AWUF310816AD AWUF321016AD AWUF360[516,816]BE AWUF361016BE AWUF[516,816]BD AWUF371016BD	Redesigned the AWUF Control Box to make it larger to allow more room to access components for serviceability in the field.

CAUF **C-**INDOOR COIL **A-**UPFLOW/DOWNFLOW **U**NCASED **F**LOWRATOR	
Model/Rev	**Description**
CAUF*****6AA	Initial release of CAUF Dayton Upflow/Downflow coils.
CAUF*****6BA	Burr Oak Louvered Fin released in place of the Wavy Fin.
CAUF****6*DA	Replaced existing copper coils and other associated parts with aluminum components.
CAUF*****6DB	Drain pan material changed.
CAUF1824(A/B/C)6RDB CAUF3636(A/B)6RDB CAUF3636(C/D)6RDB CAUF3642(C/D)6RDB CAUF3743(C/D)6RDB CAUF4860(C/D)6RDB CAUF4961(C/D)6RDB	Manufacturing Location Change from Dayton to Houston. Designated by "R".
CAUF3137B6RAA	Manufacturing Location Change from Dayton to Houston. Designated by "R".
CAUF36***CA	Redesign from 2 row to 3 row for performance improvement.
CAUFA*****6AA CAUFA*****6BA	Initial release of 7mm AL CAUFA Upflow/Downflow coils.

CAPT **C-**INDOOR COIL **A-**UPFLOW/DOWNFLOW **P**AINTED CASED FLOWRATOR W/**T**XV	
Model/Rev	**Description**
CAPT3131B4BA CAPT3131C4BA	Initial release of coils with factory-installed, non-adjustable TXV. Single stage AHRI ratings for CAPT3131 NTC combinations.
CAPT3743C4AA CAPT3743D4AA	Initial release of single stage AHRI ratings for CAPT3743 NTC combinations.
CAPT4961C4AA CAPT4961D4AA	Initial release of single stage AHRI ratings for CAPT4961C4 NTC combinations.
CAPT3131B4AB CAPT3131C4AB CAPT3743C4AB CAPT3743D4AB CAPT4961C4AB CAPT4961D4AB	Redesign the wrapper for the CAPT to provide increased ease of installation.

PRODUCT IDENTIFICATION

CAPF **C-**INDOOR COIL **A-**UPFLOW/DOWNFLOW **P**AINTED **F**LOWRATOR	
Model/Rev	**Description**
CAPF*****6AA	Initial release of CAPF Dayton Upflow/Downflow coils.
CAPF*****6BA	Burr Oak Louvered Fin released in place of the Wavy Fin.
CAPF36***CA	Redesigned for performance improvement from 2 row to 3 row.
CAPF*****6DA	Replaced existing copper coils and other associated parts with aluminum components.
CAPF*****6DB	Drain pan material changed.
CAPF1824A6DC CAPF1824B6DC CAPF1824C6DC CAPF3030A6DC CAPF3030B6DC CAPF3030C6DC CAPF3030D6DC CAPF3131B6DC CAPF3131C6DC CAPF3137B6AB CAPF3636A6DC CAPF3636B6DC CAPF3636C6DC CAPF3636D6DC CAPF3642C6DC CAPF3642D6DC CAPF3743C6DC CAPF3743D6DC CAPF4860C6DC CAPF4860	Redesign the wrapper for the CAPF to provide increased ease of installation.
CAPFA1818A6AA CAPFA1818B6AA	Initial release of CAPFA Upflow/Downflow 7mm AL coils.
CAPFA1818A6BA CAPFA1818B6BA	Redesigned drain pan, replace two piece access panels with single piece access panel.
CAPFA1818C6AA CAPFA2418A6AA CAPFA2418B6AA CAPFA2418C6AA CAPFA2422B6AA CAPFA2422C6AA	Initial release of CAPFA Upflow/Downflow 7mm AL coils.
CAPFA3022B6AA CAPFA3022C6AA CAPFA3022D6AA CAPFA3626B6AA CAPFA3626C6AA CAPFA3626D6AA	Initial release of CAPFA Upflow/Downflow 7mm AL coils.

CAPF **C-**INDOOR COIL **A-**UPFLOW/DOWNFLOW **P**AINTED **F**LOWRATOR	
Model/Rev	**Description**
CAPFA1818A6BA CAPFA1818B6BA CAPFA1818C6AA CAPFA1818A6BA CAPFA1818B6BA CAPFA1818C6AA	7mm Cased Uncased AL coils.
CAPFA2418A6AA CAPFA2418B6AA CAPFA2418C6AA CAPFA2422B6AA CAPFA2418A6AA CAPFA2418B6AA CAPFA2418C6AA CAPFA2422B6AA CAPFA2422C6AA	7mm Cased Uncased AL coils.

CHPF **C**-INDOOR COIL **H**ORIZONTAL A-COIL **P**AINTED **F**LOWRATOR	
Model/Rev	**Description**
CHPF*****6AA	Intial release of 13 SEER CHPF horizontal A coil.
CHPF*****6BA	Released Burr Oak Louvered Fin in place of the Wavy Fin. The rows changed by one, (i.e. 4 row to 3 row; 3 row to 2 row) where applicable.
CHPF1824A6CA CHPF2430B6CA CHPF3636B6CA CHPF3642C6CA CHPF3642D6CA CHPF3743C6BA CHPF3743D6BA CHPF4860D6DA	Louvered fins. Replaced copper tube hairpins with aluminum hairpins.
CHPF1824A6CB CHPF2430B6CB CHPF3636B6CB CHPF3642C6CB CHPF3642D6CB CHPF3743C6BB CHPF3743D6BB CHPF4860D6DB	Drain pan material change to a Decabromodiphenyl Ether free resin.
CHPF1824A6CC CHPF2430B6CC CHPF3636B6CC CHPF3642C6CC CHPF3642D6CC CHPF3743C6BC CHPF3743D6BC CHPF4860D6DC	Change to prepainted wrappers

CSCF **C-**INDOOR COIL HORIZONTAL **S**LAB COIL **C-**UNPAINTED **F**LOWRATOR 13 SEER	
Model/Rev	**Description**
CSCF*****6AA	Initial release of 13 SEER horizontal slab coil.
CSCF*****6BA	Initial release of models with Burr Oak Louvered Fin. Rows changed by one, (i.e. 4 row to 3 row; 3 row to 2 row) where applicable.
CSCF1824N6BB CSCF3036N6BB CSCF3642N6CB CSCF4860N6CB	Drain pan material change to a Decabromodiphenyl Ether free resin.
CSCF1824N6CA CSCF3036N6CA CSCF3642N6CA CSCF4860N6CA	Initial release of 13 SEER horizontal slab coil with aluminum coils, manifolds, haripins, and flowrators.

DX11SA **D**aikin® BRAND **X-**R410A **11** EER **S**INGLE STAGE LT COMMERCIAL **A-**BASE UNIT CONDENSERS	
Model/Rev	**Description**
DX11SA090[3/4] DX11SA120[3/4]	Initial release of Daikin® Light Commercial 11 EER, R-410A Condensers.
DX11SA[0903,1203]AB	Replacing Motor 0131M00040 (Regal) to 0131M00786 (Nidec) where ever used.
DX11SA[0904,1204]AB	Replacing Motor 0131M00041 (Regal) to 0131M00787 (Nidec) where ever used.
DX11SA[0903,1203]AC	Export models
DX11SA[0904,1204]AC	Export models

DZ11SA **D**aikin® BRAND **Z-**HEAT PUMP R410A **11** EER **S**INGLE STAGE LT COMMERCIAL **A-**BASE UNIT	
Model/Rev	**Description**
DZ11SA090[3/4]	Initial release of Daikin® Light Commercial 11 EER, R-410A Heat Pumps.
DZ11SA[0903,1203]AB	Replacing Motor 0131M00040 (Regal) to 0131M00786 (Nidec) where ever used.
DZ11SA[0903,1203]AC	Export models
DZ11SA[0904,1204]AC	Export models

DZ11TA **D**aikin® BRAND **Z-**HEAT PUMP R410A **11** EER TWO STAGE LT COMMERCIAL **A-**BASE UNIT	
Model/Rev	**Description**
DZ11TA[0903,1203]AA	Initial release of Daikin® Light Commercial 11 EER 2 stage R-410A Heat Pumps
DZ11TA[0904,1204]AA	Initial release of Daikin® Light Commercial 11 EER 2 stage R-410A Heat Pumps

DX11TA **D**aikin® BRAND **X-** R410A **11** EER TWO STAGE LT COMMERCIAL **A-**BASE UNIT CONDENSERS	
Model/Rev	**Description**
DX11TA[0903,1203]AA	Initial release of Daikin® Light Commercial 11 EER 2 stage R-410A Condensers
DX11TA[0904,1204]AA	Initial release of Daikin® Light Commercial 11 EER 2 stage R-410A Condensers

DAR **D**aikin® BRAND **A** SINGLE PIECE AIR HANDLER **R-**MULTI-POSITION PSC MOTOR	
Model/Rev	**Description**
DAR0904AA DAR1204AA	Initial release of new R-410A 7.5 & 10 Ton Air Handler Models, for use with DX11SA and DZ11SA Light Commercial Models.
DAR0904AB DAR1204AB	Evaporator coil update to7.5 & 10. ton commercial air handlers.
DAR0904AC DAR1204AC	Export models

DAT **D**aikin® BRAND **A** SINGLE PIECE AIR HANDLER MULTI-POSITION PSC MOTOR W/**T**XV	
Model/Rev	**Description**
DAT09043AA DAT09044AA DAT12043AA DAT12044AA	Initial release of two-speed 7.5 & 10 ton air handlers, for use with two condenser units, DX13 or DZ13, 3-phase only, 230v and 460v.

DX11SA/DX11TA

Model	Description	GSX110903	GSX110904	GSX111203	GSX111204
FSK01A*	Freeze Protection Kit	x	x	x	x
ASC01	Anti Short Cycle Kit	x	x	x	x
LAKT-01	Low Ambient Kit	x	x	x	x
LSK03*	Liquid Line Solenoid Kit	x	x	x	x

DZ11SA/DZ11TA

Model	Description	GSZ110903	GSZ110904	GSZ111203	GSZ111204
FSK01A*	Freeze Protection Kit	x	x	x	x
ASC01	Anti Short Cycle Kit	x	x	x	x
OT-EHR18-60	Emergency Heat Relay Kit	---	---	---	---
LAKT-01	Low Ambient Kit	x	x	x	x
LSK03*	Liquid Line Solenoid Kit	x	x	x	x

ELECTRIC HEATER KITS

AHKD Model	Nominal kW	Electrical Characteristics	Stages	Weight (lbs.)	Max. Overcurrent Protection
AHKD15-3	15	208-230/3/60	1	56	60
AHKD15-4	15	460/3/60	1	55	30
AHKD20-3	20	208-230/3/60	2	59	70
AHKD20-4	20	460/3/60	2	57	35
AHKD30-3	30	208-230/3/60	2	60	100
AHKD30-4	30	460/3/60	2	58	50

NOTES:

- **AR, DAR and DAT Series Air Handlers do not have factory installed electric heat. Purchased as an accessory, these are the ONLY heater kits that can be used with the AR, DAR and DAT Series.**
- **The electrical characteristics of the air handler, electric heater kits and building power supply must be compatible.**

ACCESSORIES

DX13SA

Model	Description	DX13SA 018*	DX13SA 024*	DX13SA 030*	DX13SA 036*	DX13SA 042*	DX13SA 048*	DX13SA 060*/061*
ABK-20[1]	Anchor Bracket Kit	X	X	X	X	X	X	X
ASC01	Anti-Short Cycle Kit	X	X	X	X	X	X	X
CSR-U-1	Hard-start Kit	X	X	X	X			
CSR-U-2	Hard-start Kit				X	X		
CSR-U-3	Hard-start Kit						X	X
FSK01A[2]	Freeze Protection Kit	X	X	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X	X	X
TX2N4A[3]	TXV Kit	X	X					
TX3N4[3]	TXV Kit			X	X			
TX5N4[3]	TXV Kit					X	X	X

DX13SN

Model	Description	DX13SN 018*	DX13SN 024*	DX13SN 030*	DX13SN 036*	DX13SN 042*	DX13SN 048*	DX13SN060* DX13SN061*
ABK-20[1]	Anchor Bracket Kit	X	X	X	X	X	X	X
ABK-21[4]	Anchor Bracket Kit	X	X	X	X			
ASC01	Anti-Short Cycle Kit	X	X	X	X	X	X	X
CSR-U-1	Hard-start Kit	X	X	X	X			
CSR-U-2	Hard-start Kit				X	X		
CSR-U-3	Hard-start Kit						X	X
FSK01A[1]	Freeze Protection Kit	X	X	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X	X	X
TX2N4A[3]	TXV Kit	X	X					
TX3N4[2]	TXV Kit			X	X			
TX5N4[2]	TXV Kit					X	X	X
CSB-15	Sound Blanket Kit					X	X	X
CSB-16	Sound Blanket Kit	X	X	X	X			

DX13SA THREE PHASE

Model	Description	DX13SA 0363*	DX13SA 0483*	DX13SA 0484*	DX13SA [60/61]3*	DX13SA0 [60/61]4*
ABK-20[1]	Anchor Bracket Kit	X	X	X	X	X
ASC01	Anti-Short Cycle Kit	X	X	X	X	X
FSK01A[2]	Freeze Protection Kit	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X
TX3N4[3]	TXV Kit	X				
TX5N4[3]	TXV Kit		X	X	X	X
CSB-15	Sound Blanket Kit		X	X	X	X
CSB-16	Sound Blanket Kit	X				
LAKT01	Low Ambient Kit	X	X	X	X	X
0163R00002	Crankcase Heater Kit	X				
0163R00003	Crankcase Heater Kit		X	X		
0163R00004	Crankcase Heater Kit				X	X

[1] Contains 20 brackets; four brackets needed to anchor unit to pad

[2] Installed on indoor coil.

[3] Field-installed, non-bleed, expansion valve kit - Condensing units and heat pumps with reciprocating compressors require the use of start-assist components when used in conjuntion with an indoor coil using a non-bleed thermal expansion valve refrigerant.

[4] For use on the GSX13 & VSX13 23" chassis only. Contains 20 brackets; four brackets needed to anchor unit to pad.

ACCESSORIES

DX14SA

Model	Description	DX14SA 018	DX14SA 024	DX14SA 030	DX14SA 036	DX14SA 042	DX14SA 048	DX14SA 060
ABK-20[1]	Anchor Bracket Kit	X	X	X	X	X	X	X
ASC01	Anti-Short Cycle Kit	X	X	X	X	X	X	X
CSR-U-1	Hard-start Kit	X	X	X	X			
CSR-U-2	Hard-start Kit				X	X		
CSR-U-3	Hard-start Kit						X	X
FSK01A[2]	Freeze Protection Kit	X	X	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X	X	X
TX2N4A	TXV Kit	X	X					
TX3N4[2]	TXV Kit			X	X			
TX5N4[2]	TXV Kit					X	X	X

1 Installed on indoor coil
2 Require for heat pump applications where ambient temperatures fall below 0°F with 50% or higher relative humidity.

DX16 (Rev F or Later)

Model	Description	DX16 018F*	DX16 024F*	DX16 030F*	DX16 036F*	DX16 042F*	DX16 048F*	DX16 060F*
ABK-20	Anchor Bracket Kit	X	X	X	X	X	X	X
ASC01	Anti-Short Cycle Kit	X	X	X	X	X	X	X
CSR-U-1	Hard-start Kit	X	X	X	X			
CSR-U-2	Hard-start Kit				X	X		
CSR-U-3	Hard-start Kit						X	X
FSK01A	Freeze Protection Kit	X	X	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X	X	X
TXV-30	Fixed TXV Kit	X	X	X				
TXV-42	Fixed TXV Kit				X	X		
TXV-48	Fixed TXV Kit						X	
TXV-60	Fixed TXV Kit							X

[1] Installed on indoor coil

[2] Required for heat pump applications where ambient temperatures fall below 0°F with 50% or higher relative humidity.

ACCESSORIES

DZ13SA

Model	Description	DZ13SA 018	DZ13SA 024	DZ13SA 030	DZ13SA 036	DZ13SA 042	DZ13SA 048	DZ13SA 060
AFE18-60A	All-Fuel Kit	X	X	X	X	X	X	X
ASC01	Anti-Short Cycle Kit	X	X	X	X	X	X	X
CSR-U-1[4]	Hard-start Kit	X	X	X	X			
CSR-U-2[4]	Hard-start Kit				X	X		
CSR-U-3[4]	Hard-start Kit						X	X
FSK01A[2]	Freeze Protection Kit	X	X	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X	X	X
OT/EHR18-60	Emergency Heat Relay kit	X	X	X	X	X	X	X
OT18-60A[3]	Outdoor Thermostat w/Lockout Stat	X	X	X	X	X	X	X
TX2N4A[4]	TXV Kit	X	X					
TX3N4[4]	TXV Kit			X	X			
TX5N4[4]	TXV Kit					X	X	X

DZ13SN

Model	Description	DZ13SN 018	DZ13SN 024	DZ13SN 030	DZ13SN 036	DZ13SN 042	DZ13SN 048	DZ13SN 060
AFE18-60A	All-Fuel Kit	X	X	X	X	X	X	X
ASC01	Anti-Short Cycle Kit	X	X	X	X	X	X	X
CSB-15	Sound Blanket					X	X	X
CSB-16	Sound Blanket	X	X	X	X			
CSR-U-1[4]	Hard-start Kit	X	X	X	X			
CSR-U-2[4]	Hard-start Kit				X	X		
CSR-U-3[4]	Hard-start Kit						X	X
FSK01A[2]	Freeze Protection Kit	X	X	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X	X	X
OT/EHR18-60	Emergency Heat Relay kit	X	X	X	X	X	X	X
OT18-60A[3]	Outdoor Thermostat w/Lockout Stat	X	X	X	X	X	X	X
TX2N4A[5]	TXV Kit	X	X					
TX3N4[5]	TXV Kit			X	X			
TX5N4[5]	TXV Kit					X	X	X

DZ13SA THREE-PHASE

Model	Description	DZ13SA 036*	DZ13SA 048*	DZ13SA 048*	DZ13SA 060*	DZ13SA 060*
AFE18-60A	All-Fuel Kit	X	X	X	X	X
ASC01	Anti-Short Cycle Kit	X	X	X	X	X
FSK01A[2]	Freeze Protection Kit	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X
OT/EHR18-60	Emergency Heat Relay kit	X	X	X	X	X
OT18-60A[3]	Outdoor Thermostat w/Lockout Stat	X	X	X	X	X
TX3N4[5]	TXV Kit	X			X	
TX5N4[5]	TXV Kit		X	X		X
CSB-15	Sound Blanket Kit		X	X	X	X
CSB-16	Sound Blanket Kit	X				
LAKT01	Low Ambient Kit	X	X	X	X	X

[1] Contains 20 brackets; four brackets needed to anchor unit to pad

[2] Installed on indoor coil

[3] Required for heat pump applications where ambient temperatures fall below 0°F with 50% or higher relative humidity.

[4] Condensing units and heatp pumps with reciprocating compressors require the use of start-assist components when used in conjunction with an indoor coil using a non-bleed expansion valve refrigerant metering device.

[5] Field-installed, non-bleed, expansion valve kit — Condensing units and heat pumps with reciprocating compressors require the use of start-assist components when used in conjunction with an indoor coil using a non-bleed thermal expansion valve refrigerant.

ACCESSORIES

DZ14SA

Model	Description	DZ14SA 018*	DZ14SA 024*	DZ14SA 030*	DZ14SA 036*	DZ14SA 042*	DZ14SA 048*	DZ14SA 060*
AFE18-60A	All-Fuel Kit	X	X	X	X	X	X	X
CSR-U-1	Hard-start Kit	X	X	X	X			
CSR-U-2	Hard-start Kit				X	X		
CSR-U-3	Hard-start Kit						X	X
FSK01A[1]	Freeze Protection Kit	X	X	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X	X	X
OT18-60A[2]	Outdoor Thermostat	X	X	X	X	X	X	X
OT/EHR18-60	Emergency Heat Relat Kit	X	X	X	X	X	X	X
TX2N4A[3]	TXV Kit	X	X					
TX3N4[3]	TXV Kit			X	X			
TX5N4[3]	TXV Kit					X	X	X

DZ14SA 3 PHASE

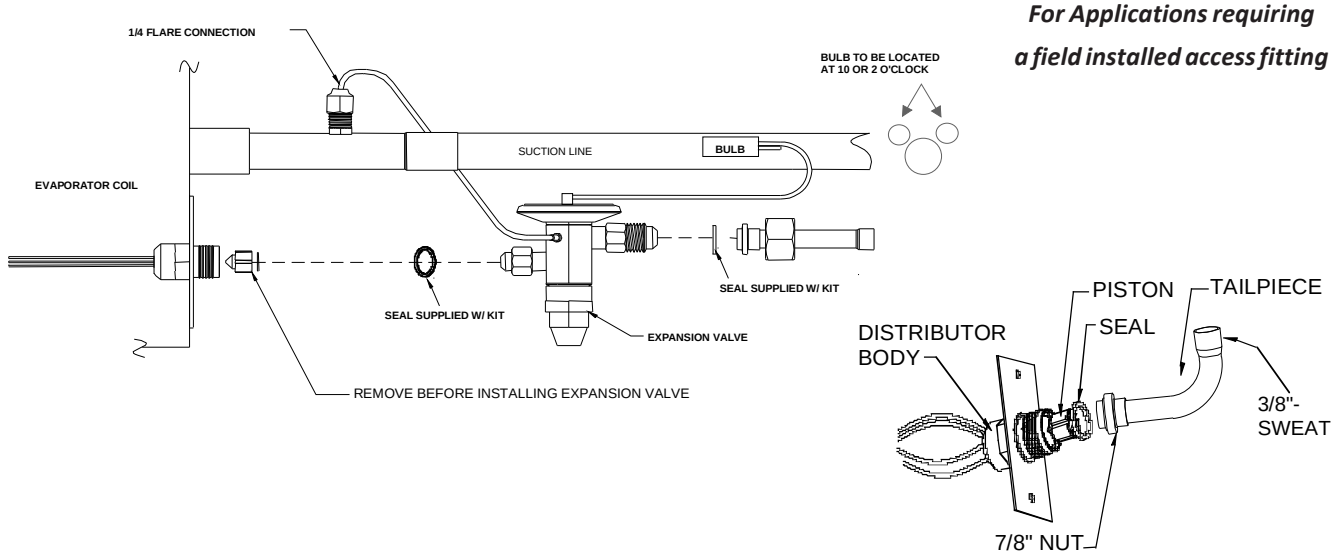
Model	Description	DZ14SA 036*	DZ14SA 036*	DZ14SA 048*	DZ14SA 048*	DZ14SA 060*	DZ14SA 060*
AFE18-60A	All-Fuel Kit	X	X	X	X	X	X
ASC01	Anti-Short Cycle Kit	X	X	X	X	X	X
FSK01A[2]	Freeze Protection Kit	X	X	X	X	X	X
LSK02*	Liquid Line Solenoid Kit	X	X	X	X	X	X
OT/EHR18-60	Emergency Heat Relat Kit	X	X	X	X	X	X
OT18-60A[3]	Outdoor Thermostat w/Lockout Stat	X	X	X	X	X	X
TX3N4[5]	TXV Kit	X	X				
TX5N4[5]	TXV Kit			X	X	X	X
CBS-15	Sound Blanket Kit			X	X	X	X
CBS-16	Sound Blanket Kit	X	X				
LAKT01	Low Ambient Kit	X	X	X	X	X	X

1. Contains 20 brackets; four brackets needed to anchor unit to pad
2. Installed on indoor coil
3. Required for heat pump applications where ambient temperatures fall below 0°F with 50% or higher relative humidity.
4. Condensing units and heat pumps with reciprocating compressors require the use of start-assist components when used in conjunction with an indoor coil using a non-bleed expansion valve refrigerant metering device.
5. Field-installed, non-bleed, expansion valve kit - Condensing units and heat pumps with reciprocating compressors require the use of start-assist components when used in conjunction with an indoor coil using a non-bleed thermal expansion valve refrigerant.

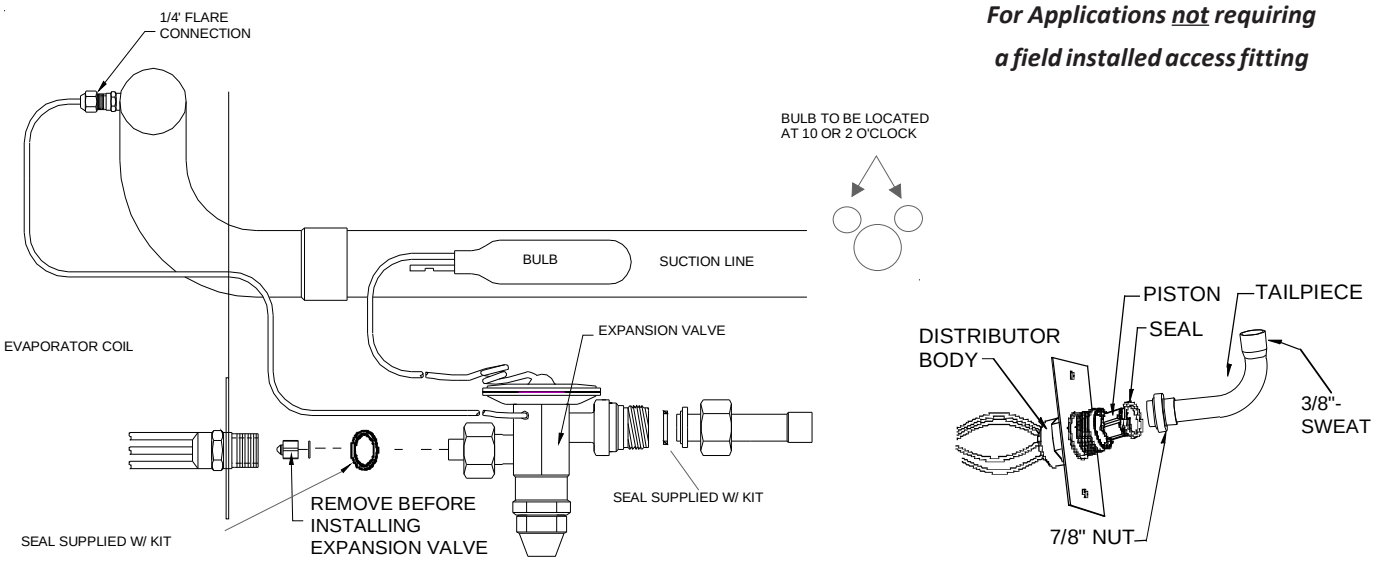
ACCESSORIES

EXPANSION VALVE KITS

For Applications requiring a field installed access fitting

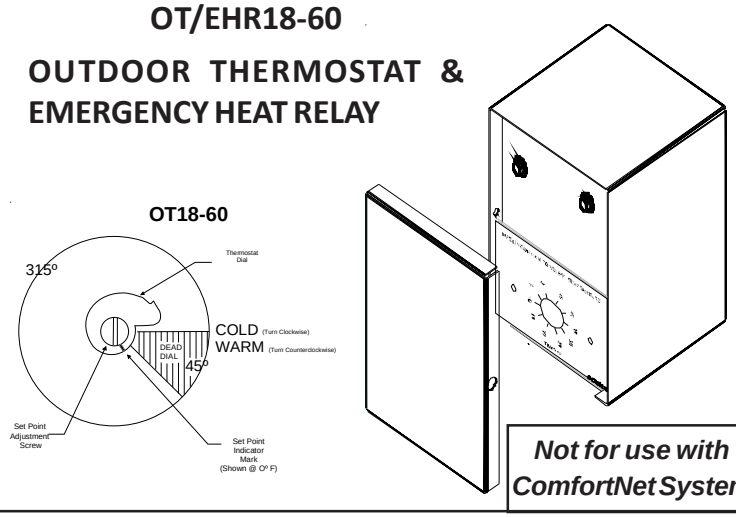


For Applications <u>not</u> requiring a field installed access fitting



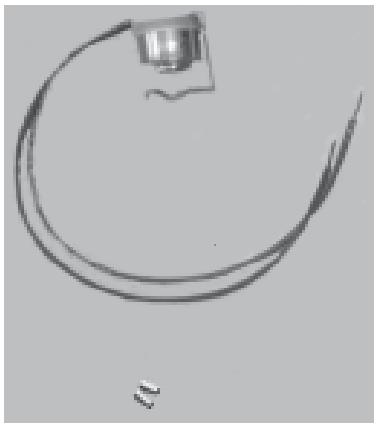
OT/EHR18-60

OUTDOOR THERMOSTAT & EMERGENCY HEAT RELAY

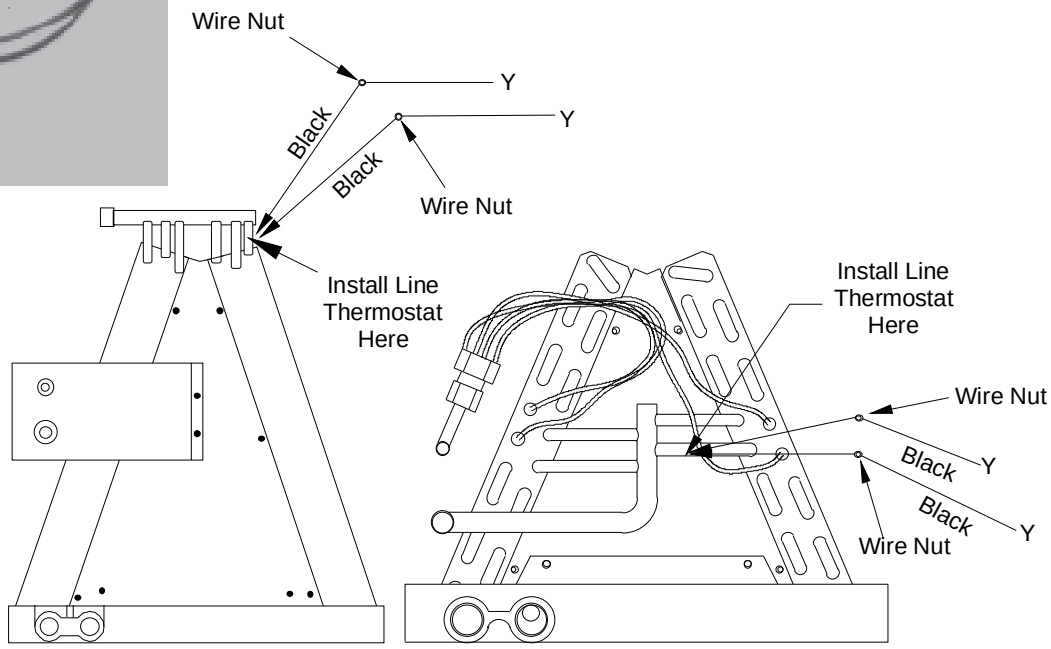


Not for use with ComfortNet System

ACCESSORIES

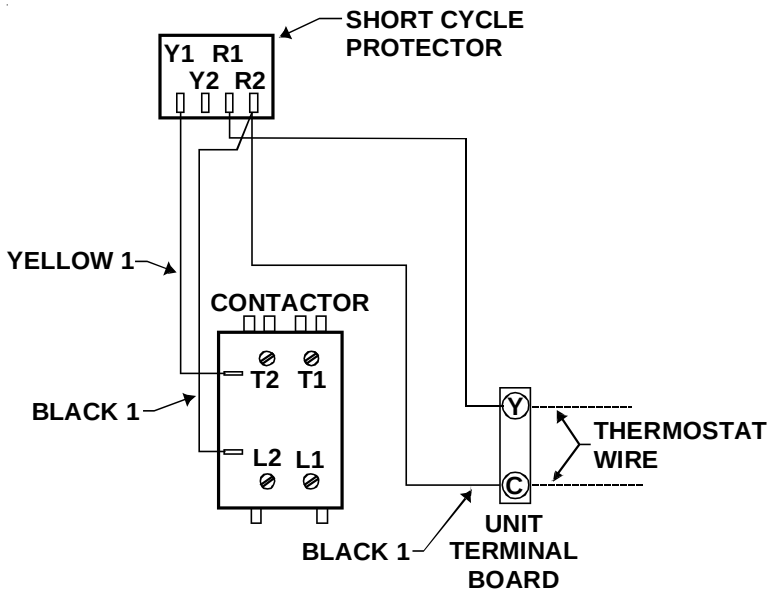


FSK01A
FREEZE THERMOSTAT
KIT



ASC01A
ANTI-SHORT-CYCLE CONTROL KIT

Not for use with ComfortNet System



ACCESSORIES

COIL ACCESSORIES

COIL MODEL	TX2N4A TXV KIT	TX3N4 TXV KIT	TX5N4 TXV KIT	FSK01A FREEZE PROTECTION KIT
CA*F18246*	X			X
CA*F30306*		X		X
CA*F31316*				
CA*F36366*				
CA*F36426*		X	X	X
CA*F37436*				
CA*F48606*				
CA*F49616*				
CHPF18246*	X			X
CHPF24306*				
CHPF36366*		X		X
CHPF36426*			X	X
CHPF37436*				
CHPF48606*				
CSCF1824N6*	X			X
CSCF3036N6*		X		X
CSCF3642N6*		X	X	X
CSCF4860N6*				
CAPT3743C4				X
CAPT3743D4				X
CAPT3131B4				X
CAPT3131C4				X
CAPT4961C4				X
CAPT4961D4				X

DRAIN PAN INSULATION KITS - ARUF**14**, ARPT**14**, ASPT**14** & ASUF**14**

DOWNFLOW KIT FOR MODEL LIST

DFK-B DOWNFLOW KIT	DFK-C DOWNFLOW KIT	DFK-D DOWNFLOW KIT
ARUF18B14**	ARUF30C14**	ARUF37D14**
ARUF24B14**	ARUF36C14**	ARUF43D14**
ARUF25B14**	ARUF37C14**	ARUF47D14**
ARUF29B14**	ARUF43C14**	ARUF48D14**
ARUF30B14**	ARUF42C14**	ARUF49D14**
ARUF31B14**	ARUF49C14**	ARUF60D14**
ARPT18B14**	ARPT36C14**	ARUF61D14**
ARPT24B14**	ASPT36C14**	ARPT36D14**
ARPT30B14**	ASUF39C14**	ARPT42D14**
ASPT24B14**	ASUF49C14**	ARPT48D14**
ASUF29B14**	ASPT33C14**	ARPT60D14**
	ASPT39C14**	ASPT48D14**
	ASPT42C14**	ASUF59D14**
	ASPT48C14**	ASPT60D14**
	ASPT49C14**	ASPT61D14**

ACCESSORIES

ARPT**14**

HEAT KIT APPLICATIONS	ARPT							
TYPE / MODEL	18B14-A*	24B14-A*	30B14-A*	36C14-A*	36D14-A*	42D14-A*	48D14-A*	60D14-A*
HKSX03XC*	X	X	X	X	X	X	X	X
HKSX05XC*	X	X	X	X	X	X	X	X
HKSX06XC*	X	X	X	X	X	X	X	X
HKSX08XC*	X	X	X	X	X	X	X	X
HKSX10XC*	X	X	X	X	X	X	X	X
HKSX15XF*				X	X	X	X	X
HKSX20XF*				X	X	X	X	X
HKSC05XC*	X	X	X	X	X	X	X	X
HKSC08XC*	X	X	X	X	X	X	X	X
HKSC10XC*	X	X	X	X	X	X	X	X
HKSC15XA*			X	X	X	X	X	X
HKSC15XB*			X	X	X	X	X	X
HKSC15XF*				X	X	X	X	X
HKSC19CA*				X				
HKSC19CB*				X				
HKSC20DA*					X	X	X	X
HKSC20DB*					X	X	X	X
HKSC20XF*				X	X	X	X	X
HKSC25DC*							X	X

* Revision level that may or may not be designated

Refer to the minimum airflow requirements for each of the heat kits.

ACCESSORIES

ARUF**14**

HEAT KIT APPLICATIONS	ARUF								
TYPE / MODEL	18B14-A*	24B14-B*	24B14-C*	30B14-A*	30C14-B*	36C14-B*	42C14-A*	48D14-A*	60D14-A*
HKSX03XC*	X	X	X	X	X	X	X	X	X
HKSX05XC*	X	X	X	X	X	X	X	X	X
HKSX06XC*	X	X	X	X	X	X	X	X	X
HKSX08XC*	X	X	X	X	X	X	X	X	X
HKSX10XC*	X	X	X	X	X	X	X	X	X
HKSX15XF*					X	X	X	X	X
HKSX20XF*					X	X	X	X	X
HKSC05XC*	X	X	X	X	X	X	X	X	X
HKSC08XC*	X	X	X	X	X	X	X	X	X
HKSC10XC*	X	X	X	X	X	X	X	X	X
HKSC15XA*				X	X	X	X	X	X
HKSC15XB*				X	X	X	X	X	X
HKSC15XF*					X	X	X	X	X
HKSC19CA*					X	X	X		
HKSC19CB*					X	X	X		
HKSC20DA*								X	X
HKSC20DB*								X	X
HKSC20XF*					X	X	X	X	X
HKSC25DC*							X	X	X

* Revision level that may or may not be designated

Refer to the minimum airflow requirements for each of the heat kits.

Model	ARUF25B14	ARUF29B14	ARUF31B14	ARUF37C14	ARUF43C14	ARUF49C14	ARUF37D14	ARUF43D14	ARUF47D14	ARUF49D14	ARUF61D14
HKSX03XC	X	X	X	X							
HKSX05XC	X	X	X	X	X	X	X	X	X	X	X
HKSX06XC	X	X	X	X	X	X	X	X	X	X	X
HKSX08XC	X	X	X	X	X	X	X	X	X	X	X
HKSX10XC	X	X	X	X	X	X	X	X	X	X	X
HKSC05XC	X	X	X	X	X	X	X	X	X	X	X
HKSC08XC	X	X	X	X	X	X	X	X	X	X	X
HKSC10XC	X	X	X	X	X	X	X	X	X	X	X
HKSC15XA			X	X	X	X	X	X	X	X	X
HKSC15XB			X	X	X	X	X	X	X	X	X
HKSC15XF				X	X	X	X	X	X	X	X
HKSC19CA				X	X	X					
HKSC19CB				X	X	X					
HKSC19CH											
HKSC20DA							X	X	X	X	X
HKSC20DB							X	X	X	X	X
HKSC20DH											
HKSC20XF				X	X	X	X	X	X	X	X
HKSC25DA											X
HKSC25DB											X

ACCESSORIES

ARUF / ARPT HEATER

*ARUF ARPT	HEATER (kW)								
	3	5	6	8	10	15	19	20	25
18	715	715	715	715	950				
24	715	715	715	715	950				
30B	715	715	715	715	875	875			
30C		1170	1170	1170	1170	1345	1345		
36		1170	1170	1170	1170	1345	1345		
42		1170	1170	1170	1170	1345	1345		
48		1590	1590	1590	1590	1715		1715	1715
60		1590	1590	1590	1590	1715		1715	1715

Minimum CFM required for Heater Kits

ACCESSORIES

ARUF & ASPT

MODEL	HEATER KIT (KW)								
	3	5	6	8	10	15	19	20	25
ARUF25B14	715	715	715	715	950				
ARUF29B14	715	715	715	715	950				
ARUF31B14	715	715	715	715	875	875			
ARUF37C14		1170	1170	1170	1170	1345	1345		
ARUF43C14		1170	1170	1170	1170	1345	1345		
ARUF49C14		1170	1170	1170	1170	1340	1430		
ARUF37D14		1170	1170	1170	1170	1345		1345	
ARUF43D14		1170	1170	1170	1170	1345		1345	
ARUF47D14		1170	1170	1170	1170	1345		1345	
ARUF49D14		1240	1240	1240	1240	1520		1520	
ARUF61D14		1590	1590	1590	1590	1715		1715	1715

MINIMUM CFM REQUIRED FOR HEATER KITS

MODEL	HEATER (kW)								
	3	5	6	8	10	15	19	20	25
ASPT25B14	715	715	715	715	850				
ASPT29B14	715	715	715	715	875	1050			
ASPT33C14	715	715	715	715	875	875			
ASPT37B14	715	715	715	715	875	1050			
ASPT37C14		1170	1170	1170	1170	1345	1345		
ASPT39C14		1170	1170	1170	1170	1345	1345		
ASPT47C14		1170	1170	1170	1170	1345	1345		
ASPT59C14		1170	1170	1170	1170	1345	1345		
ASPT47D14		1240	1240	1240	1240	1520		1520	
ASPT49C14		1170	1170	1170	1170	1345	1345		
ASPT49D14		1590	1590	1590	1590	1715		1715	1715
ASPT61D14*		1590	1590	1590	1590	1715		1715	1715

ACCESSORIES

ASUF**14**

HEAT KIT APPLICATIONS	ASUF			
TYPE / MODEL	29B14-A*	39C14-A*	49C14-A*	59D14-A*
HKSX03XC*	X	X	X	X
HKSX05XC*	X	X	X	X
HKSX06XC*	X	X	X	X
HKSX08XC*	X	X	X	X
HKSX10XC*	X	X	X	X
HKSX15XF*		X	X	X
HKSX20XF*		X	X	X
HKSC05XC*	X	X	X	X
HKSC08XC*	X	X	X	X
HKSC10XC*	X	X	X	X
HKSC15XA*		X	X	X
HKSC15XB*		X	X	X
HKSC15XF*		X	X	X
HKSC19CA*		X	X	
HKSC19CB*		X	X	
HKSC20DA*				X
HKSC20DB*				X
HKSC20XF*		X	X	X
HKSC25DC*				X

* Revision level that may or may not be designated.

Refer to the minimum airflow requirements for each of the heat kits.

ASUF	HEATER (kW)								
	3	5	6	8	10	15	19	20	25
29	715	715	715	715	875				
39		1170	1170	1170	1170	1345	1345		
49		1170	1170	1170	1170	1345	1345		
59		1590	1590	1590	1590	1715		1715	1715

Minimum CFM required for Heater Kits

ACCESSORIES

ASPT**14**

HEAT KIT APPLICATIONS	ASPT							
TYPE / MODEL	24B14-A*	30C14-A*	36C14-A*	42C14-A*	48C14-A*	42D14-A*	48D14-A*	60D14-A*
HKSX03XC*	X	X	X	X	X	X	X	X
HKSX05XC*	X	X	X	X	X	X	X	X
HKSX06XC*	X	X	X	X	X	X	X	X
HKSX08XC*	X	X	X	X	X	X	X	X
HKSX10XC*	X	X	X	X	X	X	X	X
HKSX15XF*			X	X	X	X	X	X
HKSC20XF*			X	X	X	X	X	X
HKSC05XC*	X	X	X	X	X	X	X	X
HKSC08XC*	X	X	X	X	X	X	X	X
HKSC10XC*	X	X	X	X	X	X	X	X
HKSC15XA*			X	X	X	X	X	X
HKSC15XB*			X	X	X	X	X	X
HKSC15XF*			X	X	X	X	X	X
HKSC19CA*			X	X	X			
HKSC19CB*			X	X	X			
HKSC20DA*						X	X	X
HKSC20DB*						X	X	X
HKSC20XF*			X	X	X	X	X	X
HKSC25DC*							X	X

* Revision level that may or may not be designated.

Refer to the minimum airflow requirements for each of the heat kits.

Model	ASPT25B14	ASPT29B14	ASPT33C14	ASPT37B14	ASPT37C14	ASPT39C14	ASPT47C14	ASPT47D14	ASPT49C14	ASPT49D14	ASPT59C14	ASPT61D14
HKSX03XC	x	x		x								
HKSX05XC	x	x	x	x	x	x	x	x	x	x	x	x
HKSX06XC	x	x	x	x	x	x	x	x	x	x	x	x
HKSX08XC	x	x	x	x	x	x	x	x	x	x	x	x
HKSX10XC	x	x	x	x	x	x	x	x	x	x	x	x
HKSC05XC	x	x	x	x	x	x	x	x	x	x	x	x
HKSC08XC	x	x	x	x	x	x	x	x	x	x	x	x
HKSC10XC	x	x	x	x	x	x	x	x	x	x	x	x
HKSC15XA		x		x	x		x	x				
HKSC15XB		x	x	x	x	x	x	x	x	x	x	x
HKSC15XF		x		x	x	x	x	x	x	x	x	x
HKSC19CA					x		x					
HKSC19CB					x	x	x		x		x	
HKSC19CH						x			x		x	
HKSC20DA								x				
HKSC20DB								x		x		x
HKSC20DH										x		x
HKSC20XF								x		x		x
HKSC25DA										x		x
HKSC25DB										x		x

ACCESSORIES

ASPT HEATER

	HEATER (KW)								
	3	**5**	**6**	**8**	**10**	**15**	**19**	**20**	**25**
ASPT24B14*	715	715	715	715	875	NR	NR	NR	NR
ASPT30C14*	730	715	715	715	950	NR	NR	NR	NR
ASPT36C14*	NR	1170	1170	1170	1170	1345	1345	1345	NR
ASPT42C14*	NR	1170	1170	1170	1170	1345	1345	1345	NR
ASPT48C14*	NR	1170	1170	1170	1170	1345	1345	1345	NR
ASPT42D14*	NR	1590	1590	1590	1590	1715	NR	1715	NR
ASPT48D14*	NR	1590	1590	1590	1590	1715	NR	1715	1715
ASPT60D14*	NR	1590	1590	1590	1590	1715	NR	1715	1715

MINIMUM CFM REQUIRED FOR HEATER KITS

PRODUCT DESIGN

This section gives a basic description of cooling unit operation, its various components and their basic operation. Ensure your system is properly sized for heat gain and loss according to methods of the Air Conditioning Contractors Association (ACCA) or equivalent.

CONDENSING UNIT

The condenser air is pulled through the condenser coil by a direct drive propeller fan. This condenser air is then discharged out of the top of the cabinet. These units are designed for free air discharge, so no additional resistance, like duct work, shall be attached.

The suction and liquid line connections on present models are of the sweat type for field piping with refrigerant type copper. Front seating valves are factory installed to accept the field run copper. The total refrigerant charge for a normal installation is factory installed in the condensing unit.

Models are available in 1 1/2 through 5 ton sizes and use R-410A refrigerant. They are designed for 208/230 volt single phase applications.

DX11S/DX13S/DX14S*/DX16SADZ11S/DZ13S/DZ14S*/DZ16SA *****3 models are available in 3, 4, 5, 7.5 and 10 ton sizes and use R-410A refrigerant. They are designed for 208/230 volt 3-phase applications.

DX11S/DX13S/DZ11S/DZ13S *****4 models are available in 3, 4, 5, 7.5 and 10 ton sizes and use R-410A refrigerant. They are designed for 460 volt 3-phase applications.

DX and DZ R-410A model units use the Copeland Scroll "Ultratech" Series compressors which are specifically designed for R-410A refrigerant. These units also have Copeland® CoreSense diagnostics.

There are a number of design characteristics which are different from the traditional reciprocating and/or scroll compressors.

"Ultractech" Series scroll compressors will not have a discharge thermostat. Some of the early model scroll compressors required discharge thermostat.

"Ultratech" Series scroll compressors use "POE" or polyolester oil which is **NOT** compatible with mineral oil based lubricants like 3GS. "POE" oil must be used if additional oil is required.

COILS AND BLOWER COILS

MBR blower cabinets are designed to be used as a two-piece blower and coil combination. MBR blower sections can be attached to cased evaporator coil. This two-piece arrangement allows for a variety of mix-matching possibilities providing greater flexibility.

The MBR blower cabinet uses a PSC motor. It is approved for applications with cooling coils of up to 0.5 inches W.C. external static pressure.

The MBR blower cabinets with proper coil matches can be positioned for upflow, counterflow, horizontal right or horizontal left operation. All units are constructed with R-4.2 insulation. In areas of extreme humidity (greater than 80% consistently), insulate the exterior of the blower with insulation having a vapor barrier equivalent to ductwork insulation, providing local codes permit.

The CAUF, CAPF and CAPT coils are designed for upflow and counterflow applications. The CACF and CHPF coils are designed for horizontal applications.

AR*F, ASPF, ASUF, ASPT

Multi-Position Air Handler

These one-piece multi-position air handlers are used with R-410A and are available in 2 to 5 ton sizes with optional 3 kW to 25kW electric heat kits available for field installation. The AR*F unit's blower design includes a PSC motor and is compatible with heat pumps and cooling applications. ASUF and ASPT units use an EEM blower motor and are compatible with heat pumps and cooling applications.

This appliance can be installed in the vertical or left horizontal position without modification. The horizontal right and downflow positions require product modification. This product is designed for zero inches (0 inches) clearance; however, adequate access for service or replacement must be considered without removing permanent structure. This unit can be installed on a platform when deemed necessary.

In an attic installation a secondary drain pan must be provided by the installer and placed under the entire unit with a separate drain line properly sloped and terminated in an area visible to the owner. This secondary drain pan is required in the event that there is a leak or main drain blockage. Closed cell insulation should be applied to the drain lines in unconditioned spaces where sweating may occur.

NOTE: Single piece air handlers are factory-sealed to achieve a 2% or less leakage rate at 1.0" water gauge external duct static pressure.

PRODUCT DESIGN

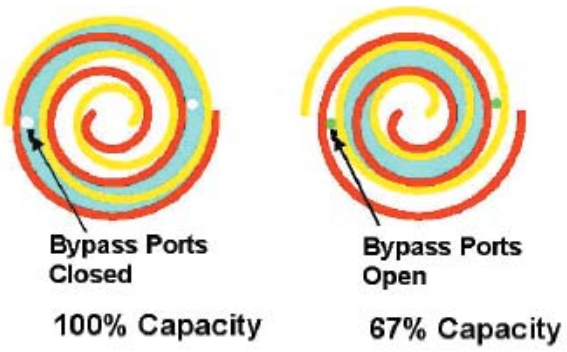


FIGURE A

A scroll is an involute spiral which, when matched with a mating scroll form as shown, generates a series of crescent shaped gas pockets between the two members.

During compression, one scroll remains stationary (fixed scroll) while the other form (orbiting scroll) is allowed to orbit (but not rotate) around the first form.

As this motion occurs, the pockets between the two forms are slowly pushed to the center of the two scrolls while simultaneously being reduced in volume. When the pocket reaches the center of the scroll form, the gas, which is now at a high pressure, is discharged out of a port located at the center.

During compression, several pockets are being compressed simultaneously, resulting in a very smooth process. Both the suction process (outer portion of the scroll members) and the discharge process (inner portion) are continuous.

Some design characteristics of the Compliant Scroll compressor are:

- Compliant Scroll compressors are more tolerant of liquid refrigerant.

  NOTE: Even though the compressor section of a Scroll compressor is more tolerant of liquid refrigerant, continued floodback or flooded start conditions may wash oil from the bearing surfaces causing premature bearing failure.

- "Ultratech" Series scroll compressors use "POE" or polyolester oil which is **NOT** compatible with mineral oil based lubricants like 3GS. "POE" oil must be used if additional oil is required.

- Compliant scroll compressors perform "quiet" shutdowns that allow the compressor to restart immediately without the need for a time delay. This compressor will restart even if the system has not equalized.

  NOTE: Operating pressures and amp draws may differ from standard reciprocating compressors. This information can be found in the unit's Technical Information Manual.

CAPACITY CONTROL - LEGACY MODELS

During the compression process, there are several pockets within the scroll that are compressing gas. Modulation is achieved by venting a portion of the gas in the first suction pocket back to the low side of the compressor thereby reducing the effective displacement of the compressor. See Figure A. Full capacity is achieved by blocking these vents, increasing the displacement to 100%. A solenoid in the compressor, controlled by an external 24-volt ac signal, moves the slider ring that covers and uncovers these vents. The vent covers are arranged in such a manner that the compressor operates somewhere around 67% capacity when the solenoid is not energized and 100% capacity when the solenoid is energized. The loading and unloading of the two step scroll is done “on the fly” without shutting off the motor between steps. See Figure B below**.** The unloaded mode default was chosen for two reasons:

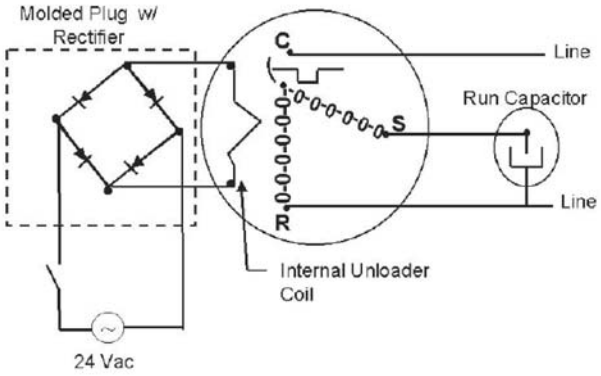


FIGURE B

1. It is expected that the majority of run hours will be in the low capacity, unloaded mode.
2. It allows a simple two-stage thermostat to control capacity through the second stage in both cooling and possibly heating if desired.

UNLOADER SOLENOID

A nominal 24-volt direct current coil activates the internal unloader solenoid. The input control circuit voltage must be 18 to 28 volt ac. The coil power requirement is 20 VA. The external electrical connection is made with a molded plug assembly. This plug is connected to the Comfort Alert™ or CoreSense™ Module (dependent upon which module you are using) which contains a full wave rectifier to supply direct current to the unloader coil.

SYSTEM OPERATION

COOLING

The refrigerant used in the system is R-410A. It is a clear, colorless, non-toxic and non-irritating liquid. R-410A is a 50:50 blend of R-32 and R-125. The boiling point at atmospheric pressure is **-62.9°F.**

A few of the important principles that make the refrigeration cycle possible are: heat always flows from a warmer to a cooler body. Under lower pressure, a refrigerant will absorb heat and vaporize at a low temperature. The vapors may be drawn off and condensed at a higher pressure and temperature to be used again.

The indoor evaporator coil functions to cool and dehumidify the air conditioned spaces through the evaporative process taking place within the coil tubes.

NOTE: The pressures and temperatures shown in the refrigerant cycle illustrations on the following pages are for demonstration purposes only. Actual temperatures and pressures are to be obtained from the "Expanded Performance Chart".

Liquid refrigerant at condensing pressure and temperatures, (270 psig and 122°F), leaves the outdoor condensing coil through the drier and is metered into the indoor coil through the metering device. As the cool, low pressure, saturated refrigerant enters the tubes of the indoor coil, a portion of the liquid immediately vaporizes. It continues to soak up heat and vaporizes as it proceeds through the coil, cooling the indoor coil down to about 48°F.

Heat is continually being transferred to the cool fins and tubes of the indoor evaporator coil by the warm system air. This warming process causes the refrigerant to boil. The heat removed from the air is carried off by the vapor.

As the vapor passes through the last tubes of the coil, it becomes superheated. That is, it absorbs more heat than is necessary to vaporize it. This is assurance that only dry gas will reach the compressor. Liquid reaching the compressor can weaken or break compressor valves.

The compressor increases the pressure of the gas, thus adding more heat, and discharges hot, high pressure superheated gas into the outdoor condenser coil.

In the condenser coil, the hot refrigerant gas, being warmer than the outdoor air, first loses its superheat by heat transferred from the gas through the tubes and fins of the coil. The refrigerant now becomes saturated, part liquid, part vapor and then continues to give up heat until it condenses to a liquid alone. Once the vapor is fully liquefied, it continues to give up heat which subcools the liquid, and it is ready to repeat the cycle.

HEATING

The heating portion of the refrigeration cycle is similar to the cooling cycle. By energizing the reversing valve solenoid coil, the flow of the refrigerant is reversed. The indoor coil now becomes the condenser coil, and the outdoor coil becomes the evaporator coil.

The check valve at the indoor coil will open by the flow of refrigerant letting the now condensed liquid refrigerant bypass the indoor expansion device. The check valve at the outdoor coil will be forced closed by the refrigerant flow, thereby utilizing the outdoor expansion device.

The restrictor orifice used with the CA*F, CHPF and CH**FCB coils will be forced onto a seat when running in the cooling cycle, only allowing liquid refrigerant to pass through the orifice opening. In the heating cycle, it will be forced off the seat allowing liquid to flow around the restrictor. A check valve is not required in this circuit.

COOLING CYCLE

For legacy room thermostat: When the room thermostat calls for cool, the contacts of the room thermostat close making terminals R to Y1 & G (if thermostat calls for low stage cool), or R to Y1, Y2 & G (if thermostat calls for high stage cool), the low voltage circuit of the transformer is completed. Current now flows through the magnetic holding coils of the compressor contactor (CC) and fan relay (RFC). If thermostat calls for high stage cool, the microprocessor on the UC board will also energize the compressor high stage solenoid to run the compressor at full capacity.

This draws in the normally open contact CC, starting the compressor and condenser fan motors in either low or high stage depending on the thermostat's demand. At the same time, contacts RFC close, starting the indoor fan motor.

When the thermostat is satisfied, it opens its contacts, breaking the low voltage circuit, causing the compressor contactor and indoor fan relay to open, shutting down the system.

If the room thermostat fan selector switch should be set on the "on" position, then the indoor blower would run continuously rather than cycling with the compressor.

DZ11S, DZ13S, DZ14S, DZ16S, DS16 and DZ18 models energize the reversing valve thorough the "O" circuit in the room thermostat. Therefore, the reversing valve remains energized as long as the thermostat subbase is in the cooling position. The only exception to this is during defrost.

For heat pumps, during cooling cycle the reversing valve is energized as the room thermostat closes "O" terminal to R and the microprocessor on the UC board responds to such a condition by energizing the solenoid coil on the reversing valve.

SYSTEM OPERATION

DEFROST CYCLE - LEGACY MODELS

The defrosting of the outdoor coil is jointly controlled by the defrost control board and the defrost thermostat.

Solid State Defrost Control

During operation the power to the circuit board is controlled by a temperature sensor, which is clamped to a return bend (3/8" coils) or a feeder tube (5 mm coils) entering the outdoor coil. Defrost timing periods of 30, 60, or 90 minutes may be selected by connecting the circuit board jumper to 30, 60, or 90 respectively. Accumulation of time for the timing period selected starts when the sensor closes (approximately 31° F), and when the room thermostat calls for heat. At the end of the timing period, the unit's defrost cycle will be initiated provided the sensor remains closed. When the sensor opens (approximately 75° F), the defrost cycle is terminated and the timing period is reset. If the defrost cycle is not terminated due to the sensor temperature, a ten minute override interrupts the unit's defrost period. The new upgraded defrost control has a 12 minute override interrupt.

HEATING CYCLE

The reversing valve on the DZ11S, DZ13S, DZ14S, DZ16S, DS16 and DZ18 models is energized in the cooling cycle through the "O" terminal on the room thermostat.

These models have a 24 volt reversing valve coil. When the thermostat selector switch is set in the cooling position, the "O" terminal on the thermostat is energized all the time.

Care must be taken when selecting a room thermostat. Refer to the installation instructions shipped with the product for approved thermostats.

HEATING CYCLE - LEGACY ROOM THERMOSTATS

When the room thermostat calls for heat, the contacts of the room thermostat close making terminals R to Y & G, the low voltage circuit of the transformer is completed. Current now flows through the magnetic holding coils of the compressor contactor (CC) and fan relay (RFC).

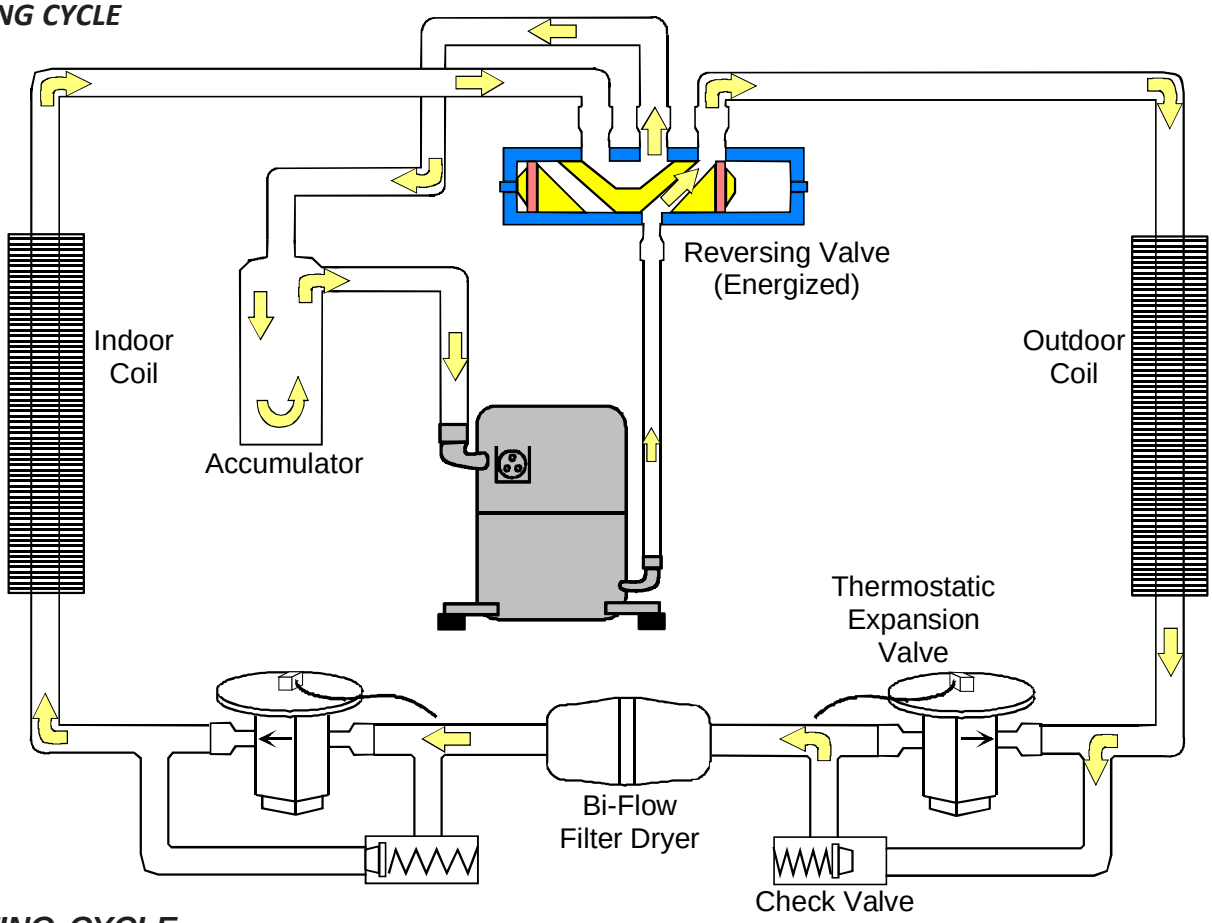
This draws in the normally open contact CC, starting the compressor condenser fan motors. At the same time, contacts RFC close, starting the indoor fan motor.

When the thermostat is satisfied, it opens its contacts, breaking the low voltage circuit, causing the compressor contactor and indoor fan relay to open, shutting down the system.

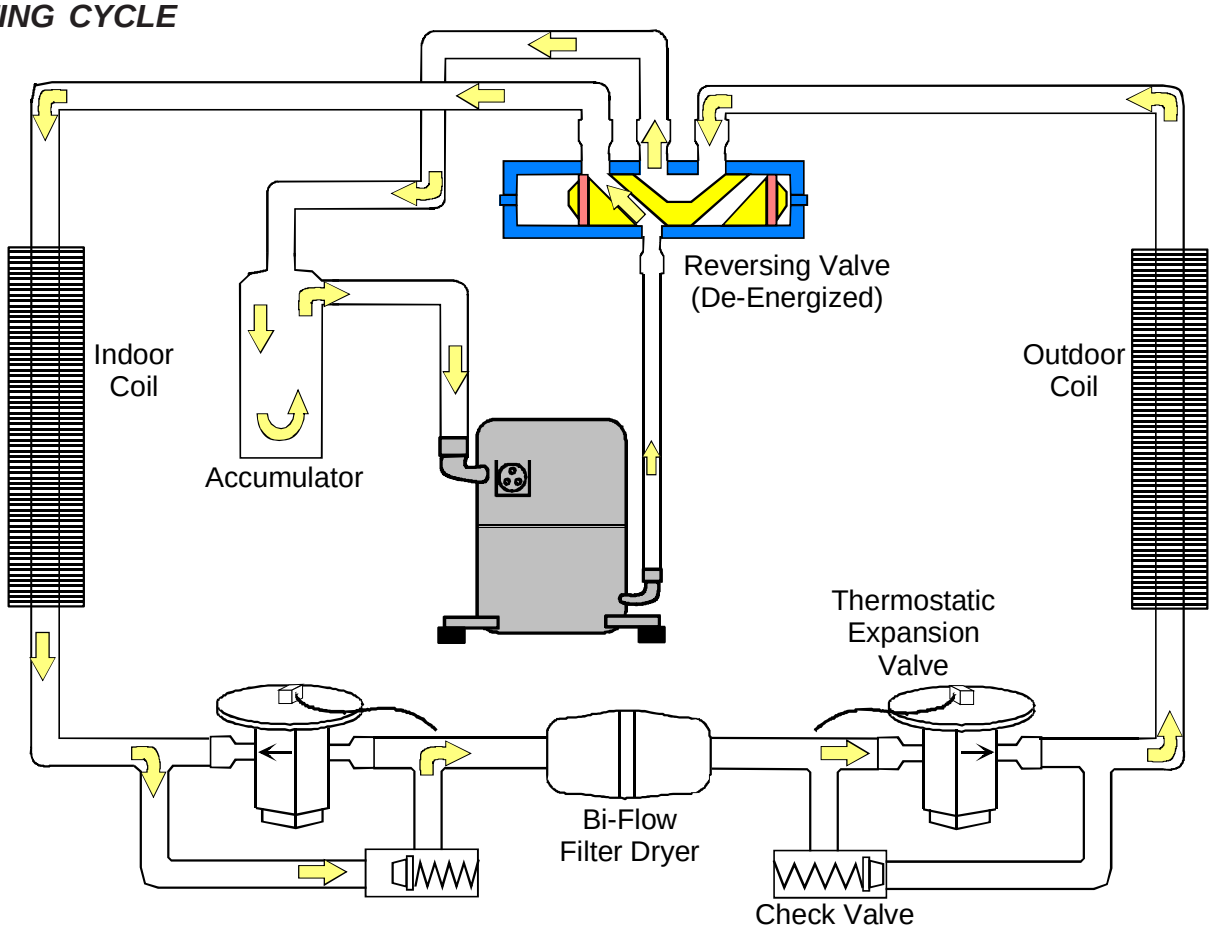
If the room thermostat fan selector switch should be set to the "on" position, then the indoor blower would run continuously rather than cycling with the compressor.

SYSTEM OPERATION

COOLING CYCLE

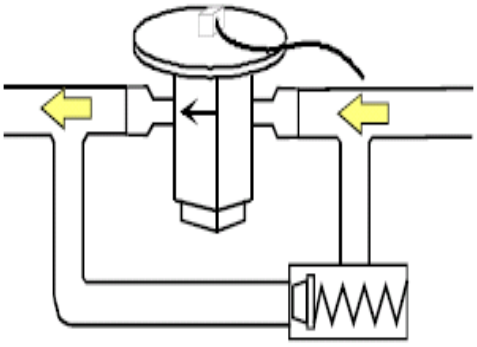


HEATING CYCLE

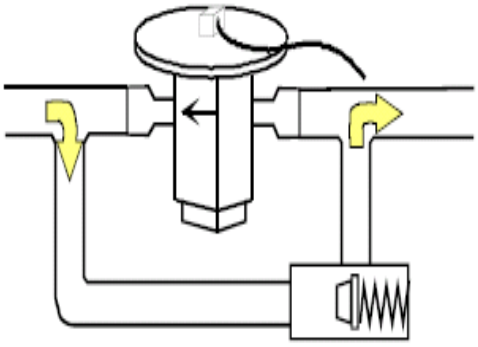


SYSTEM OPERATION

EXPANSION VALVE/CHECK VALVE ASSEMBLY IN COOLING OPERATION

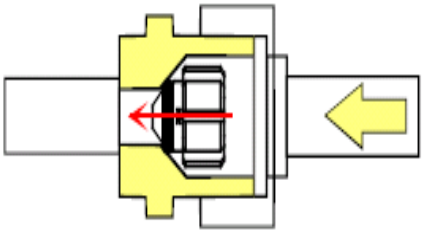


EXPANSION VALVE/CHECK VALVE ASSEMBLY IN HEATING OPERATION



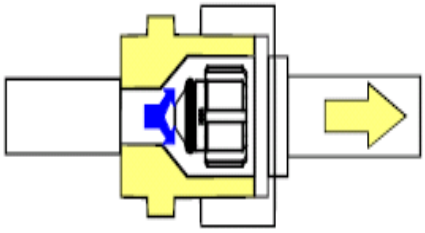
Most expansion valves used in current Daikin Heat Pump products
use an internally checked expansion valve.
This type of expansion valve does not require an external check valve as shown above.
However, the principle of operation is the same.

RESTRICTOR ORIFICE ASSEMBLY IN COOLING OPERATION



In the cooling mode, the orifice is pushed into its seat, forcing refrigerant to flow through the metered hole in the center of the orifice.

RESTRICTOR ORIFICE ASSEMBLY IN HEATING OPERATION



In the heating mode, the orifice moves back off its seat, allowing refrigerant to flow unmetered around the outside of the orifice.

SYSTEM OPERATION

AFE18-60A CONTROL BOARD

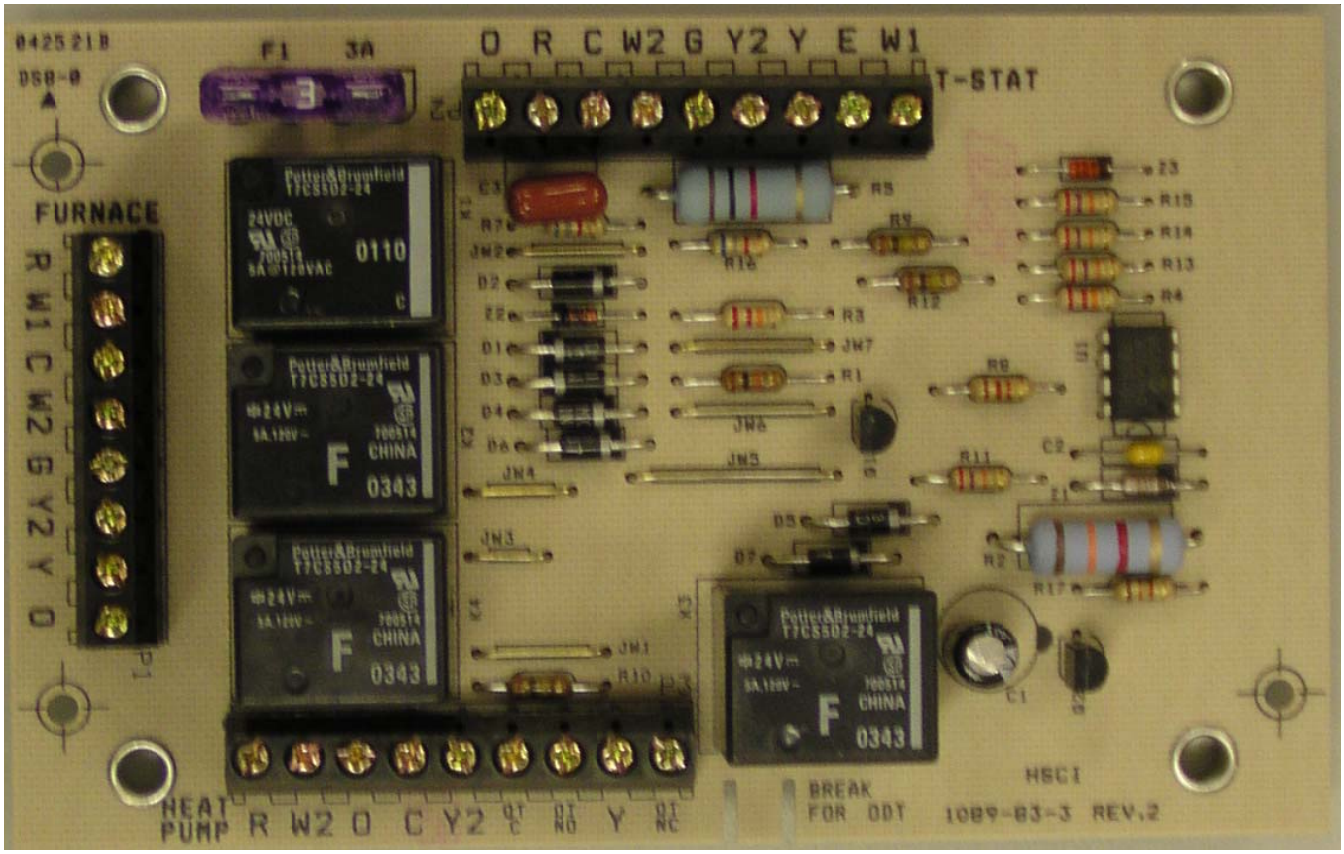
DESCRIPTION

The AFE18 control is designed for use in heat pump applications where the indoor coil is located above/downstream of a gas or fossil fuel furnace. It will operate with single and two stage heat pumps and single and two stage furnaces. The AFE18 control will turn the heat pump unit off when the furnace is turned on. An anti-short cycle feature is also incorporated which initiates a 3 minute timed off delay when the compressor goes off. On initial power up or loss and restoration of power, this 3 minute timed off delay will be initiated. The compressor won't be allowed to restart until the 3 minute off delay has expired. Also included is a 5 second de-bounce feature on the "Y, E, W1 and O" thermostat inputs. These thermostat inputs must be present for 5 seconds before the AFE18 control will respond to it.

An optional outdoor thermostat, OT18-60A, can be used with the AFE18 to switch from heat pump operation to furnace operation below a specific ambient temperature setting, i.e. break even temperature during heating. When used in this manner, the "Y" heat demand is switched to the "W1" input to the furnace by the outdoor thermostat and the furnace is used to satisfy the first stage "Y" heat demand. On some controls, if the outdoor thermostat fails closed in this position during the heating season, it will turn on the furnace during the cooling season on a "Y" cooling demand. In this situation, the furnace produces heat and increases the indoor temperature thereby never satisfying the cooling demand. The furnace will continue to operate and can only be stopped by switching the thermostat to the off position or removing power to the unit and then replacing the outdoor thermostat. **When the AFE18 receives a "Y" and "O" input from the indoor thermostat**, it recognizes this as a cooling demand in the cooling mode. If the outdoor thermostat is stuck in the closed position switching the "Y" demand to the "W1" furnace input during the cooling mode as described above, the AFE18 won't allow the furnace to operate. The outdoor thermostat will have to be replaced to restore the unit to normal operation.

⚠ WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.



TROUBLESHOOTING CHART

COOLING/HP ANALYSIS CHART

Complaint	No Cooling							Unsatisfactory Cooling/Heating								System Operating Pressures				Test Method Remedy	See Service Procedure Ref.
POSSIBLE CAUSE DOTS IN ANALYSIS GUIDE INDICATE "POSSIBLE CAUSE" SYMPTOM	System will not start	Compressor will not start - fan runs	Comp. and Cond. Fan will not start	Evaporator fan will not start	Condenser fan will not start	Compressor runs - goes off on overload	Compressor cycles on overload	System runs continuously - little cooling/htg	Too cool and then too warm	Not cool enough on warm days	Certain areas too cool, others too warm	Compressor is noisy	System runs - blows cold air in heating	Unit will not terminate defrost	Unit will not defrost	Low suction pressure	Low head pressure	High suction pressure	High head pressure		
Pow er Failure	●																			Test Voltage	S-1
Blow n Fuse	●		●	●																Inspect Fuse Size & Type	S-1
Unbalanced Pow er, 3PH		●				●	●													Test Voltage	S-1
Loose Connection	●			●		●														Inspect Connection - Tighten	S-2, S-3
Shorted or Broken Wires	●	●	●	●	●	●														Test Circuits With Ohmmeter	S-2, S-3
Open Fan Overload				●	●															Test Continuity of Overload	S-17A
Faulty Thermostat	●		●	●					●											Test Continuity of Thermostat & Wiring	S-3
Faulty Transformer	●		●																	Check Control Circuit w ith Voltmeter	S-4
Shorted or Open Capacitor		●		●	●	●	●													Test Capacitor	S-15
Internal Compressor Overload Open		●											♦							Test Continuity of Overload	S-17A
Shorted or Grounded Compressor		●				●														Test Motor Windings	S-17B
Compressor Stuck		●				●	●						♦							Use Test Cord	S-17D
Faulty Compressor Contactor			●		●	●														Test Continuity of Coil & Contacts	S-7, S-8
Faulty Fan Relay				●																Test Continuity of Coil And Contacts	S-7
Open Control Circuit				●																Test Control Circuit w ith Voltmeter	S-4
Low Voltage		●				●	●													Test Voltage	S-1
Faulty Evap. Fan Motor				●												●			♦	Repair or Replace	S-16
Shorted or Grounded Fan Motor					●														●	Test Motor Windings	S-16
Improper Cooling Anticipator							●		●											Check Resistance of Anticipator	S-3B
Shortage of Refrigerant							●	●					♦			●	●			Test For Leaks, Add Refrigerant	S-101,103
Restricted Liquid Line							●	●								●	●		●	Remove Restriction, Replace Restricted Part	S-112
Open Element or Limit on Elec. Heater								♦					♦							Test Heater Element and Controls	S-26,S-27
Dirty Air Filter								●		●	●					●			♦	Inspect Filter-Clean or Replace	
Dirty Indoor Coil								●		●	●					●			♦	Inspect Coil - Clean	
Not enough air across Indoor Coil								●		●	●					●			♦	Check Blow er Speed, Duct Static Press, Filter	S-200
Too much air across Indoor Coil																	♦	●		Reduce Blow er Speed	S-200
Overcharge of Refrigerant						●	●					●	♦					●	●	Recover Part of Charge	S-113
Dirty Outdoor Coil						●	●			●						♦			●	Inspect Coil - Clean	
Noncondensibles							●			●			♦						●	Recover Charge, Evacuate, Recharge	S-114
Recirculation of Condensing Air							●			●									●	Remove Obstruction to Air Flow	
Infiltration of Outdoor Air								●		●	●									Check Window s, Doors, Vent Fans, Etc.	
Improperly Located Thermostat						●			●											Relocate Thermostat	
Air Flow Unbalanced									●		●									Readjust Air Volume Dampers	
System Undersized								●		●										Refigure Cooling Load	
Broken Internal Parts												●	♦							Replace Compressor	S-115
Broken Valves								●				●					●	●		Test Compressor Efficiency	S-104
Inefficient Compressor								●					♦				●	●		Test Compressor Efficiency	S-104
Wrong Type Expansion Valve						●	●	●		●						●	●		♦	Replace Valve	S-110
Expansion Device Restricted						●	●	●		●						●	●		●	Remove Restriction or Replace Expansion Device	S-110
Oversized Expansion Valve								●											●	Replace Valve	
Undersized Expansion Valve						●	●	●		●						●				Replace Valve	
Expansion Valve Bulb Loose												●						●		Tighten Bulb Bracket	S-105
Inoperative Expansion Valve						●		●								●				Check Valve Operation	S-110
Loose Hold-dow n Bolts												●								Tighten Bolts	
Faulty Reversing Valve						●							♦	♦	♦		♦	♦	♦	Replace Valve or Solenoid	S-21, 122
Faulty Defrost Control					●								♦	♦	♦	♦	♦		♦	Test Control	S-24
Faulty Defrost Thermostat													♦	♦	♦	♦	♦	♦	♦	Test Defrost Thermostat	S-25
Flow rator Not Seating Properly								●									●	●		Check Flow rator & Seat or Replace Flow rator	S-111

● Cooling or Heating Cycle (Heat Pump) ♦ Heating Cycle Only (Heat Pump)

SERVICING

TABLE OF CONTENTS

S-2 CHECKING WIRING 52
S-3A THERMOSTAT AND WIRING 52
S-4 CHECKING TRANSFORMER AND CONTROL CIRCUIT 53
S-7 CHECKING CONTACTOR AND/OR RELAYS 53
S-8 CHECKING CONTACTOR CONTACTS 53
S-9 CHECKING FAN RELAY CONTACTS 54
S-10 MBR/AR*F ELECTRONIC BLOWER TIME DELAY RELAY 54
S-11 CHECKING LOSS OF CHARGE PROTECTOR 55
S-12 CHECKING HIGH PRESSURE CONTROL 55
S-13 CHECKING LOW PRESSURE CONTROL 55
S-114A COPELAND CORESENSE™ 55
S-15 CHECKING CAPACITOR 60
S-15A RESISTANCE CHECK USING A DIGITAL MULTI-METER 60
S-16B CAPACITANCE CHECK USING A DIGITAL MULTI-METER (IN CAPACITANCE MODE) 61
S-16 CHECKING FAN AND BLOWER MOTOR WINDINGS (PSC MOTORS) 61
S-16A CHECKING HIGH EFFICIENCY MOTORS 61
S-17B EEM BLOWER REPLACEMENT 61
S-16C MBR/AR*F ELECTRONIC BLOWER TIME DELAY RELAY 63
S-17 CHECKING COMPRESSOR 63
S-17A RESISTANCE TEST 63
S-17B GROUND TEST 64
S-17C UNLOADER TEST PROCEDURE 64
S-18D OPERATION TEST 65
S-18E CHECKING 3-PHASE SCROLL COMPRESSOR ROTATION 65
S-18 TESTING CRANKCASE HEATER (OPTIONAL ITEM) 64
S-21 CHECKING REVERSING VALVE AND SOLENOID 66
S-24 TESTING DEFROST CONTROL 66
S-25 TESTING DEFROST THERMOSTAT 66
S-50 CHECKING HEATER LIMIT CONTROL(S) 66
S-52 CHECKING HEATER ELEMENTS 66
S-60 ELECTRIC HEATER (OPTIONAL ITEM) 67
S-61A CHECKING HEATER LIMIT CONTROL(S) 67
S-61B CHECKING HEATER FUSE LINK (OPTIONAL ELECTRIC HEATERS) 68
S-62 CHECKING HEATER ELEMENTS 68
S-100 REFRIGERATION REPAIR PRACTICE 68
S-101 LEAK TESTING (NITROGEN OR NITROGEN-TRACED) 69
S-102 EVACUATION 69
S-103 CHARGING 70
S-105B THERMOSTATIC EXPANSION VALVE 70
S-106 OVERFEEDING 71
S-107 UNDERFEEDING 71
S-108 SUPERHEAT 71
S-109 CHECKING SUBCOOLING 72
S-109A TWO SPEED APPLICATION 72
S-110 CHECKING EXPANSION VALVE OPERATION 72
S-111 FIXED ORIFICE RESTRICTOR DEVICES 72
S-112 CHECKING RESTRICTED LIQUID LINE 75
S-113 OVERCHARGE OF REFRIGERANT 75
S-114 NON-CONDENSABLES 74
S-115 COMPRESSOR BURNOUT 74
S-201 CLEANING ALUMINUM COILS 76
S-202 DUCT STATIC PRESSURES AND/OR STATIC PRESSURE DROP ACROSS COILS 76
S-203 SINGLE PIECE AIR HANDLER EXTERNAL STATIC 76
S-203A TWO PIECE AIR HANDLER EXTERNAL STATIC 77
S-204 COIL STATIC PRESSURE DROP 76

⚠ WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

SERVICING

S-1 CHECKING VOLTAGE

1. Remove outer case, control panel cover, etc., from unit being tested.

With power ON:

WARNING

Line Voltage now present.

2. Using a voltmeter, measure the voltage across terminals L1 and L2 of the contactor for the condensing unit or at the field connections for the air handler or heaters.
3. No reading - indicates open wiring, open fuse(s) no power or etc., from unit to fused disconnect service. Repair as needed.
4. With ample voltage at line voltage connectors, energize the unit.
5. Measure the voltage with the unit starting and operating, and determine the unit Locked Rotor Voltage. **NOTE**: If checking heaters, be sure all heating elements are energized.

   Locked Rotor Voltage is the actual voltage available at the compressor during starting, locked rotor, or a stalled condition. Measured voltage should be above minimum listed in chart below.

   To measure Locked Rotor Voltage attach a voltmeter to the run "R" and common "C" terminals of the compressor, or to the T_1 and T_2 terminals of the contactor. Start the unit and allow the compressor to run for several seconds, then shut down the unit. Immediately attempt to restart the unit while measuring the Locked Rotor Voltage.
6. Locked rotor voltage should read within the voltage tabulation as shown. If the voltage falls below the minimum voltage, check the line wire size. Long runs of undersized wire can cause low voltage. If wire size is adequate, notify the local power company in regard to either low or high voltage.

Unit Supply Voltage		
Voltage	Min.	Max
208/230	197	253
460	414	506

NOTE: When operating electric heaters on voltages other than 240 volts, refer to the System Operation section on electric heaters to calculate temperature rise and air flow. Low voltage may cause insufficient heating.

S-2 CHECKING WIRING

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Check wiring visually for signs of overheating, damaged insulation and loose connections.
2. Use an ohmmeter to check continuity of any suspected open wires.
3. If any wires must be replaced, replace with comparable gauge and insulation thickness.

S-3A THERMOSTAT AND WIRING

WARNING

Line Voltage now present.

With power ON, thermostat calling for cooling

1. Use a voltmeter to check for 24 volts at thermostat wires C and Y in the condensing unit control panel.
2. No voltage indicates trouble in the thermostat, wiring or external transformer source.
3. Check the continuity of the thermostat and wiring. Repair or replace as necessary.

Indoor Blower Motor

With power ON:

WARNING

Line Voltage now present.

1. Set fan selector switch at thermostat to "ON" position.
2. With voltmeter, check for 24 volts at wires C and G.
3. No voltage indicates the trouble is in the thermostat or wiring.
4. Check the continuity of the thermostat and wiring. Repair or replace as necessary.

Resistance Heaters

1. Set room thermostat to a higher setting than room temperature so both stages call for heat.
2. With voltmeter, check for 24 volts at each heater relay.
3. No voltage indicates the trouble is in the thermostat or wiring.
4. Check the continuity of the thermostat and wiring. Repair or replace as necessary.

SERVICING

NOTE: Consideration must be given to how the heaters are wired (O.D.T. and etc.). Also safety devices must be checked for continuity.

S-4 CHECKING TRANSFORMER AND CONTROL CIRCUIT

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

A step-down transformer (208/240 volt primary to 24 volt secondary) is provided with each indoor unit. This allows ample capacity for use with resistance heaters. The outdoor sections do not contain a transformer (see note below).

WARNING

Disconnect ALL power before servicing.

1. Remove control panel cover, or etc., to gain access to transformer.

With power ON:

WARNING

Line Voltage now present.

2. Using a voltmeter, check voltage across secondary voltage side of transformer (R to C).
3. No voltage indicates faulty transformer, bad wiring, or bad splices.
4. Check transformer primary voltage at incoming line voltage connections and/or splices.
5 If line voltage available at primary voltage side of transformer and wiring and splices good, transformer is inoperative. Replace.

S-7 CHECKING CONTACTOR AND/OR RELAYS

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

The compressor contactor and other relay holding coils are wired into the low or line voltage circuits. When the control circuit is energized, the coil pulls in the normally open contacts or opens the normally closed contacts. When the coil is de-energized, springs return the contacts to their normal position.

NOTE*: Most single phase contactors break only one side of the line (L1), leaving 115 volts to ground present at most internal components.*

1. Remove the leads from the holding coil.
2. Using an ohmmeter, test across the coil terminals.

If the coil does not test continuous, replace the relay or contactor.

S-8 CHECKING CONTACTOR CONTACTS

WARNING

Disconnect ALL power before servicing.

***SINGLE PHASE*:**

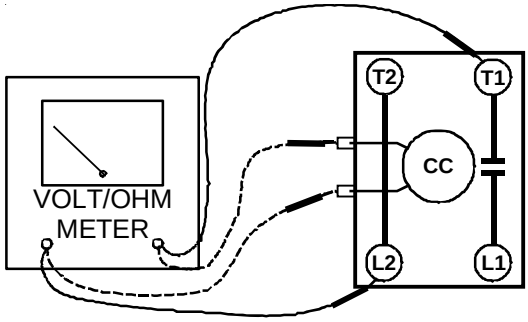
1. Disconnect the wire leads from the terminal (T) side of the contactor.
2. With power ON, energize the contactor.

WARNING

Line Voltage now present.

3. Using a voltmeter, test across terminals.
   A. L2 - T1 - No voltage indicates CC1 contacts open.

If a no voltage reading is obtained - replace the contactor.



TESTING COMPRESSOR CONTACTOR

(Single Phase)

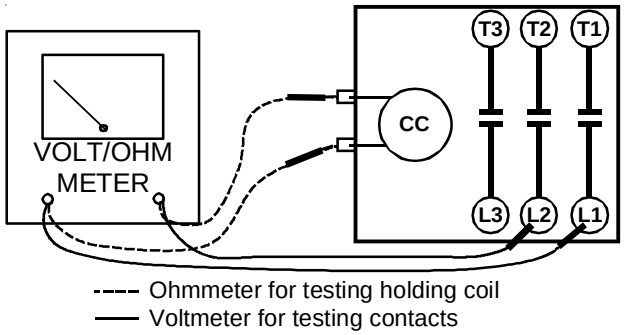
THREE PHASE

Using a voltmeter, test across terminals:

A. L1-L2, L1-L3, and L2-L3 - If voltage is present, proceed to B. If voltage is not present, check breaker or fuses on main power supply..

B. T1-T2, T1-T3, and T2-T3 - If voltage readings are not the same as in "A", replace contactor.

SERVICING



TESTING COMPRESSOR CONTACTOR (Three-phase)

S-9 CHECKING FAN RELAY CONTACTS

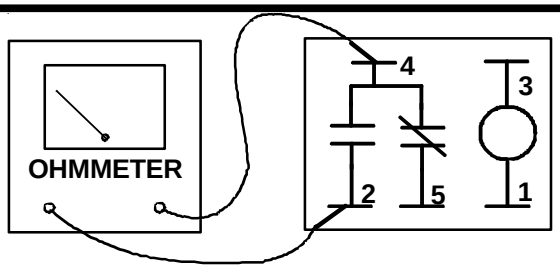
WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Disconnect wire leads from terminals 2 and 4 of Fan Relay Cooling and 2 and 4, 5 and 6 of Fan Relay Heating.
2. Using an ohmmeter, test between 2 and 4 - should read open. Test between 5 and 6 - should read continuous.
3. With power ON, energize the relays.

WARNING

Line Voltage now present.



TESTING FAN RELAY

4. Using an ohmmeter, test between 2 and 4 - should read continuous . Test between 5 and 6 - should read open.
5. If not as above, replace the relay.

CHECKING RELAY CONTACTS - PSC FAN MOTOR

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Disconnect the motor leads from 6-circuit fan motor wire harness.
2. Connect a voltmeter between circuit 6 and circuits 3 (low speed) or 1 (high speed).

NOTE: Circuit 6 is connected directly to 24VAC.

3. Energize the system at low or high stage.

WARNING

Line Voltage now present.

4. The measured voltage between circuit 6 and circuits 3 or 1 should be approximately 0VAC, which indicates the relay contacts are closed. A voltage measurement of approximately 24VAC indicates the relay is open. Replace the control if the relay checks open when it should be closed. See following notes and cautions.

NOTE: Ensure any ON delays have expired before making voltage measurements

CAUTION: Prolonged operation with the condenser fan motor disconnected will cause the high pressure switch to trip.

S-10 MBR/AR*F ELECTRONIC BLOWER TIME DELAY RELAY

The MBR/AR*F contains an Electronic Blower Time Delay Relay board, B1370735. This board provides on/off time delays for the blower motor in cooling and heat pump heating demands when "G" is energized.

During a cooling or heat pump heating demand, 24Vac is supplied to terminal "G" of the EBTDR to turn on the blower motor. The EBTDR initiates a 7 second delay on and then energizes it's onboard relay. The relay on the EBTDR board closes it's normally open contacts and supplies power to the blower motor. When the "G" input is removed, the EBTDR initiates a 65 second delay off. When the 65 seconds delay expires the onboard relay is de-energized and it's contacts open and remove power from the blower motor.

During an electric heat only demand, "W1" is energized but "G" is not. The blower motor is connected to the normally closed contacts of the relay on the EBTDR board. The other side of this set of contacts is connected to the heat sequencer on the heater

assembly that provides power to the first heater element. When "W1" is energized, the sequencer will close it's contacts within 10 to 20 seconds to supply power to the first heater element and to the blower motor through the normally closed contacts on the relay on the EBTDR. When the "W1" demand is removed, the sequencer opens it contacts within 30 to 70 seconds and removes power from the heater element and the blower motor.

The EBTDR also contains a speedup terminal to reduce the delays during troubleshooting of the unit. When this terminal is shorted to the common terminal, "C", on the EBTDR board, the delay ON time is reduced to 3 seconds and the delay OFF time is reduced to 5 second.

Two additional terminals, M1 and M2, are on the EBTDR board. These terminals are used to connect the unused leads from the blower motor and have no affect on the board's operation.

S-11 CHECKING LOSS OF CHARGE PROTECTOR

(Heat Pump Models)

The loss of charge protectors senses the pressure in the liquid line and will open its contacts on a drop in pressure. the low pressure control will automatically reset itself with a rise in pressure.

The low pressure control is designed to cut-out (open) at approximately 21 PSIG. It will automatically cut-in (close) at approximately 50 PSIG.Test for continuity using a VOM and if not as above, replace the control.

S-12 CHECKING HIGH PRESSURE CONTROL

⚠ WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

The high pressure control capillary senses the pressure in the compressor discharge line. If abnormally high condensing pressures develop, the contacts of the control open, breaking the control circuit before the compressor motor overloads. This control is automatically reset.

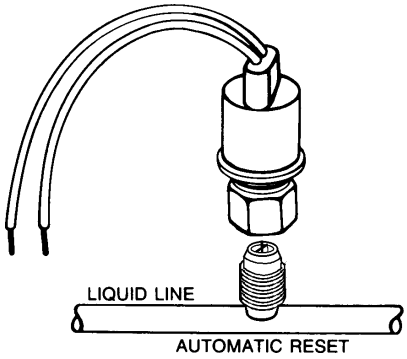
1. Using an ohmmeter, check across terminals of high pressure control, with wire removed. If not continuous, the contacts are open.
2. Attach a gauge to the dill valve port on the base valve.

With power ON:

⚠ WARNING

Line Voltage now present.

3. Start the system and place a piece of cardboard in front of the condenser coil, raising the condensing pressure.
4. Check pressure at which the high pressure control cuts-out. If it cuts-out at 610 PSIG ± 10 PSIG, it is operating normally (See causes for high head pressure in Service Problem Analysis Guide). If it cuts out below this pressure range, replace the control.



S-13 CHECKING LOW PRESSURE CONTROL

The low pressure control senses the pressure in the suction line and will open its contacts on a drop in pressure. The low pressure control will automatically reset itself with a rise in pressure.

The low pressure control is designed to cut-out (open) at approximately 21 PSIG for heat pumps and 55 PSIG for air conditioners. It will automatically cut-in (close) at approximately 50 PSIG for heat pumps and 95 PSIG for air conditioners.

Test for continuity using a VOM and if not as above, replace the control.

S-114A COPELAND CORESENSE™

DIAGNOSTICS - 3-WIRE MODULE

Applies to ASX /ASZ and DSX/DSZ units

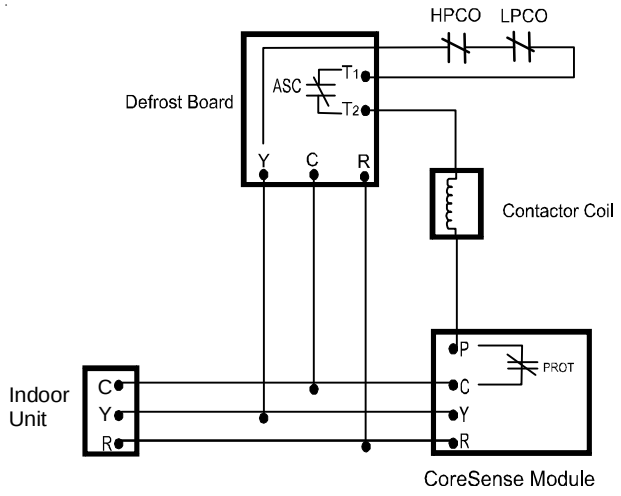
⚠ WARNING

HIGH VOLTAGE
Disconnect ALL power before servicing or installing this unit. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

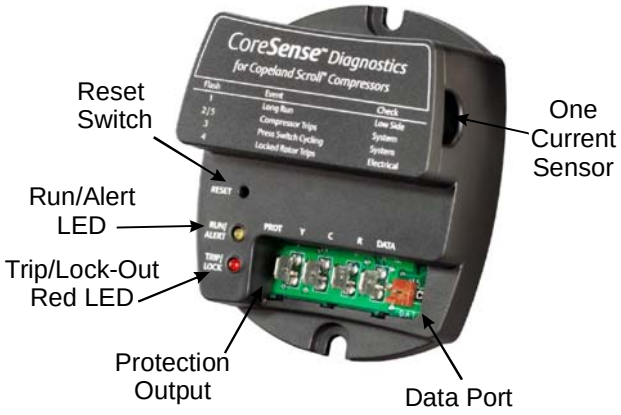
The CoreSense™ module is self-contained with no required external sensors and works with any residential condensing unit that has a Copeland Scroll™ compressor inside.

Once attached, CoreSense provides around-the-clock monitoring for common electrical problems, compressor defects and broad system faults. If a glitch is detected, an LED indicator flashes the proper alert codes to help you quickly pinpoint the problem. *See Diagnostic Table: 3-Wire CoreSense™ Module on following pages.)*

SERVICING



Wiring Schematic - 3-Wire CoreSense™ Alert Module



DIAGNOSTICS - 2-WIRE MODULE

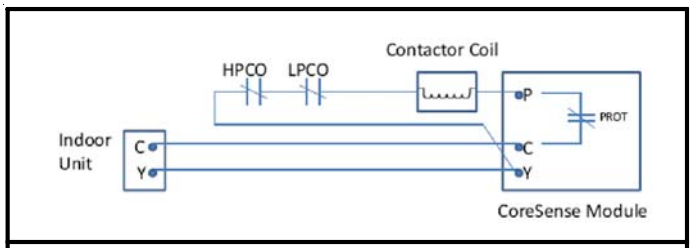
Applies to ASX130[18-60]CA, ASX140[18-36]1CA, ASX140421DA, and ASX140[48-60]1BA units

WARNING

HIGH VOLTAGE
Disconnect ALL power before servicing or installing this unit. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

The CoreSense™ module is self-contained with no required external sensors and works with any residential condensing unit that has a Copeland Scroll™ compressor inside.

Once attached, CoreSense™ provides around-the-clock monitoring for common electrical problems, compressor defects and broad system faults. If a glitch is detected, an LED indicator flashes the proper alert codes to help you quickly pinpoint the problem. *See Diagnostic Table: 2-Wire Comfort Alert™ Module on following pages.)*



Schematic Abbreviation Descriptions

HTCO	High Temperature Cut Out Switch	CC	Compressor Contactor
HPCO	High Pressure Cut Out Switch	ECB	Electronic Control Board
LPCO	Low Pressure Cut Out Switch		(Defrost or Time Delay)

Wiring Schematic - 2-Wire CoreSense™ Module

SERVICING

DIAGNOSTICS TABLE: CORESENSE™ MODULE

Flash code number corresponds to the number of LED flashes, followed by a pause and then repeated.

TRIP and ALERT LEDs flashing at the same time mean control circuit voltage is too low for operation.

Status	Description	Troubleshooting Information
Solid Yellow "RUN"	Module has power and operating normally	Supply voltage is present at module terminals
Solid Red "TRIP"	Thermostat demand signal Y is present, but the compressor is not running	1. Compressor protector is open • Check for high head pressure • Check compressor supply voltage 2. Outdoor unit power disconnect is open 3. Compressor circuit breaker or fuse(s) is open 4. Broken wire or connector is not making contact 5. High pressure switch open if present in system 6. Compressor contactor has failed open
"ALERT" Flash Codes		
Yellow "ALERT" Flash Code 1	Long Run Time; Compressor is running extremely long run cycles indicative of low capacity due to a system low-side fault	1. Low refrigerant charge 2. Evaporator blower is not running • Check blower relay coil and contacts • Check blower motor capacitor • Check blower motor for failure or blockage • Check evaporator blower wiring and connectors • Check indoor blower control board • Check thermostat wiring for open circuit 3. Evaporator coil is frozen • Check for low suction pressure • Check for excessively low thermostat setting • Check evaporator airflow (coil blockages or return air filter) • Check ductwork or registers for blockage 4. Faulty metering device • Check TXV bulb installation (size, location and contact) • Check if TXV/fixed orifice is stuck closed or defective 5. Liquid line restriction (filter drier blocked if present in system) 6. Thermostat is malfunctioning • Check thermostat sub-base or wiring for short circuit • Check thermostat installation (location, level)
Yellow "ALERT" Flash Code 2	Compressor (Pressure) Trip; Discharge pressure out of limits or compressor overloaded	1. Condenser fan is not running • Check fan capacitor • Check fan wiring and connectors • Check fan motor for failure or blockage 2. High head pressure • Check high pressure switch if present in system • Check if system is overcharged with refrigerant • Check for non-condensable in system 3. Condenser coil poor air circulation (dirty, blocked, damaged)
Yellow "ALERT" Flash Code 3	Short Cycling; Compressor is running only briefly	1. Thermostat demand signal is intermittent 2. Time delay relay or control board defective 3. Low or high pressure switch is cycling

SERVICING

DIAGNOSTICS TABLE: CORESENSE™ MODULE (cont.)

Flash code number corresponds to the number of LED flashes, followed by a pause and then repeated.

TRIP and ALERT LEDs flashing at the same time mean control circuit voltage is too low for operation.

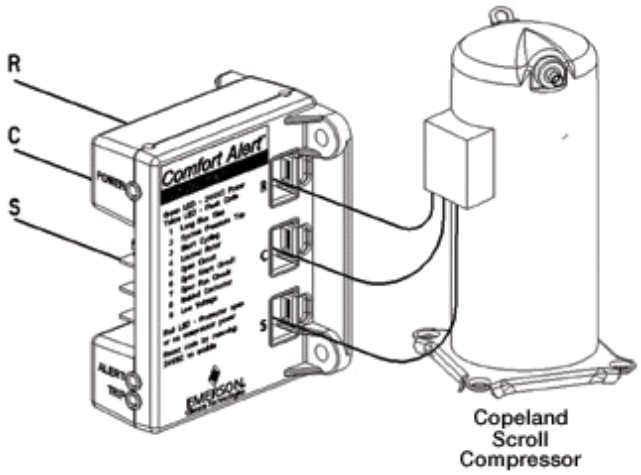
Status	Description	Troubleshooting Information
Yellow "ALERT" Flash Code 4	Locked Rotor	1. Run capacitor has failed 2. Low line voltage (contact utility if voltage at disconnect is low) • Check wiring connections 3. Excessive liquid refrigerant in compressor 4. Compressor bearings are seized • Measure compressor oil level
Yellow "ALERT" Flash Code 5	Compressor (Moderate Run) Trip	1. Evaporator blower is not running • Check blower relay coil and contacts • Check blower motor capacitor • Check blower motor for failure or blockage • Check evaporator blower wiring and connectors • Check indoor blower control board • Check thermostat wiring for open circuit 2. Faulty metering device • Check TXV bulb installation (size, location and contact) • Check if TXV/fixed orifice is stuck closed or defective 3. Condenser coil poor air circulation (dirty, blocked, damaged) 4. Low refrigerant charge
"LOCK" Flash Codes		
Red "LOCK" Flash Code 2 Yellow Off	Compressor (Pressure) Trip; Compressor is locked out after 4 consecutive or 10 total compressor (pressure) trip events	1. Condenser fan is not running • Check fan capacitor • Check fan wiring and connectors • Check fan motor for failure or blockage 2. High head pressure • Check high pressure switch if present in system • Check if system is overcharged with refrigerant • Check for non-condensable in system 3. Condenser coil poor air circulation (dirty, blocked, damaged)
Red "LOCK" Flash Code 3 Yellow Off	Short Cycling; Compressor is locked out after 10 consecutive short cycling events	1. Thermostat demand signal is intermittent 2. Time delay relay or control board defective 3. If high pressure switch present go to Flash Code 2 information
Red "LOCK" Flash Code 4 Yellow Off	Locked Rotor; Compressor is locked out after 10 consecutive locked rotor events	1. Run capacitor has failed 2. Low line voltage (contact utility if voltage at disconnect is low) • Check wiring connections 3. Excessive liquid refrigerant in compressor 4. Compressor bearings are seized • Measure compressor oil level
Red "LOCK" Flash Code 5 Yellow Off	Compressor (Moderate Run) Trip; Compressor is locked out after 4 consecutive or 10 total compressor (moderate run) trip events	1. Evaporator blower is not running • Check blower relay coil and contacts • Check blower motor capacitor • Check blower motor for failure or blockage • Check evaporator blower wiring and connectors • Check indoor blower control board • Check thermostat wiring for open circuit 2. Faulty metering device • Check TXV bulb installation (size, location and contact) • Check if TXV/fixed orifice is stuck closed or defective 3. Condenser coil poor air circulation (dirty, blocked, damaged) 4. Low refrigerant charge

SERVICING

Table 1 - Quick Reference Table

Alert Code	Alert Condition	Lock Level	Lock Indication
Normal Run Solid Yellow	Normal operation, no trip.	N/A	N/A
Code1 Yellow Flash 1	Long run time. Compressor is on running for more than 18 hours. (Code1 is disabled in Heat Pump mode.)	N/A	N/A
Code2 Yellow Flash 2	Compressor (pressure) trip. Compressor runs for 12 sec to 15 min followed by a compressor trip condition lasting longer than 7 min.	4x consecutive	Red: Flash 2 Yellow: Off
Code3 Yellow Flash 3	Pressure switch cycling. Compressor runs for 12 sec to 15 min followed by a compressor trip lasting between 35 sec to 7 min.	4x consecutive or 10x total	Red: Flash 3 Yellow: Off
Code4 Yellow Flash 4	Locked rotor. Compressor trips within a compressor run time of 12 sec and does not start within 35 sec.	10x consecutive	Red: Flash 4 Yellow: Off
Code5 Yellow Flash 5	Compressor (moderate run) trip. Compressor runs for 15 min to 18 hrs followed by a compressor trip lasting longer than 7 min.	4x consecutive or 10x total	Red: Flash 5 Yellow: Off
Code9 Red Flash 9	The current to the PROT terminal is greater than 2A	Current >2A for 40ms	Red: Flash 9 Yellow: Off
Trip Solid Red	Demand is present, but compressor is not running	N/A	N/A

SERVICING



S-15 CHECKING CAPACITOR

CAPACITOR, RUN

A run capacitor is wired across the auxiliary and main windings of a single phase permanent split capacitor motor. The capacitors primary function is to reduce the line current while greatly improving the torque characteristics of a motor. This is accomplished by using the 90° phase relationship between the capacitor current and voltage in conjunction with the motor windings, so that the motor will give two phase operation when connected to a single phase circuit. The capacitor also reduces the line current to the motor by improving the power factor.

The line side of this capacitor is marked with "COM" and is wired to the line side of the circuit.

CAPACITOR, START

SCROLL COMPRESSOR MODELS

In most cases hard start components are not required on Scroll compressor equipped units due to a non-replaceable check valve located in the discharge line of the compressor. However, in installations that encounter low lock rotor voltage, a hard start kit can improve starting characteristics and reduce light dimming within the home. Only hard start kits approved by Amana® brand or Copeland should be used. "Kick Start" and/or "Super Boost" kits are not approved start assist devices.

The discharge check valve closes off high side pressure to the compressor after shut down allowing equalization through the scroll flanks. Equalization requires only about 1/2 second.

To prevent the compressor from short cycling, a Time Delay Relay (Cycle Protector) has been added to the low voltabe circuit.

S-15A RESISTANCE CHECK USING A DIGITAL MULTI-METER

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

Check for Digital Test

1. Set the meter on Ohm range (Set it at lease 1000 Ohm =1k).

WARNING

Discharge capacitor through a 20 to 30 OHM resistor before handling.

2. Connect the Meter leads to the Capacitor terminals.
3. Digital meter will show a reading momentarily (Figure 1). Note the reading.

Figure 1 **Figure 2**

4. Reading will immediately return to the OL = (Open Line) (Figure 2). Every attempt of Step 2 will show the same result as was in step 4 and Step 5. This indicates that the capacitor is good.
5. If there is no Change, then capacitor is dead and must be replaced.

Check for Analog Meter

A. Good Condition - indicator swings to zero and slowly returns to infinity. (Start capacitor with bleed resistor will not return to infinity. It will still read the resistance of the resistor).

B. Shorted - indicator swings to zero and stops there - replace.

C. Open - no reading - replace. (Start capacitor would read resistor resistance.)

S-16B CAPACITANCE CHECK USING A DIGITAL MULTI-METER (IN CAPACITANCE MODE)

WARNING

Discharge capacitor through a 20 to 30 OHM resistor before handling.

NOTE: You can do this test with a multi-meter if you have a Capacitance meter on your multi-meter.

1. Remove the capacitor from the circuit.
2. Now Select "Capacitance" on your multi-meter.
3. Now connect the capacitor terminals to the multi-meter leads.
4. If the reading is near to the actual value of the capacitor (i.e. the printed value on the capacitor). The capacitor is good. (Note that the reading may be less than the actual printed value of the capacitor).
5. If you read a significantly lower capacitance or none at all, then capacitor is dead and must be replaced.

S-16 CHECKING FAN AND BLOWER MOTOR WINDINGS (PSC MOTORS)

The auto reset fan motor overload is designed to protect the motor against high temperature and high amperage conditions by breaking the common circuit within the motor, similar to the compressor internal overload. However, heat generated within the motor is faster to dissipate than the compressor, allow at least 45 minutes for the overload to reset, then retest.

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Remove the motor leads from its respective connection points and capacitor (if applicable).
2. Check the continuity between each of the motor leads.
3. Touch one probe of the ohmmeter to the motor frame (ground) and the other probe in turn to each lead.

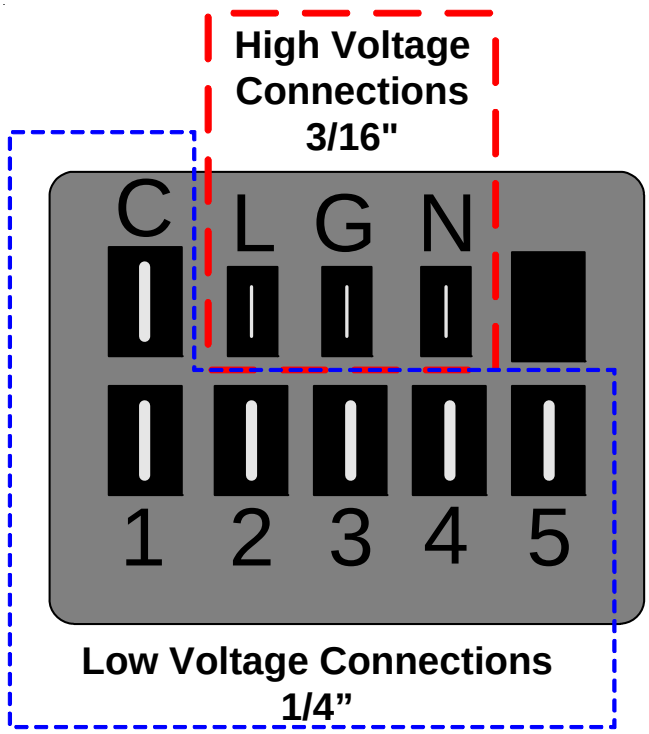
If the windings do not test continuous or a reading is obtained from lead to ground, replace the motor.

S-16A CHECKING HIGH EFFICIENCY MOTORS

The motor is a one piece, fully encapsulated, 3 phase brushless DC (single phase AC input) motor with ball bearing construction.

1. Using a voltmeter, check for 230 volts to the motor connections L and N. If 230 volts is present, proceed to step 2. If 230 volts is not present, check the line voltage circuit to the motor.
2. Using a voltmeter, check for 24 volts from terminal C to either terminal 1, 2, 3, 4, or 5, depending on which tap is being used, at the motor. If voltage present, proceed to step 3. If no voltage, check 24 volt circuit to motor.
3. If voltage was present in steps 1 and 2, the motor has failed and will need to be replaced.

Note: When replacing motor, ensure the belly band is between the vents on the motor and the wiring has the proper drip loop to prevent condensate from entering the motor.



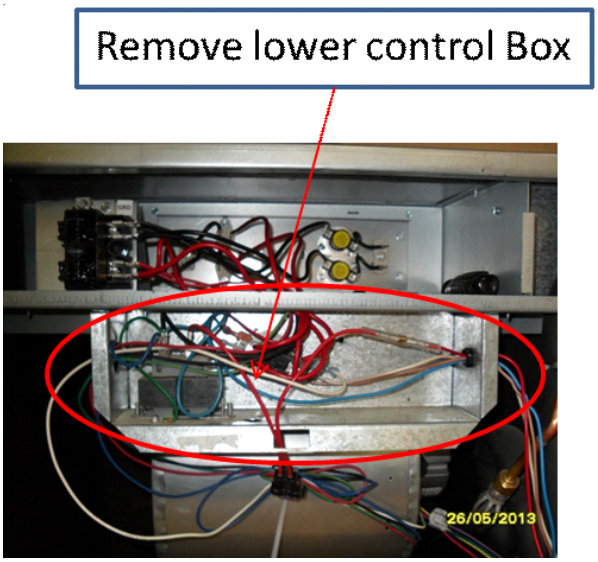
MOTOR CONNECTIONS

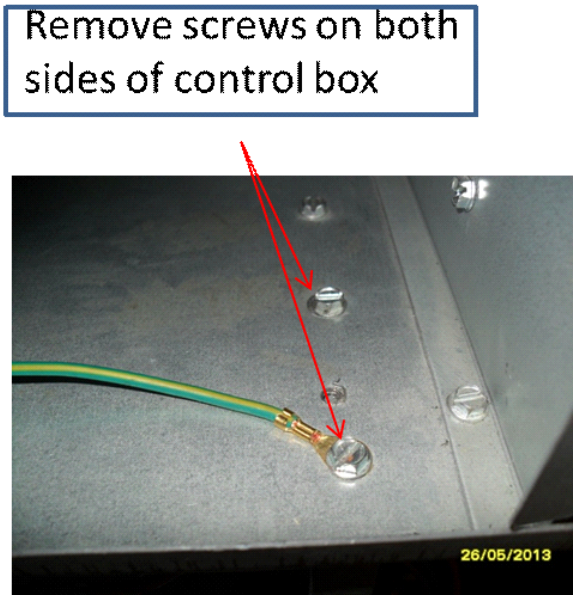
S-17B EEM BLOWER REPLACEMENT

For AWUF19-25, AWUF31-32, and AWUF37 Air Handlers.

1. Disconnect power at main electrical panel.
2. Remove front access panel.
3. Remove the two screws on each side holding the lower control box and move out of the way to give access to the blower assembly

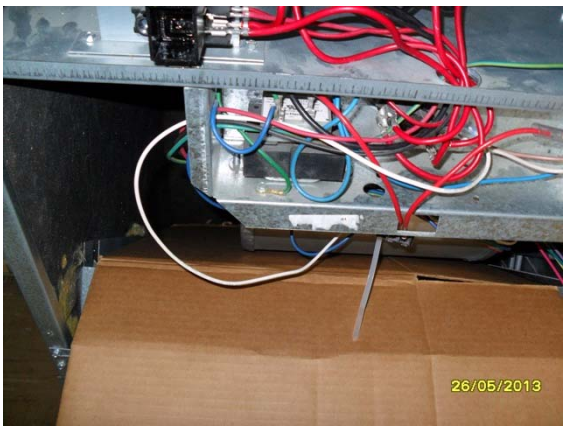
SERVICING



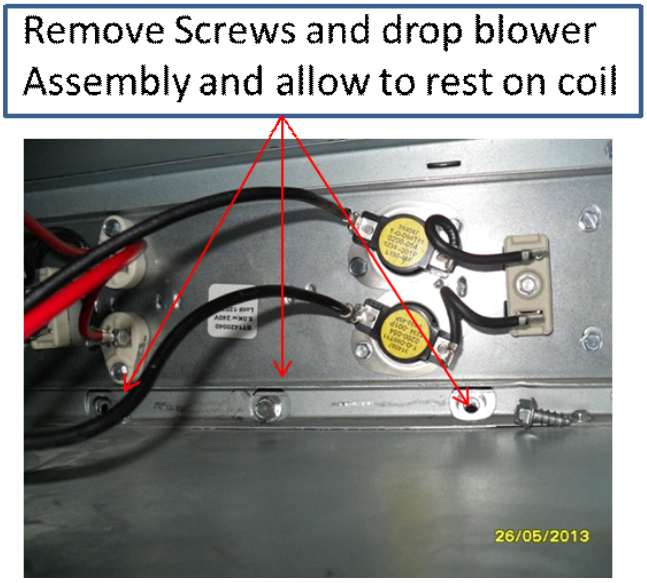


5. Loosen or remove set screw on blower wheel hub and ensure the wheel slides freely on the shaft of the motor.

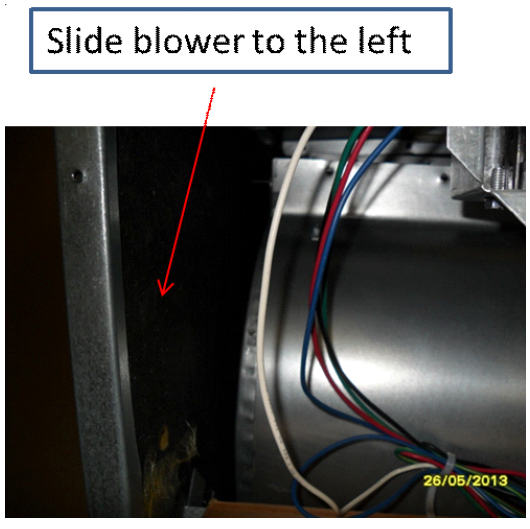
6. Install cardboard or rug over coil to protect fins from damage.



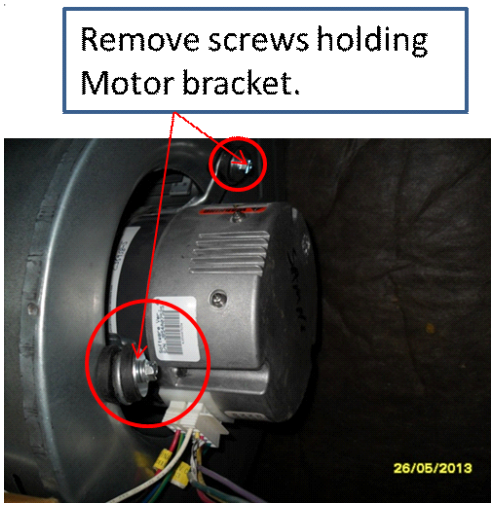
7. Remove the three 3/8" screws holding the blower in place.



8. Lower blower onto coil.
9. Slide blower assembly all the way to the left side of cabinet.



10. Remove the bolts holding the motor bracket to the blower and slide out of blower shell.



11. Replace the motor and reinstall blower and control box.
12. Reconnect power and test operation.

S-16C MBR/AR*F ELECTRONIC BLOWER TIME DELAY RELAY

The MBR/AR*F contains an Electronic Blower Time Delay Relay board, B1370735. This board provides on/off time delays for the blower motor in cooling and heat pump heating demands when "G" is energized.

During a cooling or heat pump heating demand, 24Vac is supplied to terminal "G" of the EBTDR to turn on the blower motor. The EBTDR initiates a 7 second delay on and then energizes it's onboard relay. The relay on the EBTDR board closes it's normally open contacts and supplies power to the blower motor. When the "G" input is removed, the EBTDR initiates a 65 second delay off. When the 65 seconds delay expires the onboard relay is de-energized and it's contacts open and remove power from the blower motor.

During an electric heat only demand, "W1" is energized but "G" is not. The blower motor is connected to the normally closed contacts of the relay on the EBTDR board. The other side of this set of contacts is connected to the heat sequencer on the heater assembly that provides power to the first heater element. When "W1" is energized, the sequencer will close it's contacts within 10 to 20 seconds to supply power to the first heater element and to the blower motor through the normally closed contacts on the relay on the EBTDR. When the "W1" demand is removed, the sequencer opens it contacts within 30 to 70 seconds and removes power from the heater element and the blower motor.

The EBTDR also contains a speedup terminal to reduce the delays during troubleshooting of the unit. When this terminal is shorted to the common terminal, "C", on the EBTDR board, the delay ON time is reduced to 3 seconds and the delay OFF time is reduced to 5 second.

Two additional terminals, M1 and M2, are on the EBTDR board. These terminals are used to connect the unused leads from the blower motor and have no affect on the board's operation.

S-17 CHECKING COMPRESSOR

WARNING

Hermetic compressor electrical terminal venting can be dangerous. When insulating material which supports a hermetic compressor or electrical terminal suddenly disintegrates due to physical abuse or as a result of an electrical short between the terminal and the compressor housing, the terminal may be expelled, venting the vapor and liquid contents of the compressor housing and system.

If the compressor terminal PROTECTIVE COVER and gasket (if required) are not properly in place and secured, there is a remote possibility if a terminal vents, that the vaporous and liquid discharge can be ignited, spouting flames several feet, causing potentially severe or fatal injury to anyone in its path.

This discharge can be ignited external to the compressor if the terminal cover is not properly in place and if the discharge impinges on a sufficient heat source.

Ignition of the discharge can also occur at the venting terminal or inside the compressor, if there is sufficient contaminant air present in the system and an electrical arc occurs as the terminal vents.

Ignition cannot occur at the venting terminal without the presence of contaminant air, and cannot occur externally from the venting terminal without the presence of an external ignition source.

Therefore, proper evacuation of a hermetic system is essential at the time of manufacture and during servicing.

To reduce the possibility of external ignition, all open flame, electrical power, and other heat sources should be extinguished or turned off prior to servicing a system.

S-17A RESISTANCE TEST

Each compressor is equipped with an internal overload.

The line break internal overload senses both motor amperage and winding temperature. High motor temperature or amperage heats the disc causing it to open, breaking the common circuit within the compressor on single phase units.

Heat generated within the compressor shell, usually due to recycling of the motor, high amperage or insufficient gas to cool the motor, is slow to dissipate. Allow at least three to four hours for it to cool and reset, then retest.

Fuse, circuit breaker, ground fault protective device, etc. has not tripped.

SERVICING

WARNING

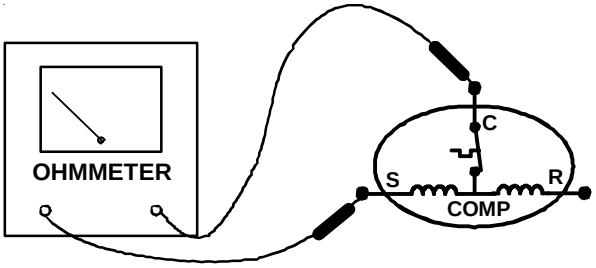
HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Remove the leads from the compressor terminals.

WARNING

See warnings S-17 before removing compressor terminal cover.

2. Using an ohmmeter, test continuity between terminals S-R, C-R, and C-S, on single phase units or terminals T2, T2 and T3, on 3 phase units.



TESTING COMPRESSOR WINDINGS

If either winding does not test continuous, replace the compressor.

NOTE: If an open compressor is indicated, allow ample time for the internal overload to reset before replacing compressor.

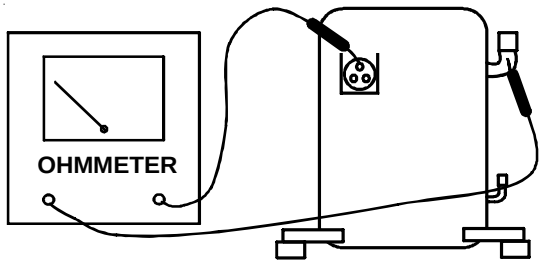
S-17B GROUND TEST

If fuse, circuit breaker, ground fault protective device, etc., has tripped, this is a strong indication that an electrical problem exists and must be found and corrected. The circuit protective device rating must be checked, and its maximum rating should coincide with that marked on the equipment nameplate.

With the terminal protective cover in place, it is acceptable to replace the fuse or reset the circuit breaker ONE TIME ONLY to see if it was just a nuisance opening. If it opens again, DO NOT continue to reset.

Disconnect all power to unit, making sure that **all** power legs are open.

1. DO NOT remove protective terminal cover. Disconnect the three leads going to the compressor terminals at the nearest point to the compressor.
2. Identify the leads and using an ohmmeter on the R x 10,000 scale or the highest resistance scale on your ohmmeter check the resistance between each of the three leads separately to ground (such as an unpainted tube on the compressor).
3. If a ground is indicated, then carefully remove the compressor terminal protective cover and inspect for loose leads or insulation breaks in the lead wires.
4. If no visual problems indicated, carefully remove the leads at the compressor terminals.
5. Carefully retest for ground, directly between compressor terminals and ground.
6. If ground is indicated, replace the compressor. The resistance reading should be infinity. If there is any reading on meter, there is some continuity to ground and compressor should be considered defective.



WARNING

Damage can occur to the glass embedded terminals if the leads are not properly removed. This can result in terminal and hot oil discharging.

S-17C UNLOADER TEST PROCEDURE

A nominal 24-volt direct current coil activates the internal unloader solenoid. The input control circuit voltage must be 18 to 28 volt ac. The coil power requirement is 20 VA. The external electrical connection is made with a molded plug assembly. This plug contains a full wave rectifier to supply direct current to the unloader coil.

UNLOADER SOLENOID
(Molded Plug)

Unloader Test Procedure

If it is suspected that the unloader is not working, the following methods may be used to verify operation.

SERVICING

1. Operate the system and measure compressor current. Cycle the unloader ON and OFF at 10 second intervals. The compressor amperage should go up or down at least 25 percent.
2. If step one does not give the expected results, shut unit off. Apply 18 to 28 volt ac to the unloader molded plug leads and listen for a click as the solenoid pulls in. Remove power and listen for another click as the unloader returns to its original position.
3. If clicks can't be heard, shut off power and remove the control circuit molded plug from the compressor and measure the unloader coil resistance. The resistance should be 32 to 60 ohms, depending on compressor temperature.
4. Next check the molded plug.
   a. Voltage check: Apply control voltage to the plug wires (18 to 28 volt ac). The measured **dc** voltage at the female connectors in the plug should be around 15 to 27 vdc.
   b. Resistance check: Measure the resistance from the end of one molded plug lead to either of the two female connectors in the plug. One of the connectors should read close to zero ohms while the other should read infinity. Repeat with other wire. The same female connector as before should read zero while the other connector again reads infinity. Reverse polarity on the ohmmeter leads and repeat. The female connector that read infinity previously should now read close to zero ohms.
   c. Replace plug if either of these test methods doesn't show the desired results.

S-18D OPERATION TEST

If the voltage, capacitor, overload and motor winding test fail to show the cause for failure:

⚠ WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Remove unit wiring from disconnect switch and wire a test cord to the disconnect switch.

NOTE: The wire size of the test cord must equal the line wire size and the fuse must be of the proper size and type.

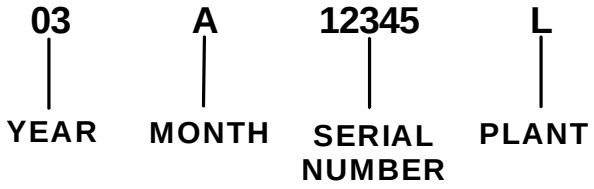
2. With the protective terminal cover in place, use the three leads to the compressor terminals that were disconnected at the nearest point to the compressor and connect the common, start and run clips to the respective leads.
3. Connect good capacitors of the right MFD and voltage rating into the circuit as shown.
4. With power ON, close the switch.

⚠ WARNING

Line Voltage now present.

   a. If the compressor starts and continues to run, the cause for failure is somewhere else in the system.
   b. If the compressor fails to start - replace.

COPELAND COMPRESSOR



S-18E CHECKING 3-PHASE SCROLL COMPRESSOR ROTATION

Verify the proper rotation of Copeland scroll compressors as follows:

NOTE: The compressor may run backwards (noisy operation) for 1 or 2 seconds at shutdown. This is normal and does not harm the compressor.

1. Install gauges and verify that the suction pressure drops while the discharge pressure increases.
2. Listen for normal compressor sound levels. Reverse rotation results in elevated or unusual sound levels.
3. Reverse rotation will result in substantially reduced amp draw from tabulated values.

To correct improper rotation, switch any two power supply leads at the outdoor unit contactor.

The 3-phase scroll compressors are direction of rotation sensitive. They will rotate in either direction depending on the phasing of the power. There is no negative impact on durability caused by operating 3-phase compressors in reversed rotation. The compressor's internal protector will trip, de-energizing the compressor. Continued operation of 3-phase scroll compressors with the rotation reversed will contribute to compressor failure. All 3-phase scroll compressors should be checked for correct phase rotation.

S-18 TESTING CRANKCASE HEATER (OPTIONAL ITEM)

The crankcase heater must be energized a minimum of four (4) hours before the condensing unit is operated.

Crankcase heaters are used to prevent migration or accumulation of refrigerant in the compressor crankcase during the off cycles and prevents liquid slugging or oil pumping on start up.

A crankcase heater will not prevent compressor damage due to a floodback or over charge condition.

SERVICING

WARNING

Disconnect ALL power before servicing.

1. Disconnect the heater lead in wires.
2. Using an ohmmeter, check heater continuity - should test continuous. If not, replace.

NOTE: The positive temperature coefficient crankcase heater is a 40 watt 265 voltage heater. The cool resistance of the heater will be approximately 1800 ohms. The resistance will become greater as the temperature of the compressor shell increases.

S-21 CHECKING REVERSING VALVE AND SOLENOID

Occasionally the reversing valve may stick in the heating or cooling position or in the mid-position.

When stuck in the mid-position, part of the discharge gas from the compressor is directed back to the suction side, resulting in excessively high suction pressure. An increase in the suction line temperature through the reversing valve can also be measured. Check operation of the valve by starting the system and switching the operation from COOLING to HEATING cycle.

If the valve fails to change its position, test the voltage (24V) at the valve coil terminals, while the system is on the COOLING cycle.

All heat pumps and ComfortNet™ heat pumps wired in legacy - If no voltage is registered at the coil terminals, check the operation of the thermostat and the continuity of the connecting wiring from the "O" terminal of the thermostat to the unit.

S-24 TESTING DEFROST CONTROL

LEGACY MODELS:

To check the defrost control for proper sequencing, proceed as follows: With power ON; unit not running.

1. Jumper defrost thermostat by placing a jumper wire across the terminals "DFT" and "R"/"R-DFT" at defrost control board.
2. Connect jumper across test pins on defrost control board.
3. Set thermostat to call for heating. System should go into defrost within 21 seconds.
4. Immediately remove jumper from test pins.
5. Using VOM check for voltage across terminals "C & O". Meter should read 24 volts.
6. Using VOM check for voltage across fan terminals DF1 and DF2 on the board. You should read line voltage (208-230 VAC) indicating the relay is open in the defrost mode.
7. Using VOM check for voltage across "W"/"W2" & "C" terminals on the board. You should read 24 volts.
8. If not as above, replace control board.
9. Set thermostat to off position and disconnect power before removing any jumpers or wires.

NOTE: Remove jumper across defrost thermostat before returning system to service.

S-25 TESTING DEFROST THERMOSTAT

1. Install a thermocouple type temperature test lead on the tube adjacent to the defrost control. Insulate the lead point of contact.
2. Check the temperature at which the control closes its contacts by lowering the temperature of the control. Part # 0130M00009P which is used on 2 and 2.5 ton units should close at 34°F ± 5°F. Part # 0130M00001P or B1370803 which is used on 3 thru 5 ton units should close at 31°F ± 3°F.
3. Check the temperature at which the control closes its contacts by lowering the temperature of the control. Part # 0130M00085, which is used onunits with 5 mm coils, should close at 30°F ± 5°F.
4. Check the temperature at which the control opens its contacts by raising the temperature of the control. Part #0130M00009P which is used on 2 and 2.5 ton units should open at 60°F ± 5°F. Part # 0130M00001P or B1370803 which is used on 3 thru 5 ton units should open at 75°F ± 6°F.
5. Check the temperature at which the control opens its contacts by raising the temperature of the control. Part # 0130M00085, which is used on units with 5 mm coils, should open at 60°F ± 5°F.
6. If not as above, replace control.

S-50 CHECKING HEATER LIMIT CONTROL(S)

(OPTIONAL ELECTRIC HEATERS)

Each individual heater element is protected with an automatic rest limit control connected in series with each element to prevent overheating of components in case of low airflow. This limit control will open its circuit at approximately 150°F. to 160°F and close at approximately 110°F.

WARNING

Disconnect ALL power before servicing.

1. Remove the wiring from the control terminals.
2. Using an ohmmeter test for continuity across the normally closed contacts. No reading indicates the control is open - replace if necessary. Make sure the limits are cool before testing.

IF FOUND OPEN - REPLACE - DO NOT WIRE AROUND.

S-52 CHECKING HEATER ELEMENTS

Optional electric heaters may be added, in the quantities shown in the spec sheet for each model unit, to provide electric resistance heating. Under no condition shall more heaters than the quantity shown be installed.

SERVICING

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Disassemble and remove the heating element(s).
2. Visually inspect the heater assembly for any breaks in the wire or broken insulators.
3. Using an ohmmeter, test the element for continuity - no reading indicates the element is open. Replace as necessary.

S-60 ELECTRIC HEATER (OPTIONAL ITEM)

Optional electric heaters may be added, in the quantities shown in the specifications section, to provide electric resistance heating. Under no condition shall more heaters than the quantity shown be installed.

The low voltage circuit in the air handler is factory wired and terminates at the location provided for the electric heater(s). A minimum of field wiring is required to complete the installation.

Other components such as a Heating/Cooling Thermostat and Outdoor Thermostats are available to complete the installation.

The system CFM can be determined by measuring the static pressure external to the unit. The installation manual supplied with the blower coil, or the blower performance table in the service manual, shows the CFM for the static measured.

Alternately, the system CFM can be determined by operating the electric heaters and indoor blower WITHOUT having the compressor in operation. Measure the temperature rise as close to the blower inlet and outlet as possible.

If other than a 240V power supply is used, refer to the following **BTUH CAPACITY CORRECTION FACTOR** chart.

BTUH CAPACITY CORRECTION FACTOR				
SUPPLY VOLTAGE	250	230	220	208
MULTIPLICATION FACTOR	1.08	.92	.84	.75

EXAMPLE: Five (5) heaters provide 24.0 KW at the rated 240V. Our actual measured voltage is 220V, and our measured temperature rise is 42°F. Find the actual CFM:

Answer: 24.0KW, 42°F Rise, 240 V = 1800 CFM from the **TEMPERATURE RISE** chart on the right.

Heating output at 220 V = 24.0KW x 3.413 x .84 = 68.8 MBH.

Actual CFM = 1800 x .84 Corr. Factor = 1400 CFM.

NOTE: The temperature rise table is for sea level installations. The temperature rise at a particular KW and CFM will be greater at high altitudes, while the external static pressure at a particular CFM will be less.

TEMPERATURE RISE (°F) @ 240V								
CFM	3.0 kW	4.8 kW	7.2 kW	9.6 kW	14.4 kW	19.2 kW	24.0 kW	28.8 kW
600	16	25	38	51	-	-	-	-
700	14	22	33	43	-	-	-	-
800	12	19	29	38	57	-	-	-
900	11	17	26	34	51	-	-	-
1000	10	15	23	30	46	-	-	-
1100	9	14	21	27	41	55	-	-
1200	8	13	19	25	38	50	-	-
1300	7	12	18	23	35	46	-	-
1400	7	11	16	22	32	43	54	65
1500	6	10	15	20	30	40	50	60
1600	6	9	14	19	28	38	47	57
1700	6	9	14	18	27	36	44	53
1800	5	8	13	17	25	34	42	50
1900	5	8	12	16	24	32	40	48
2000	5	8	12	15	23	30	38	45
2100	5	7	11	14	22	29	36	43
2200	4	7	11	14	21	27	34	41
2300	4	7	10	13	20	26	33	39

ELECTRIC HEATER CAPACITY BTUH								
HTR KW	3.0 KW	4.7 KW	6.0 KW	7.0 KW	9.5 KW	14.2 KW	19.5 KW	21.0 KW
BTUH	10200	16200	20400	23800	32400	48600	66500	71600

FORMULAS:

Heating Output = KW x 3413 x Corr. Factor

Actual CFM = CFM (from table) x Corr. Factor

BTUH = KW x 3413

BTUH = CFM x 1.08 x Temperature Rise (T)

$$CFM = \frac{KW \times 3413}{1.08 \times T}$$

$$T = \frac{BTUH}{CFM \times 1.08}$$

S-61A CHECKING HEATER LIMIT CONTROL(S)

Each individual heater element is protected with a limit control device connected in series with each element to prevent overheating of components in case of low airflow. This limit control will open its circuit at approximately 150°F.

SERVICING

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Remove the wiring from the control terminals.
2. Using an ohmmeter, test for continuity across the normally closed contacts. No reading indicates the control is open - replace if necessary.

IF FOUND OPEN - REPLACE - DO NOT WIRE AROUND.

S-61B CHECKING HEATER FUSE LINK (OPTIONAL ELECTRIC HEATERS)

Each individual heater element is protected with a one time fuse link which is connected in series with the element. The fuse link will open at approximately 333°.

WARNING

Disconnect ALL power before servicing.

1. Remove heater element assembly so as to expose fuse link.
2. Using an ohmmeter, test across the fuse link for continuity - no reading indicates the link is open. Replace as necessary.

NOTE: The link is designed to open at approximately 333°F. DO NOT WIRE AROUND - determine reason for failure.

S-62 CHECKING HEATER ELEMENTS

WARNING

Disconnect ALL power before servicing.

1. Disassemble and remove the heating element.
2. Visually inspect the heater assembly for any breaks in the wire or broken insulators.
3. Using an ohmmeter, test the element for continuity - no reading indicates the element is open. Replace as necessary.

S-100 REFRIGERATION REPAIR PRACTICE

DANGER

Always remove the refrigerant charge in a proper manner before applying heat to the system.

When repairing the refrigeration system:

WARNING

HIGH VOLTAGE!
Disconnect ALL power before servicing or installing. Multiple power sources may be present. Failure to do so may cause property damage, personal injury or death.

1. Never open a system that is under vacuum. Air and moisture will be drawn in.
2. Plug or cap all openings.
3. Remove all burrs and clean the brazing surfaces of the tubing with sand cloth or paper. Brazing materials do not flow well on oxidized or oily surfaces.
4. Clean the inside of all new tubing to remove oils and pipe chips.
5. When brazing, sweep the tubing with dry nitrogen to prevent the formation of oxides on the inside surfaces.
6. Complete any repair by replacing the liquid line drier in the system, evacuate and charge.

BRAZING MATERIALS

IMPORTANT NOTE: Torch heat required to braze tubes of various sizes is proportional to the size of the tube. Tubes of smaller size require less heat to bring the tube to brazing temperature before adding brazing alloy. Applying too much heat to any tube can melt the tube. Service personnel must use the appropriate heat level for the size of the tube being brazed.

NOTE: The use of a heat shield when brazing is recommended to avoid burning the serial plate or the finish on the unit. Heat trap or wet rags should be used to protect heat sensitive components such as service valves and TXV valves.

Copper to Copper Joints - Sil-Fos used without flux (alloy of 15% silver, 80% copper, and 5% phosphorous). Recommended heat 1400°F.

Copper to Steel Joints - Silver Solder used without a flux (alloy of 30% silver, 38% copper, 32% zinc). Recommended heat - 1200°F.

SERVICING

S-101 LEAK TESTING (NITROGEN OR NITROGEN-TRACED)

WARNING

To avoid the risk of fire or explosion, never use oxygen, high pressure air or flammable gases for leak testing of a refrigeration system.

WARNING

To avoid possible explosion, the line from the nitrogen cylinder must include a pressure regulator and a pressure relief valve. The pressure relief valve must be set to open at no more than 150 psig.

Pressure test the system using dry nitrogen and soapy water to locate leaks. If you wish to use a leak detector, charge the system to 10 psi using the appropriate refrigerant then use nitrogen to finish charging the system to working pressure, then apply the detector to suspect areas. If leaks are found, repair them. After repair, repeat the pressure test. If no leaks exist, proceed to system evacuation.

S-102 EVACUATION

WARNING

REFRIGERANT UNDER PRESSURE!
Failure to follow proper procedures may cause property damage, personal injury or death.

IMPORTANT NOTE: *Because of the potential damage to compressors, do not allow suction pressure at service valve to drop below 20 PSIG when pumping unit system down for repair. Outdoor section, depending on line set length and amount of charge in system, may not be able to hold the entire system charge.*

This is the most important part of the entire service procedure. The life and efficiency of the equipment is dependent upon the thoroughness exercised by the serviceman when evacuating air (non-condensables) and moisture from the system.

Air in a system causes high condensing temperature and pressure, resulting in increased power input and reduced performance.

Moisture chemically reacts with the refrigerant oil to form corrosive acids. These acids attack motor windings and parts, causing breakdown.

The equipment required to thoroughly evacuate the system is a high vacuum pump, capable of producing a vacuum equivalent to 25 microns absolute and a thermocouple vacuum gauge to give a true reading of the vacuum in the system

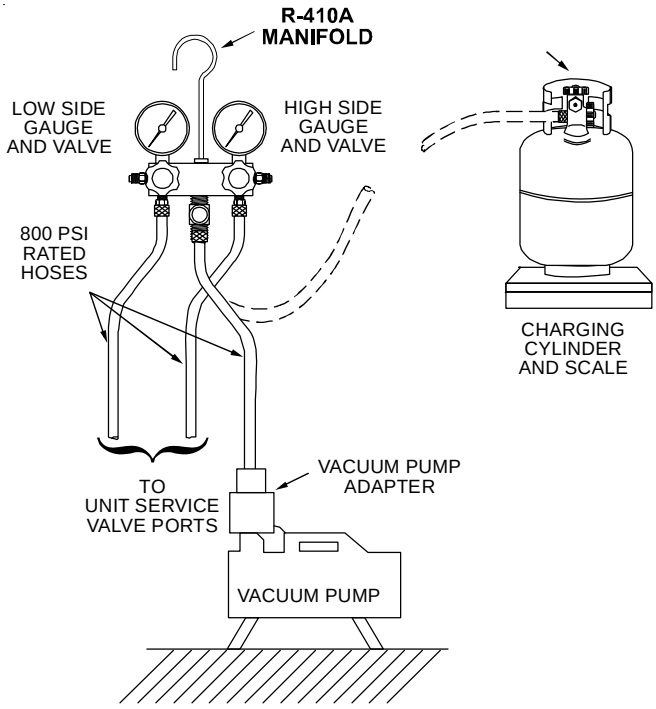
NOTE: Never use the system compressor as a vacuum pump or run when under a high vacuum. Motor damage could occur.

WARNING

Do not front seat the service valve(s) with the compressor open, with the suction line of the comprssor closed or severely restricted.

1. Connect the vacuum pump, vacuum tight manifold set with high vacuum hoses, thermocouple vacuum gauge and charging cylinder as shown.
2. Start the vacuum pump and open the shut off valve to the high vacuum gauge manifold only. After the compound gauge (low side) has dropped to approximately 29 inches of vacuum, open the valve to the vacuum thermocouple gauge. See that the vacuum pump will blank-off to a maximum of 25 microns. A high vacuum pump can only produce a good vacuum if its oil is non-contaminated.

SERVICING



EVACUATION

3. If the vacuum pump is working properly, close the valve to the vacuum thermocouple gauge and open the high and low side valves to the high vacuum manifold set. With the valve on the charging cylinder closed, open the manifold valve to the cylinder.
4. Evacuate the system to at least 29 inches gauge before opening valve to thermocouple vacuum gauge.
5. Continue to evacuate to a maximum of 250 microns. Close valve to vacuum pump and watch rate of rise. If vacuum does not rise above 1500 microns in three to five minutes, system can be considered properly evacuated.
6. If thermocouple vacuum gauge continues to rise and levels off at about 5000 microns, moisture and non-condensables are still present. If gauge continues to rise a leak is present. Repair and re-evacuate.
7. Close valve to thermocouple vacuum gauge and vacuum pump. Shut off pump and prepare to charge.

S-103 CHARGING

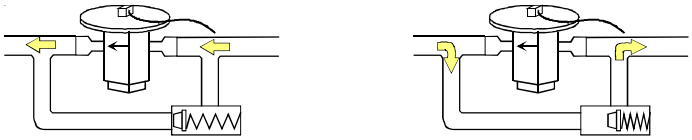
WARNING

REFRIGERANT UNDER PRESSURE!
*** Do not overcharge system with refrigerant.**
*** Do not operate unit in a vacuum or at negative pressure.**
Failure to follow proper procedures may cause property damage, personal injury or death.

S-105B THERMOSTATIC EXPANSION VALVE

The expansion valve is designed to control the rate of liquid refrigerant flow into an evaporator coil in exact proportion to the rate of evaporation of the refrigerant in the coil. The amount of refrigerant entering the coil is regulated since the valve responds to temperature of the refrigerant gas leaving the coil (feeler bulb contact) and the pressure of the refrigerant in the coil. This regulation of the flow prevents the return of liquid refrigerant to the compressor.

The illustration below shows typical heatpump TXV/check valve operation in the heating and cooling modes.



COOLING HEATING

TXV VALVES

Some TXV valves contain an internal check valve thus eliminating the need for an external check valve and bypass loop. The three forces which govern the operation of the valve are: (1) the pressure created in the power assembly by the feeler bulb, (2) evaporator pressure, and (3) the equivalent pressure of the superheat spring in the valve.

0% bleed type expansion valves are used on indoor and outdoor coils. The 0% bleed valve will not allow the system pressures (High and Low side) to equalize during the shut down period. The valve will shut off completely at approximately 100 PSIG.

30% bleed valves used on some other models will continue to allow some equalization even though the valve has shut-off completely because of the bleed holes within the valve. This type of valve should not be used as a replacement for a 0% bleed valve, due to the resulting drop in performance.

The bulb must be securely fastened with two straps to a clean straight section of the suction line. Application of the bulb to a horizontal run of line is preferred. If a vertical installation cannot be avoided, the bulb must be mounted so that the capillary tubing comes out at the top.

THE VALVES PROVIDED BY DAIKIN ARE DESIGNED TO MEET THE SPECIFICATION REQUIREMENTS FOR OPTIMUM PRODUCT OPERATION. DO NOT USE SUBSTITUTES.

SERVICING

S-106 OVERFEEDING

Overfeeding by the expansion valve results in high suction pressure, cold suction line, and possible liquid slugging of the compressor.

If these symptoms are observed:

1. Check for an overcharged unit by referring to the cooling performance charts in the servicing section.
2. Check the operation of the power element in the valve as explained in S-110 Checking Expansion Valve Operation.
3. Check for restricted or plugged equalizer tube.

S-107 UNDERFEEDING

Underfeeding by the expansion valve results in low system capacity and low suction pressures.

If these symptoms are observed:

1. Check for a restricted liquid line or drier. A restriction will be indicated by a temperature drop across the drier.
2. Check the operation of the power element of the valve as described in S-110 Checking Expansion Valve Operation.

S-108 SUPERHEAT

The expansion valves are factory adjusted to maintain 8 to 12 degrees superheat of the suction gas. Before checking the superheat or replacing the valve, perform all the procedures outlined under Air Flow, Refrigerant Charge, Expansion Valve - Overfeeding, Underfeeding. These are the most common causes for evaporator malfunction.

CHECKING SUPERHEAT

Refrigerant gas is considered superheated when its temperature is higher than the saturation temperature corresponding to its pressure. The degree of superheat equals the degrees of temperature increase above the saturation temperature at existing pressure. See Temperature - Pressure Chart on following pages.

⚠ CAUTION

To prevent personal injury, carefully connect and disconnect manifold gauge hoses. Escaping liquid refrigerant can cause burns. Do not vent refrigerant to atmosphere. Recover during system repair or final unit disposal.

1. Run system at least 10 minutes to allow pressure to stabilize.
2. For best results, temporarily install a thermometer on the liquid line at the liquid line service valve and 4-6" from the compressor on the suction line. Ensure the thermometer makes adequate contact and is insulated for best possible readings. Use liquid line temperature to determine subcooling and vapor temperature to determine superheat.

NOTE: An optional method is to locate the thermometer at the suction line service valve. Ensure the thermometer makes adequate contact and is insulated for best possible readings.

3. Refer to the superheat table provided for proper system superheat. Add charge to lower superheat or recover charge to raise superheat.

Superheat Formula = Suct. Line Temp. - Sat. Suct. Temp.

EXAMPLE:

a. Suction Pressure = 143

b. Corresponding Temp. °F. = 50

c. Thermometer on Suction Line = 61°F.

To obtain the degrees temperature of superheat, subtract 50.0 from 61.0°F.

The difference is 11° Superheat. The 11° Superheat would fall in the ± range of allowable superheat.

SUPERHEAT AND SUBCOOLING ADJUSTMENT ON TXV APPLICATIONS

NOTE: Units mached with indoor coils equipped with nonadjustable TXV should be charged by subcooling only.

1. Run system at least 10 minutes to allow pressure to stabilize.
2. For best results, temporarily install a thermometer on the liquid line at the liquid line service valve and 4-6" from the compressor on the suction line. Ensure the thermometer makes adequate contact and is insulated for best possible readings. Use liquid line temperature to determine subcooling and vapor temperature to determine superheat.

   NOTE: An optional method is to locate the thermometer at the suction line service valve. Ensure the thermometer makes adequate contact and is insulated for best possible readings.

3. Check subcooling and superheat. Systems with TXV application should have a subcooling of 7 to 9 ºF and superheat of 7 to 9 ºF.

   a. If subcooling and superheat are low, **adjust** TXV to 7 to 9 ºF superheat, then check subcooling.

   NOTE: To adjust superheat, turn the valve stem clockwise to increase and counter clockwise to decrease.

   b. If subcooling is low and superheat is high, **add** charge to raise subcooling to 7 to 9 ºF then check superheat.

   c. If subcooling and superheat are high, **adjust** TXV valve to 7 to 9 ºF superheat, then check subcooling.

   d. If subcooling is high and superheat is low, **adjust** TXV valve to 7 to 9 ºF superheat and **remove** charge to lower the subcooling to 7 to 9 ºF.

   The TXV should **NOT** be adjusted at light load conditions 55º to 60ºF, under such conditions only the subcooling can be evaluated. This is because suction pressure is dependent on the indoor coil match, indoor airflow, and wet bulb temperature. **NOTE:** Do **NOT** adjust charge based on suction pressure unless there is a gross undercharge.

4. Disconnect manifold set. Installation is complete.

S-109 CHECKING SUBCOOLING

Refrigerant liquid is considered subcooled when its temperature is lower than the saturation temperature corresponding to its pressure. The degree of subcooling equals the degrees of temperature decrease below the saturation temperature at the existing pressure.

1. Attach an accurate thermometer or preferably a thermocouple type temperature tester to the liquid line as it leaves the condensing unit.
2. Install a high side pressure gauge on the high side (liquid) service valve at the front of the unit.
3. Record the gauge pressure and the temperature of the line.
4. Review the technical information manual or specification sheet for the model being serviced to obtain the design subcooling.
5. Compare the hi-pressure reading to the "Required Liquid Line Temperature" chart (page 108). Find the hi-pressure value on the left column. Follow that line right to the column under the design subcooling value. Where the two intersect is the required liquid line temperature.

   Alternately you can convert the liquid line pressure gauge reading to temperature by finding the gauge reading in Temperature - Pressure Chart and reading to the left, find the temperature in the °F. Column.
6. The difference between the thermometer reading and pressure to temperature conversion is the amount of subcooling.

Add charge to raise subcooling. Recover charge to lower subcooling.

Subcooling Formula = Sat. Liquid Temp. - Liquid Line Temp.

EXAMPLE:

a. Liquid Line Pressure = 417
b. Corresponding Temp. °F. = 120°
c. Thermometer on Liquid line = 109°F.

To obtain the amount of subcooling subtract 109°F from 120°F.

The difference is 11° subcooling. See the specification sheet or technical information manual for the design subcooling range for your unit.

S-109A TWO SPEED APPLICATION

Run the remote on low stage cooling for 10 minutes until refrigerant pressures stabilize. Follow the guidelines and methods below to check unit operation and ensure that the refrigerant charge is within limits. Charge the unit on low stage.

1. Purge gauge lines. Connect service gauge manifold to base-valve service ports. Run system at least 10 minutes to allow pressure to stabilize.
2. For best results, temporarily install a thermometer on the liquid line at the liquid line service valve and 4-6" from the compressor on the suction line. Ensure the thermometer makes adequate contact and is insulated for best possible readings. Use liquid line temperature to determine subcooling and vapor temperature to determine superheat.

   NOTE: An optional method is to locate the thermometer at the suction line service valve. Ensure the thermometer makes adequate contact and is insulated for best possible readings.
3. Check subcooling and superheat. Systems with TXV application should have a subcooling of 7 to 9 ºF and superheat of 7 to 9 ºF.

   a. If subcooling and superheat are low, **adjust** TXV to 7 to 9 ºF superheat, then check subcooling.

      NOTE: To adjust superheat, turn the valve stem clockwise to increase and counter clockwise to decrease.

   b. If subcooling is low and superheat is high, **add** charge to raise subcooling to 7 to 9 ºF then check superheat.

   c. If subcooling and superheat are high, **adjust** TXV valve to 7 to 9 ºF superheat, then check subcooling.

   d. If subcooling is high and superheat is low, **adjust** TXV valve to 7 to 9 ºF superheat and **remove** charge to lower the subcooling to 7 to 9 ºF.

   NOTE: Do **NOT** adjust the charge based on suction pressure unless there is a gross undercharge.
4. Disconnect manifold set, installation is complete.

Subcooling Formula = Sat. Liquid Temp. - Liquid Line Temp.

S-110 CHECKING EXPANSION VALVE OPERATION

1. Remove the remote bulb of the expansion valve from the suction line.
2. Start the system and cool the bulb in a container of ice water, closing the valve. As you cool the bulb, the suction pressure should fall and the suction temperature will rise.
3. Next warm the bulb in your hand. As you warm the bulb, the suction pressure should rise and the suction temperature will fall.
4. If a temperature or pressure change is noticed, the expansion valve is operating. If no change is noticed, the valve is restricted, the power element is faulty, or the equalizer tube is plugged.
5. Capture the charge, replace the valve and drier, evacuate and recharge.

S-111 FIXED ORIFICE RESTRICTOR DEVICES

The fixed orifice restrictor device (flowrator) used in conjunction with the indoor coil is a predetermined bore (I.D.).

It is designed to control the rate of liquid refrigerant flow into an evaporator coil.

The amount of refrigerant that flows through the fixed orifice restrictor device is regulated by the pressure difference between the high and low sides of the system.

SERVICING

Pressure vs. Temperature Chart

R-410A

PSIG	°F	PSIG	°F	PSIG	°F	PSIG	°F	PSIG	°F	PSIG	°F
12	-37.7	114.0	37.8	216.0	74.3	318.0	100.2	420.0	120.7	522.0	137.6
14	-34.7	116.0	38.7	218.0	74.9	320.0	100.7	422.0	121.0	524.0	137.9
16	-32.0	118.0	39.5	220.0	75.5	322.0	101.1	424.0	121.4	526.0	138.3
18	-29.4	120.0	40.5	222.0	76.1	324.0	101.6	426.0	121.7	528.0	138.6
20	-36.9	122.0	41.3	224.0	76.7	326.0	102.0	428.0	122.1	530.0	138.9
22	-24.5	124.0	42.2	226.0	77.2	328.0	102.4	430.0	122.5	532.0	139.2
24	-22.2	126.0	43.0	228.0	77.8	330.0	102.9	432.0	122.8	534.0	139.5
26	-20.0	128.0	43.8	230.0	78.4	332.0	103.3	434.0	123.2	536.0	139.8
28	-17.9	130.0	44.7	232.0	78.9	334.0	103.7	436.0	123.5	538.0	140.1
30	-15.8	132.0	45.5	234.0	79.5	336.0	104.2	438.0	123.9	540.0	140.4
32	-13.8	134.0	46.3	236.0	80.0	338.0	104.6	440.0	124.2	544.0	141.0
34	-11.9	136.0	47.1	238.0	80.6	340.0	105.1	442.0	124.6	548.0	141.6
36	-10.1	138.0	47.9	240.0	81.1	342.0	105.4	444.0	124.9	552.0	142.1
38	-8.3	140.0	48.7	242.0	81.6	344.0	105.8	446.0	125.3	556.0	142.7
40	-6.5	142.0	49.5	244.0	82.2	346.0	106.3	448.0	125.6	560.0	143.3
42	-4.5	144.0	50.3	246.0	82.7	348.0	106.6	450.0	126.0	564.0	143.9
44	-3.2	146.0	51.1	248.0	83.3	350.0	107.1	452.0	126.3	568.0	144.5
46	-1.6	148.0	51.8	250.0	83.8	352.0	107.5	454.0	126.6	572.0	145.0
48	0.0	150.0	52.5	252.0	84.3	354.0	107.9	456.0	127.0	576.0	145.6
50	1.5	152.0	53.3	254.0	84.8	356.0	108.3	458.0	127.3	580.0	146.2
52	3.0	154.0	54.0	256.0	85.4	358.0	108.8	460.0	127.7	584.0	146.7
54	4.5	156.0	54.8	258.0	85.9	360.0	109.2	462.0	128.0	588.0	147.3
56	5.9	158.0	55.5	260.0	86.4	362.0	109.6	464.0	128.3	592.0	147.9
58	7.3	160.0	56.2	262.0	86.9	364.0	110.0	466.0	128.7	596.0	148.4
60	8.6	162.0	57.0	264.0	87.4	366.0	110.4	468.0	129.0	600.0	149.0
62	10.0	164.0	57.7	266.0	87.9	368.0	110.8	470.0	129.3	604.0	149.5
64	11.3	166.0	58.4	268.0	88.4	370.0	111.2	472.0	129.7	608.0	150.1
66	12.6	168.0	59.0	270.0	88.9	372.0	111.6	474.0	130.0	612.0	150.6
68	13.8	170.0	59.8	272.0	89.4	374.0	112.0	476.0	130.3	616.0	151.2
70	15.1	172.0	60.5	274.0	89.9	376.0	112.4	478.0	130.7	620.0	151.7
72	16.3	174.0	61.1	276.0	90.4	378.0	112.6	480.0	131.0	624.0	152.3
74	17.5	176.0	61.8	278.0	90.9	380.0	113.1	482.0	131.3	628.0	152.8
76	18.7	178.0	62.5	280.0	91.4	382.0	113.5	484.0	131.6	632.0	153.4
78	19.8	180.0	63.1	282.0	91.9	384.0	113.9	486.0	132.0	636.0	153.9
80	21.0	182.0	63.8	284.0	92.4	386.0	114.3	488.0	132.3	640.0	154.5
82	22.1	184.0	64.5	286.0	92.8	388.0	114.7	490.0	132.6	644.0	155.0
84	23.2	186.0	65.1	288.0	93.3	390.0	115.0	492.0	132.9	648.0	155.5
86	24.3	188.0	65.8	290.0	93.8	392.0	115.5	494.0	133.3	652.0	156.1
88	25.4	190.0	66.4	292.0	94.3	394.0	115.8	496.0	133.6	656.0	156.6
90	26.4	192.0	67.0	294.0	94.8	396.0	116.2	498.0	133.9	660.0	157.1
92	27.4	194.0	67.7	296.0	95.2	398.0	116.6	500.0	134.0	664.0	157.7
94	28.5	196.0	68.3	298.0	95.7	400.0	117.0	502.0	134.5	668.0	158.2
96	29.5	198.0	68.9	300.0	96.2	402.0	117.3	504.0	134.8	672.0	158.7
98	30.5	200.0	69.5	302.0	96.6	404.0	117.7	506.0	135.2	676.0	159.2
100	31.2	202.0	70.1	304.0	97.1	406.0	118.1	508.0	135.5	680.0	159.8
102	32.2	204.0	70.7	306.0	97.5	408.0	118.5	510.0	135.8	684.0	160.3
104	33.2	206.0	71.4	308.0	98.0	410.0	118.8	512.0	136.1	688.0	160.8
106	34.1	208.0	72.0	310.0	98.4	412.0	119.2	514.0	136.4	692.0	161.3
108	35.1	210.0	72.6	312.0	98.9	414.0	119.6	516.0	136.7	696.0	161.8
110	35.5	212.0	73.2	314.0	99.3	416.0	119.9	518.0	137.0		
112	36.9	214.0	73.8	316.0	99.7	418.0	120.3	520.0	137.3		

*Based on ALLIED SIGNAL Data

SERVICING

REQUIRED LIQUID LINE TEMPERATURE						
LIQUID PRESSURE AT SERVICE VALVE (PSIG)	REQUIRED SUBCOOLING TEMPERATURE (°F)					
	8	10	12	14	16	18
189	58	56	54	52	50	48
195	60	58	56	54	52	50
202	62	60	58	56	54	52
208	64	62	60	58	56	54
215	66	64	62	60	58	56
222	68	66	64	62	60	58
229	70	68	66	64	62	60
236	72	70	68	66	64	62
243	74	72	70	68	66	64
251	76	74	72	70	68	66
259	78	76	74	72	70	68
266	80	78	76	74	72	70
274	82	80	78	76	74	72
283	84	82	80	78	76	74
291	86	84	82	80	78	76
299	88	86	84	82	80	78
308	90	88	86	84	82	80
317	92	90	88	86	84	82
326	94	92	90	88	86	84
335	96	94	92	90	88	86
345	98	96	94	92	90	88
354	100	98	96	94	92	90
364	102	100	98	96	94	92
374	104	102	100	98	96	94
384	106	104	102	100	98	96
395	108	106	104	102	100	98
406	110	108	106	104	102	100
416	112	110	108	106	104	102
427	114	112	110	108	106	104
439	116	114	112	110	108	106
450	118	116	114	112	110	108
462	120	118	116	114	112	110
474	122	120	118	116	114	112
486	124	122	120	118	116	114
499	126	124	122	120	118	116
511	128	126	124	122	120	118

In the cooling cycle when the outdoor air temperature rises, the high side condensing pressure rises. At the same time, the cooling load on the indoor coil increases, causing the low side pressure to rise, but at a slower rate.

Since the high side pressure rises faster when the temperature increases, more refrigerant flows to the evaporator, increasing the cooling capacity of the system.

When the outdoor temperature falls, the reverse takes place. The condensing pressure falls, and the cooling loads on the indoor coil decreases, causing less refrigerant flow.

A strainer is placed on the entering side of the tube to prevent any foreign material from becoming lodged inside the fixed orifice restriction device.

If a restriction should become evident, proceed as follows:

1. Recover refrigerant charge.
2. Remove the orifice or tube strainer assembly and replace.
3. Replace liquid line drier, evacuate and recharge.

CHECKING EQUALIZATION TIME

During the "OFF" cycle, the high side pressure bleeds to the low side through the fixed orifice restriction device. Check equalization time as follows:

1. Attach a gauge manifold to the suction and liquid line dill valves.
2. Start the system and allow the pressures to stabilize.
3. Stop the system and check the time it takes for the high and low pressure gauge readings to equalize.

If it takes more than seven (7) minutes to equalize, the restrictor device is inoperative. Replace, install a liquid line drier, evacuate and recharge.

S-112 CHECKING RESTRICTED LIQUID LINE

When the system is operating, the liquid line is warm to the touch. If the liquid line is restricted, a definite temperature drop will be noticed at the point of restriction. In severe cases, frost will form at the restriction and extend down the line in the direction of the flow.

Discharge and suction pressures will be low, giving the appearance of an undercharged unit. However, the unit will have normal to high subcooling.

Locate the restriction, replace the restricted part, replace drier, evacuate and recharge.

S-113 OVERCHARGE OF REFRIGERANT

An overcharge of refrigerant is normally indicated by an excessively high head pressure.

An evaporator coil, using an expansion valve metering device, will basically modulate and control a flooded evaporator and prevent liquid return to the compressor.

An evaporator coil, using a capillary tube metering device, could allow refrigerant to return to the compressor under extreme overcharge conditions. Also with a capillary tube metering device, extreme cases of insufficient indoor air can cause icing of the indoor coil and liquid return to the compressor, but the head pressure would be lower.

There are other causes for high head pressure which may be found in the "Service Problem Analysis Guide."

If other causes check out normal, an overcharge or a system containing non-condensables would be indicated.

If this system is observed:

1. Start the system.
2. Remove and capture small quantities of gas from the suction line dill valve until the head pressure is reduced to normal.
3. Observe the system while running a cooling performance test. If a shortage of refrigerant is indicated, then the system contains non-condensables.

S-114 NON-CONDENSABLES

If non-condensables are suspected, shut down the system and allow the pressures to equalize. Wait at least 15 minutes. Compare the pressure to the temperature of the coldest coil since this is where most of the refrigerant will be. If the pressure indicates a higher temperature than that of the coil temperature, non-condensables are present.

Non-condensables are removed from the system by first removing the refrigerant charge, replacing and/or installing liquid line drier, evacuating and recharging.

S-115 COMPRESSOR BURNOUT

When a compressor burns out, high temperature develops causing the refrigerant, oil and motor insulation to decompose forming acids and sludge.

If a compressor is suspected of being burned-out, attach a refrigerant hose to the liquid line dill valve and properly remove and dispose of the refrigerant.

NOTICE

Violation of EPA regulations may result in fines or other penalties.

Now determine if a burn out has actually occurred. Confirm by analyzing an oil sample using a Sporlan Acid Test Kit, AK-3 or its equivalent.

Remove the compressor and obtain an oil sample from the suction stub. If the oil is not acidic, either a burnout has not occurred or the burnout is so mild that a complete clean-up is not necessary.

If acid level is unacceptable, the system must be cleaned by using the clean-up drier method.

SERVICING

CAUTION

Do not allow the sludge or oil to contact the skin. Severe burns may result.

NOTE: The Flushing Method using R-11 refrigerant is no longer approved by Daikin Heating-Cooling.

Suction Line Drier Clean-Up Method

The POE oils used with R410A refrigerant is an excellent solvent. In the case of a burnout, the POE oils will remove any burnout residue left in the system. If not captured by the refrigerant filter, they will collect in the compressor or other system components, causing a failure of the replacement compressor and/or spread contaminants throughout the system, damaging additional components.

Install a field supplied suction line drier . This drier should be installed as close to the compressor suction fitting as possible. The filter must be accessible and be rechecked for a pressure drop after the system has operated for a time. It may be necessary to use new tubing and form as required.

NOTE: At least twelve (12) inches of the suction line immediately out of the compressor stub must be discarded due to burned residue and contaminates.

1. Remove compressor discharge line strainer.
2. Remove the liquid line drier and expansion valve.
3 Purge all remaining components with dry nitrogen or carbon dioxide until clean.
4. Install new components **including** liquid line drier.
5. Braze all joints, leak test, evacuate, and recharge system.
6. Start up the unit and record the pressure drop across the drier.
7. Continue to run the system for a minimum of twelve (12) hours and recheck the pressure drop across the drier. Pressure drop should not exceed 6 PSIG.
8. Continue to run the system for several days, repeatedly checking pressure drop across the suction line drier. If the pressure drop never exceeds the 6 PSIG, the drier has trapped the contaminants. Remove the suction line drier from the system.
9. If the pressure drop becomes greater, then it must be replaced and steps 5 through 9 repeated until it does not exceed 6 PSIG.

NOTICE: Regardless, the cause for burnout must be determined and corrected before the new compressor is started.

S-201 CLEANING ALUMINUM COILS

This unit is euqipped with an alumninum tube evaporator coil. The safest way to clean the evaporator coil is to simply flush the coil with water. This cleaning practice remains as the recommended cleaning method for both copper tube and aluminum tube residential cooling coils.

An alternate cleaning method is to use one of the products listed in the technical publication **TP-109 (shipped in the literature bag with the unit)** to clean the coils. The cleaners listed are the only agents deemed safe and approved for use to clean round tube alunumum coils. TP-109 is available on the web site in Partner Link > Service Toolkit.

NOTE: *Ensure coils are rinsed well after use of any chemical cleaners.*

S-202 DUCT STATIC PRESSURES AND/OR STATIC PRESSURE DROP ACROSS COILS

This minimum and maximum allowable duct static pressure for the indoor sections are found in the specifications section.

Tables are also provided for each coil, listing quantity of air (CFM) versus static pressure drop across the coil.

Too great an external static pressure will result in insufficient air that can cause icing of the coil. Too much air can cause poor humidity control and condensate to be pulled off the evaporator coil causing condensate leakage. Too much air can also cause motor overloading and in many cases this constitutes a poorly designed system.

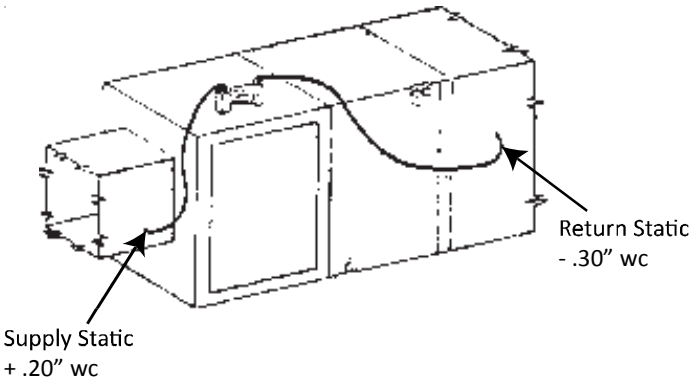
S-203 SINGLE PIECE AIR HANDLER EXTERNAL STATIC

To determine proper airflow, proceed as follows:

1. Using a Inclined Manometer or Magnehelic gauge , measure the static pressure of the return duct at the inlet of the air handler, this will be a negative pressure (for example-.30"wc)
2. Measure the static pressure of the supply duct at the outlet of the air handler, this should be a positive pressure (for example .20"wc).
3. Add the two readings together (for example -.30"wc + .20"wc = .50"wc total external static pressure.

   NOTE: Both readings may be taken simultaneously and read directly on the manometer if so desired.
4. Consult proper air handler airflow chart for quantity of air (CFM) at the measured external static pressure.

SERVICING



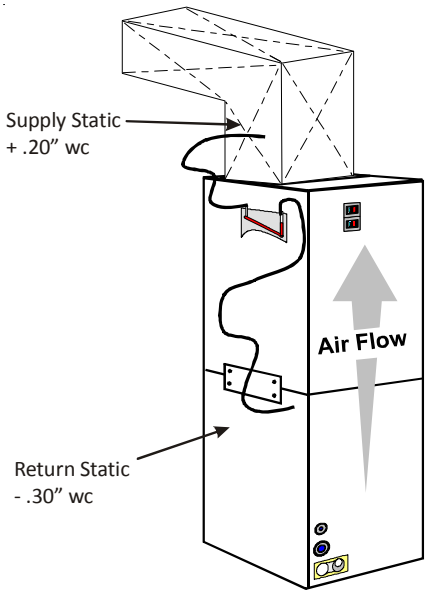
TOTAL EXTERNAL STATIC

S-203A TWO PIECE AIR HANDLER EXTERNAL STATIC

To determine proper airflow, proceed as follows:

1. Using a Inclined Manometer or Magnehelic gauge, measure the static pressure between the outlet of the evaporator coil and the inlet of the air handler, this will be a negative pressure (for example -.30"wc)
2. Measure the static pressure of the supply duct at the outlet of the unit, this should be a positive pressure (for example .20"wc).
3. Add the two readings together (for example -.30"wc + .20"wc = .50"wc total static pressure.

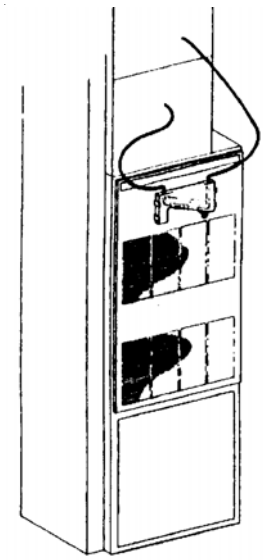
   NOTE: Both readings may be taken simultaneously and read directly on the manometer if so desired.
4. Consult proper air handler airflow chart for quantity of air (CFM) at the measured external static pressure.



TOTAL EXTERNAL STATIC

S-204 COIL STATIC PRESSURE DROP

1. Using a draft gauge (inclined manometer), connect the positive probe underneath the coil and the negative probe above the coil.
2. A direct reading can be taken of the static pressure drop across the coil.
3. Consult proper table for quantity of air.



STATIC PRESSURE DROP

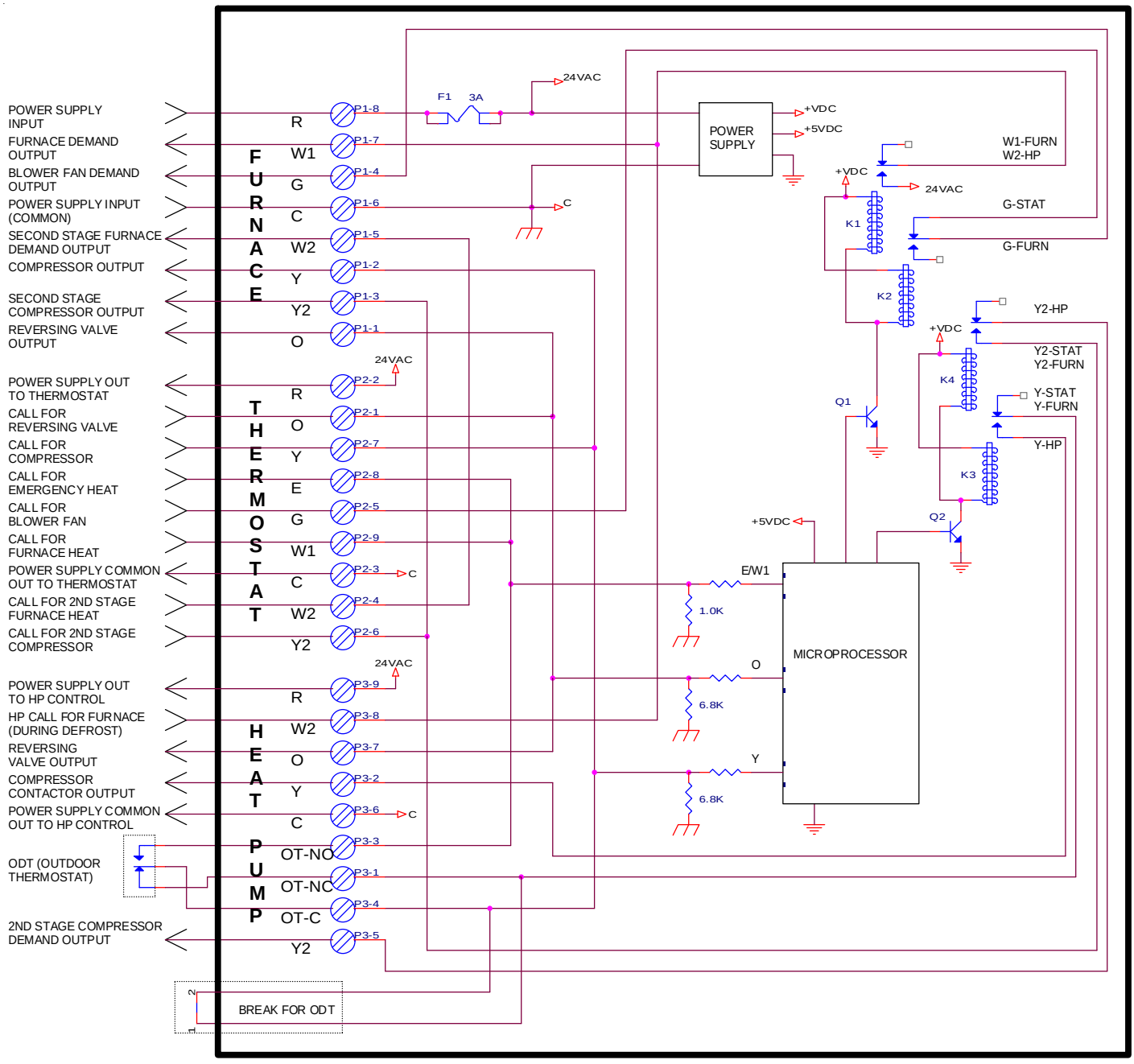
If the total external static pressure and/or static pressure drop exceeds the maximum or minimum allowable statics, check for closed dampers, dirty filters, undersized or poorly laid out duct work.

ACCESSORIES WIRING DIAGRAMS

WARNING

HIGH VOLTAGE!
DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

ALL FUEL SYSTEM AFE18-60A CONTROL BOARD



ALL FUEL CONTROL BOARD - AFE18-60A

This wiring diagram is for reference only. Not all wiring is as shown above.
Refer to the appropriate wiring diagram for the unit being serviced.
(For use with Heat Pumps in conjunction with 80% or 90% Single-Stage or Two-Stage Furnaces)

ACCESSORIES WIRING DIAGRAMS

WARNING

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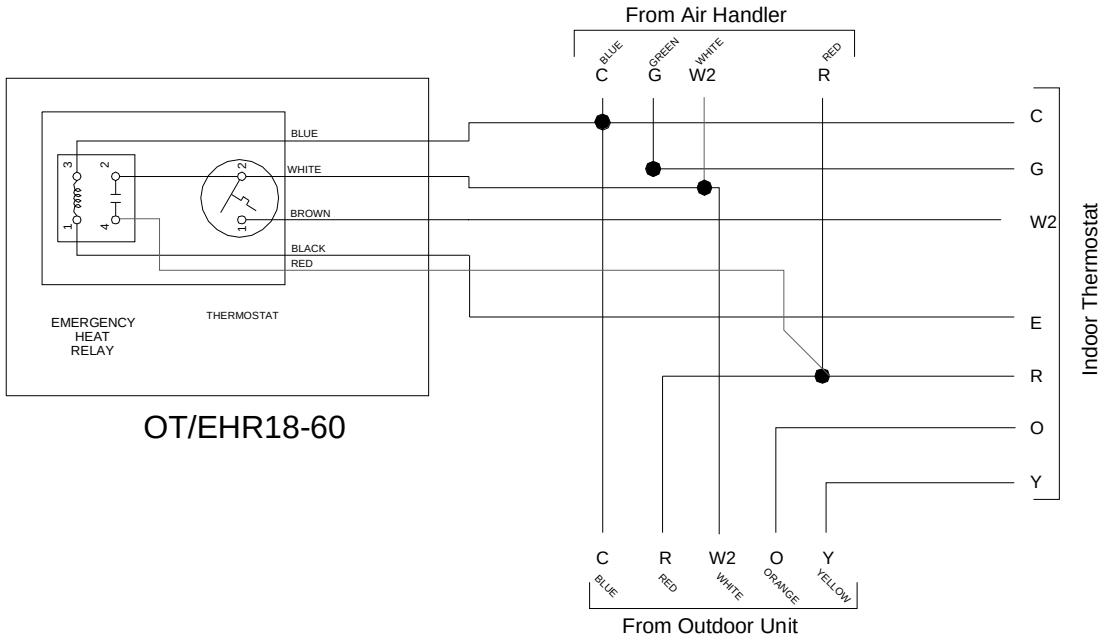
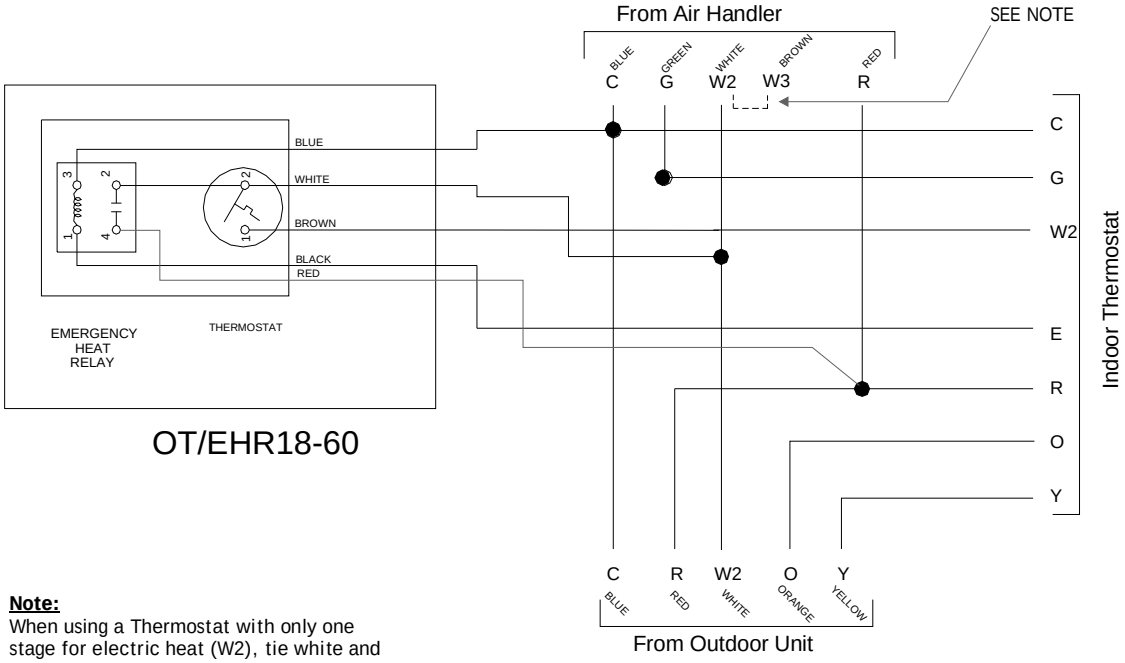
10kw and Below, One Stage Electric Heat



OT/EHR18-60

15kw and Above, Two Stage Electric Heat



OT/EHR18-60

Note:
When using a Thermostat with only one stage for electric heat (W2), tie white and brown wires from air handler together.

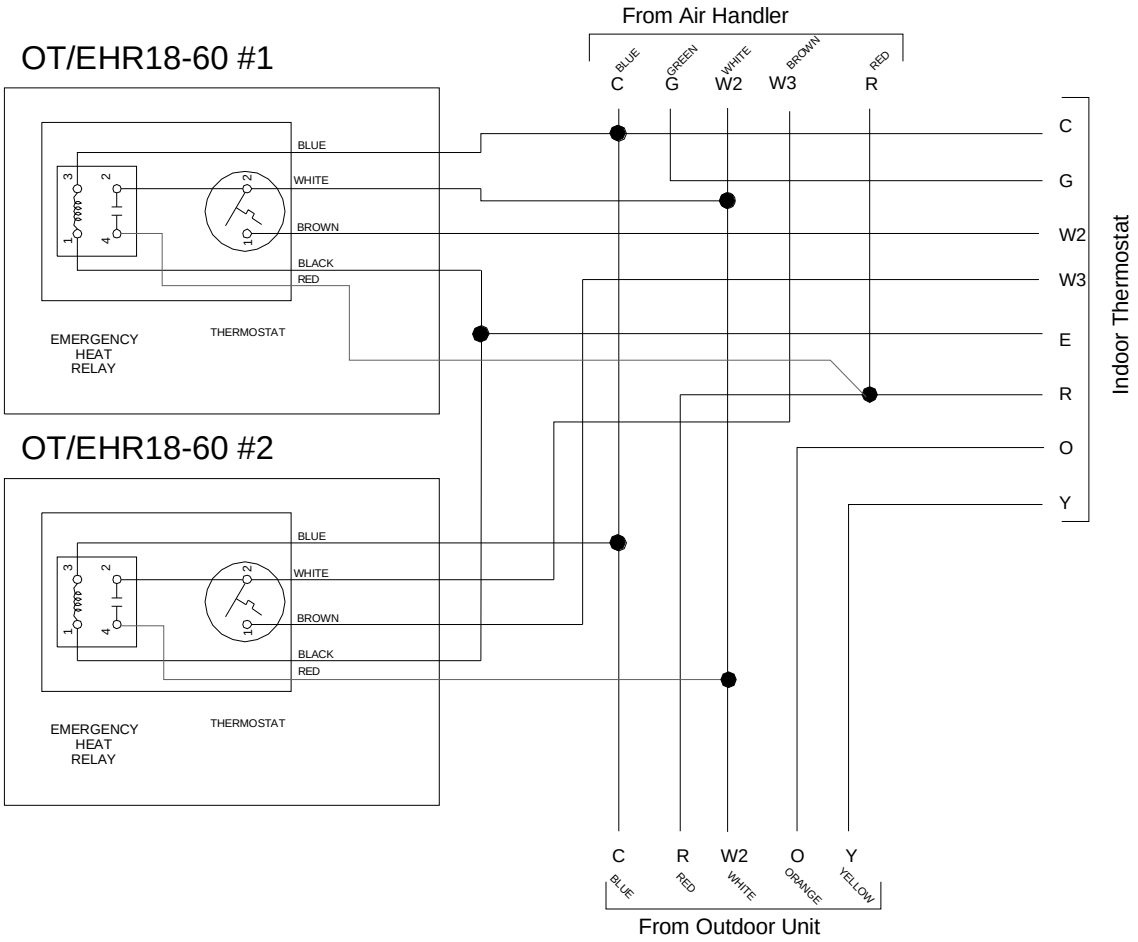
Typical Wiring Schematics for OT/EHR18-60 (Outdoor Thermostat & Emergency Heat Relay).
This wiring diagram is for reference only. Not all wiring is as shown above.
Refer to the appropriate wiring diagram for the unit being serviced.

ACCESSORIES WIRING DIAGRAMS

WARNING

HIGH VOLTAGE!
DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

15kw and Above with Two OT/EHR18-60's, Two Stage Electric Heat and Two Stage Thermostat



Typical Wiring Schematics for OT/EHR18-60 (Outdoor Thermostat & Emergency Heat Relay).
This wiring diagram is for reference only. Not all wiring is as shown above.
Refer to the appropriate wiring diagram for the unit being serviced.

AIRHANDLERS

ACCESSORIES WIRING DIAGRAMS

ASPT**14**/ASUF**14**

WARNING

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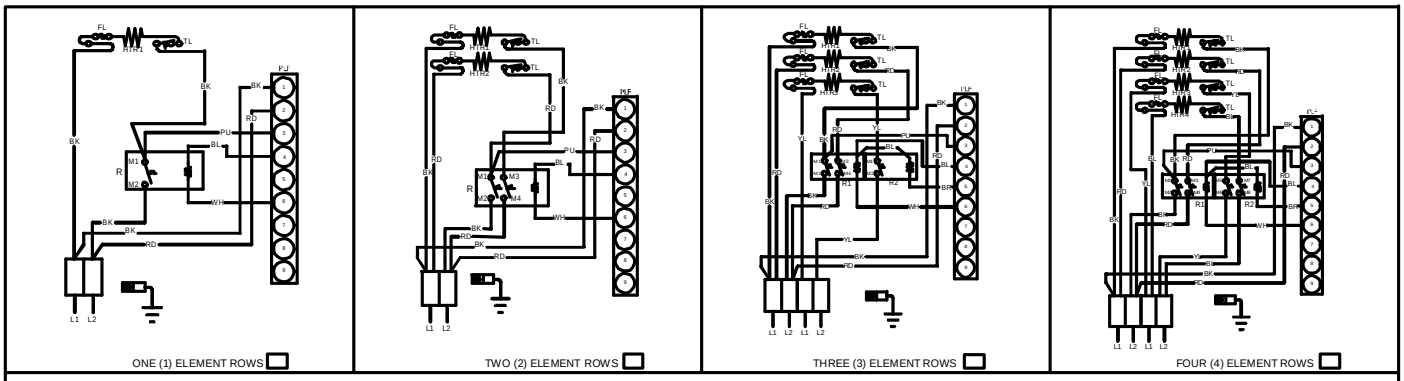
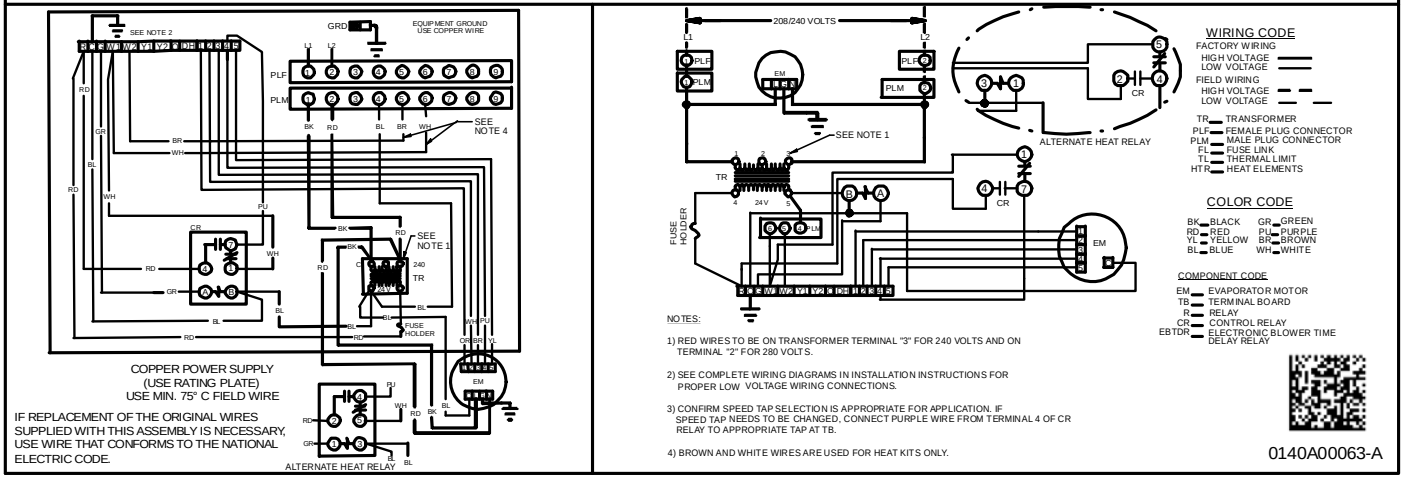


NOTE: WHEN INSTALLING HEATER KIT, ENSURE SPEED TAP DOES NOT EXCEED MINIMUM BLOWER SPEED (MBS) SPECIFIED FOR THE AIRHANDLER/HEATER KIT COMBINATION ON THIS UNIT'S S&R PLATE. AFTER INSTALLING OPTIONAL HEAT KIT, MARK A "X" IN THE BOX PROVIDED ABOVE. MARK ACCORDING TO NUMBER OF HEATER ELEMENT ROWS INSTALLED. NO MARK INDICATES NO HEAT KIT INSTALLED.



Typical Wiring Schematic ASPT**14** with Electric Heat.
This wiring diagram is for reference only. Not all wiring is as shown above.
Refer to the appropriate wiring diagram for the unit being serviced.

WARNING

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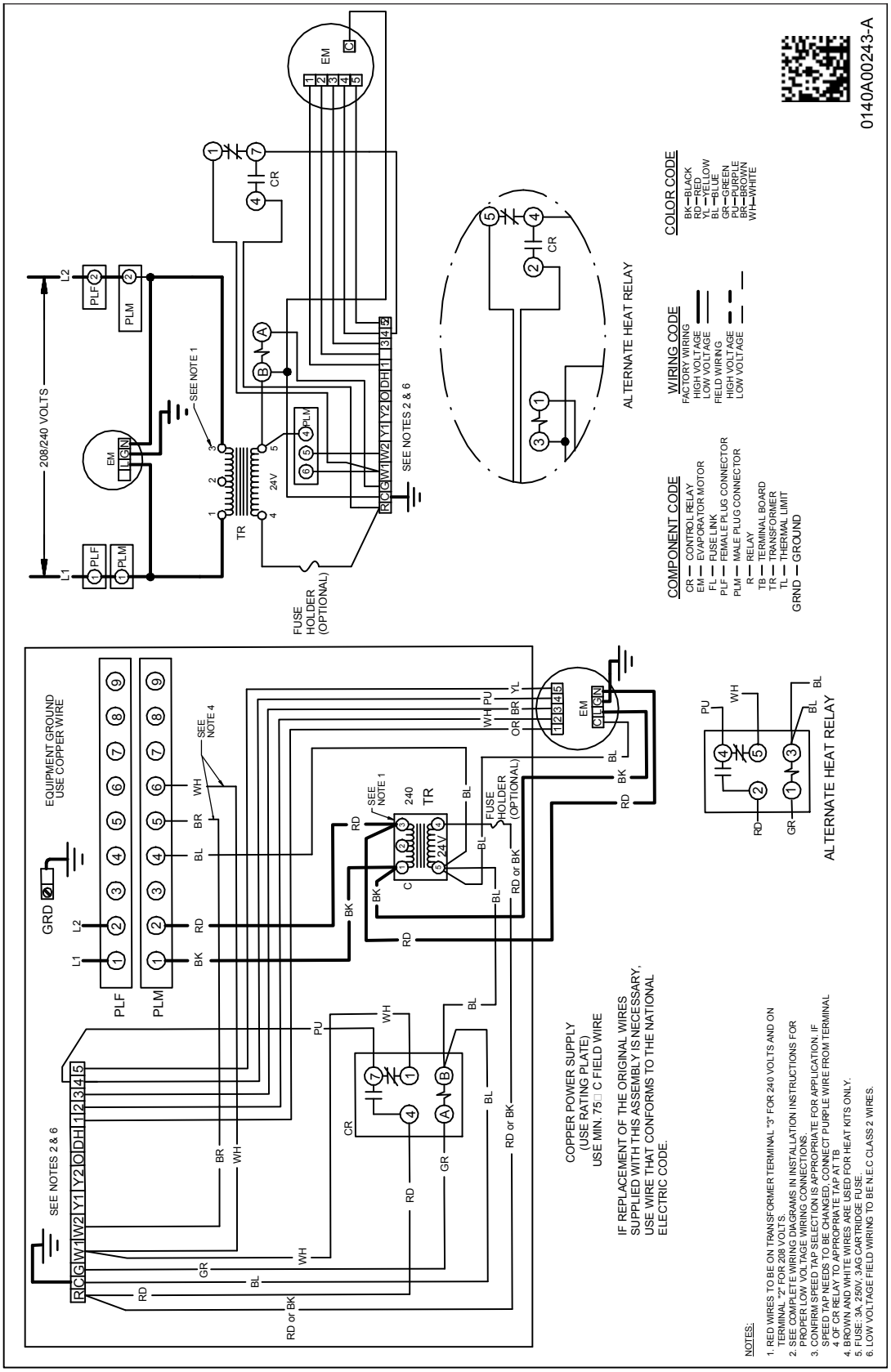

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WIRING DIAGRAMS

WARNING

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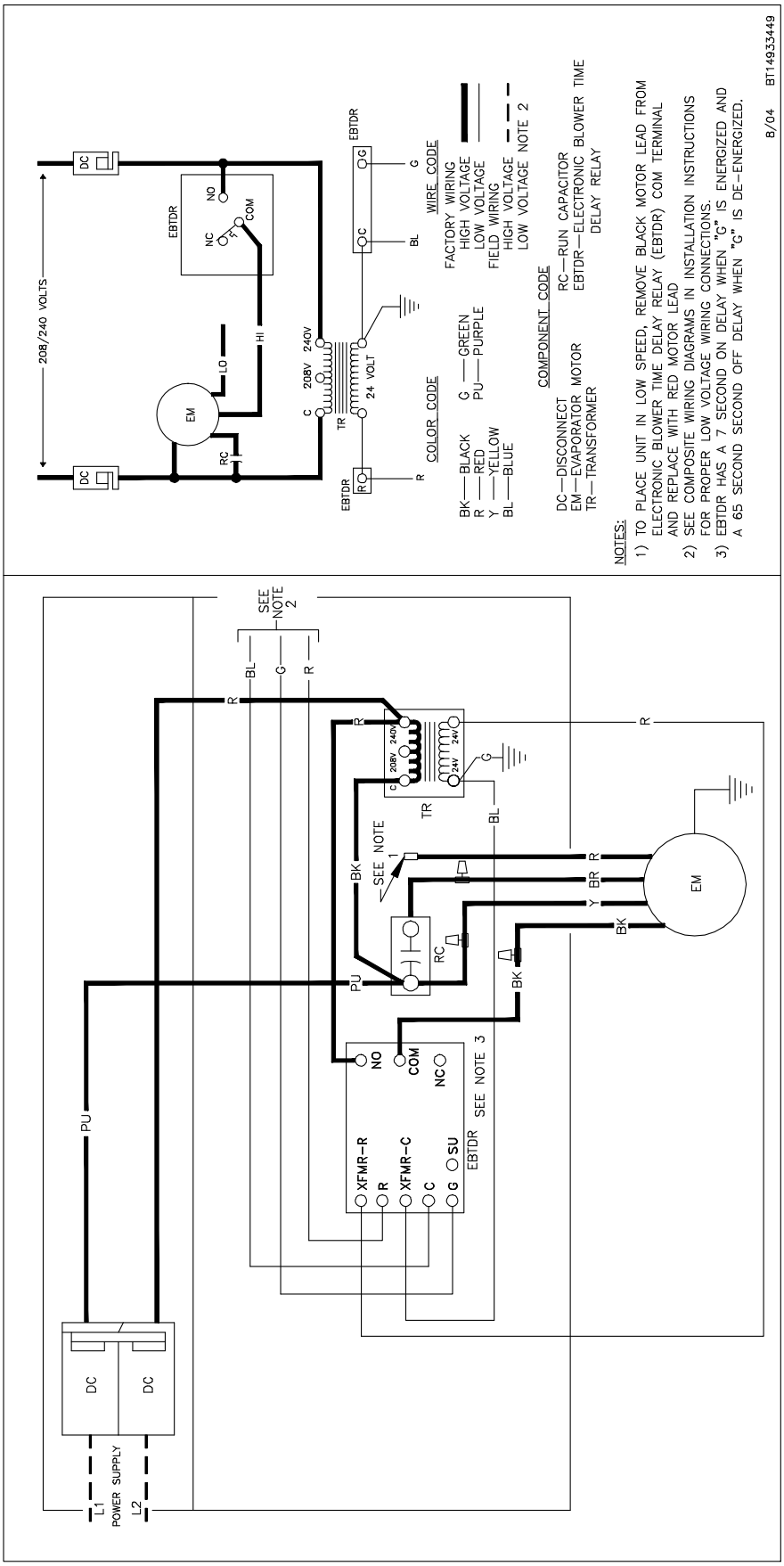

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WARNING

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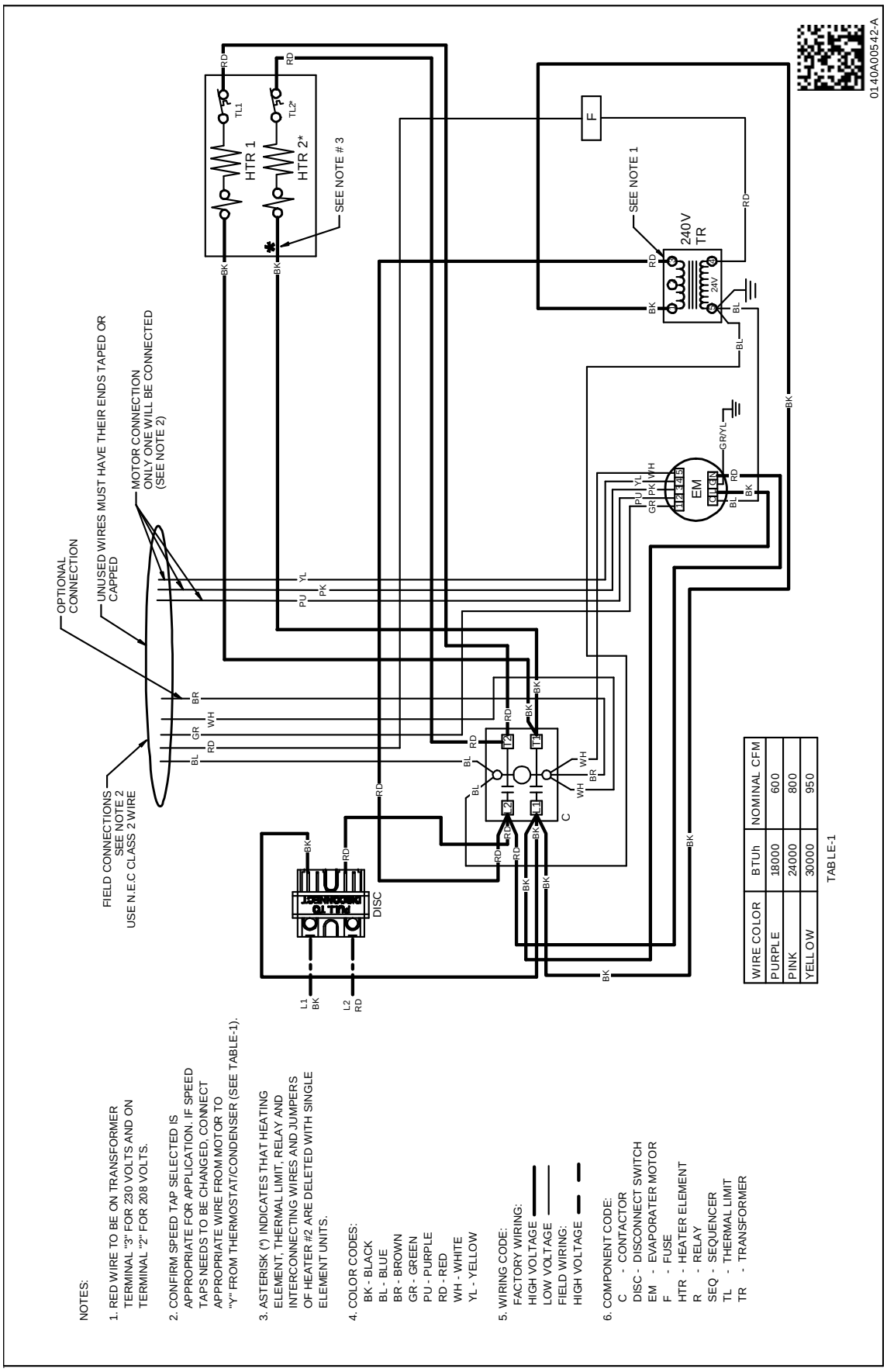

NOTES:

1. RED WIRE TO BE ON TRANSFORMER TERMINAL "3" FOR 230 VOLTS AND ON TERMINAL "2" FOR 208 VOLTS.
2. CONFIRM SPEED TAP SELECTED IS APPROPRIATE FOR APPLICATION. IF SPEED TAPS NEEDS TO BE CHANGED, CONNECT APPROPRIATE WIRE FROM MOTOR TO "Y" FROM THERMOSTAT/CONDENSER (SEE TABLE-1).
3. ASTERISK (*) INDICATES THAT HEATING ELEMENT, THERMAL LIMIT, RELAY AND INTERCONNECTING WIRES AND JUMPERS OF HEATER #2 ARE DELETED WITH SINGLE ELEMENT UNITS.
4. COLOR CODES:
   - BK - BLACK
   - BL - BLUE
   - BR - BROWN
   - GR - GREEN
   - PU - PURPLE
   - RD - RED
   - WH - WHITE
   - YL - YELLOW
5. WIRING CODE:
   - FACTORY WIRING: HIGH VOLTAGE ——
   - LOW VOLTAGE ——
   - FIELD WIRING: HIGH VOLTAGE — —
6. COMPONENT CODE:
   - C - CONTACTOR
   - DISC - DISCONNECT SWITCH
   - EM - EVAPORATER MOTOR
   - F - FUSE
   - HTR - HEATER ELEMENT
   - R - RELAY
   - SEQ - SEQUENCER
   - TL - THERMAL LIMIT
   - TR - TRANSFORMER

WIRE COLOR	BTUh	NOMINAL CFM
PURPLE	18000	600
PINK	24000	800
YELLOW	30000	950

TABLE-1

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING

HIGH VOLTAGE!
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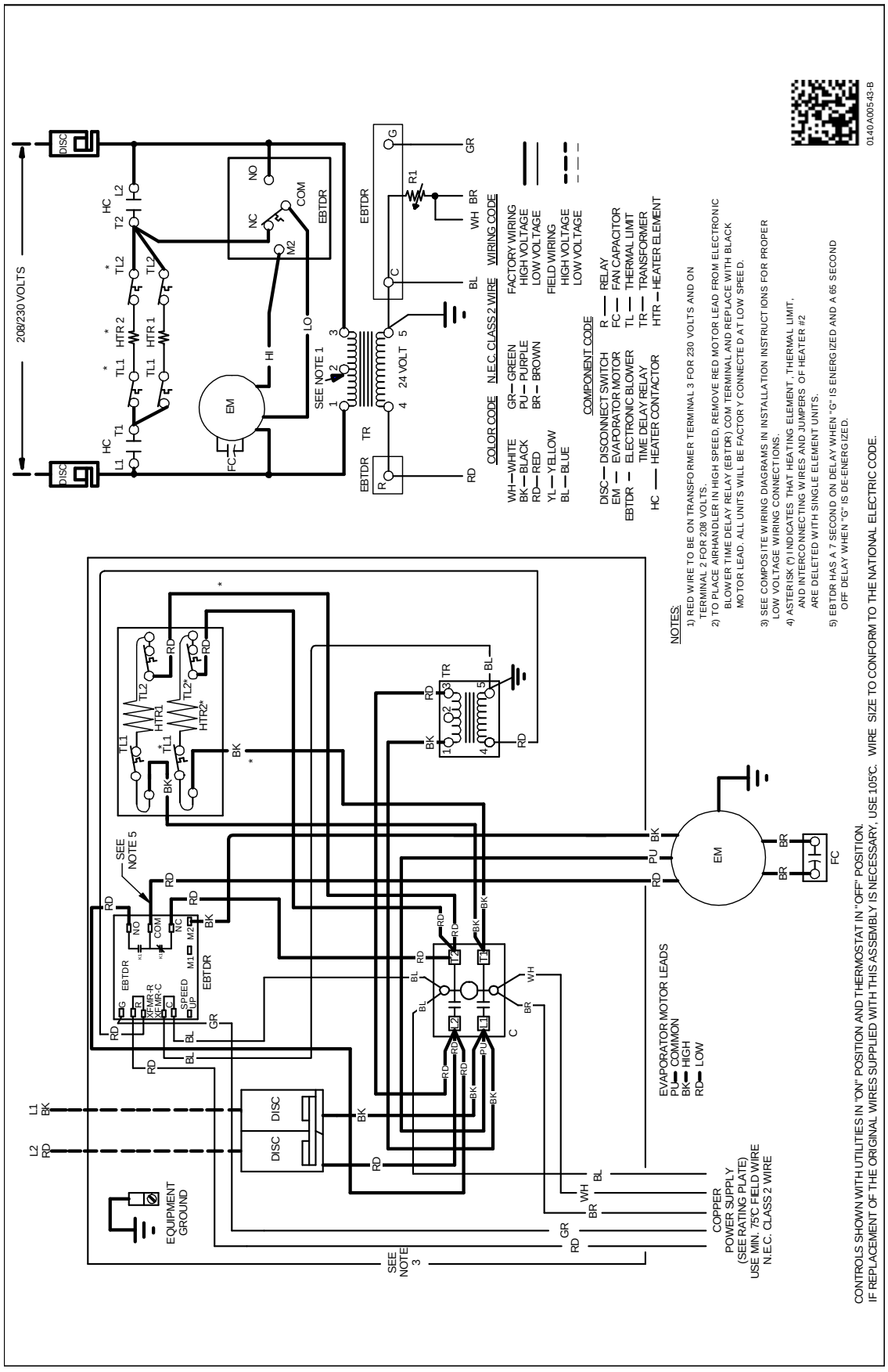

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WIRING DIAGRAMS AWUF190[316,516816]AC, AWUF250[316,516,816]AC

WARNING

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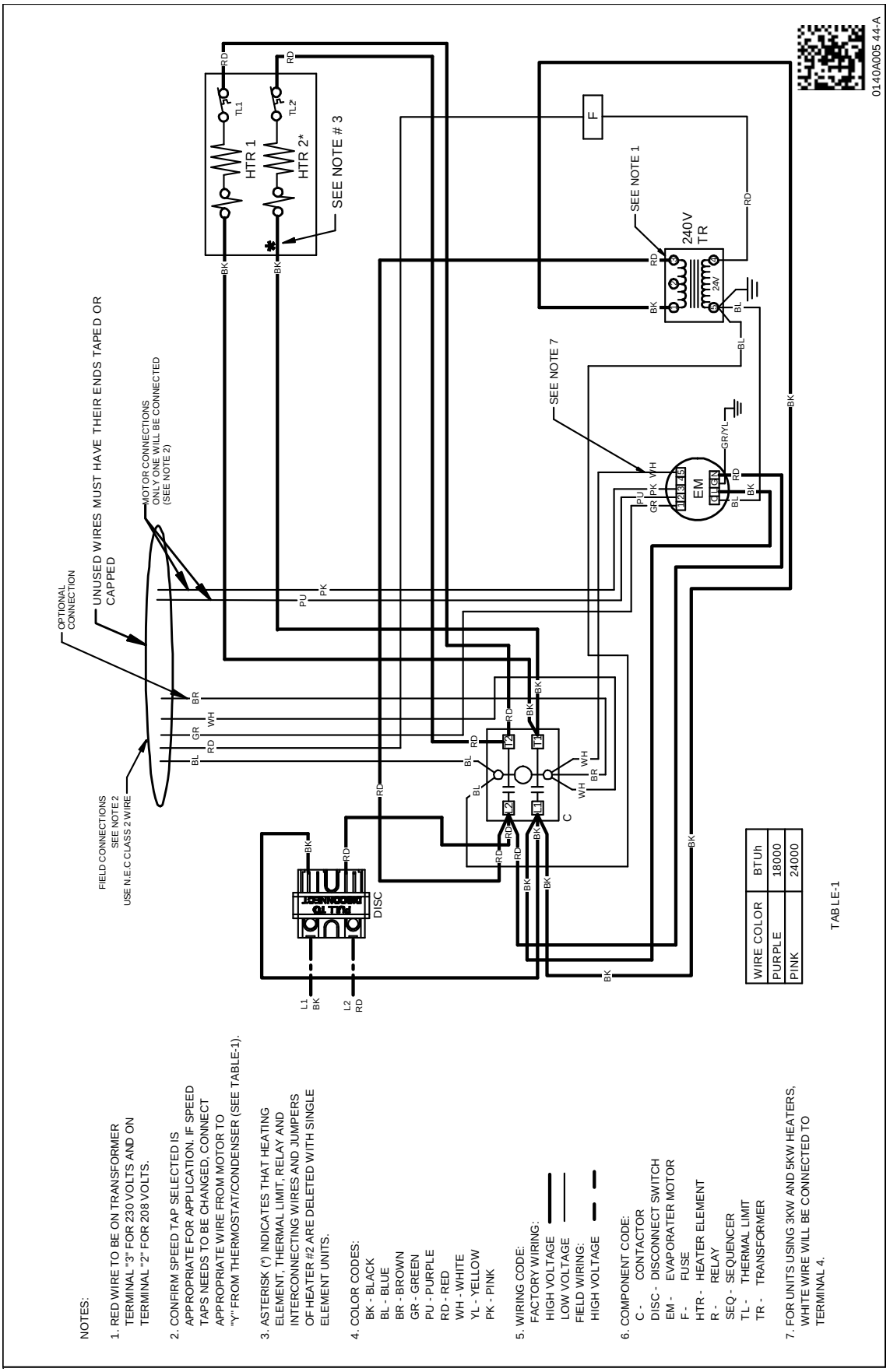

NOTES:

1. RED WIRE TO BE ON TRANSFORMER TERMINAL "3" FOR 230 VOLTS AND ON TERMINAL "2" FOR 208 VOLTS.
2. CONFIRM SPEED TAP SELECTED IS APPROPRIATE FOR APPLICATION. IF SPEED TAPS NEEDS TO BE CHANGED, CONNECT APPROPRIATE WIRE FROM MOTOR TO "Y" FROM THERMOSTAT/CONDENSER (SEE TABLE-1).
3. ASTERISK (*) INDICATES THAT HEATING ELEMENT, THERMAL LIMIT, RELAY AND INTERCONNECTING WIRES AND JUMPERS OF HEATER #2 ARE DELETED WITH SINGLE ELEMENT UNITS.
4. COLOR CODES:
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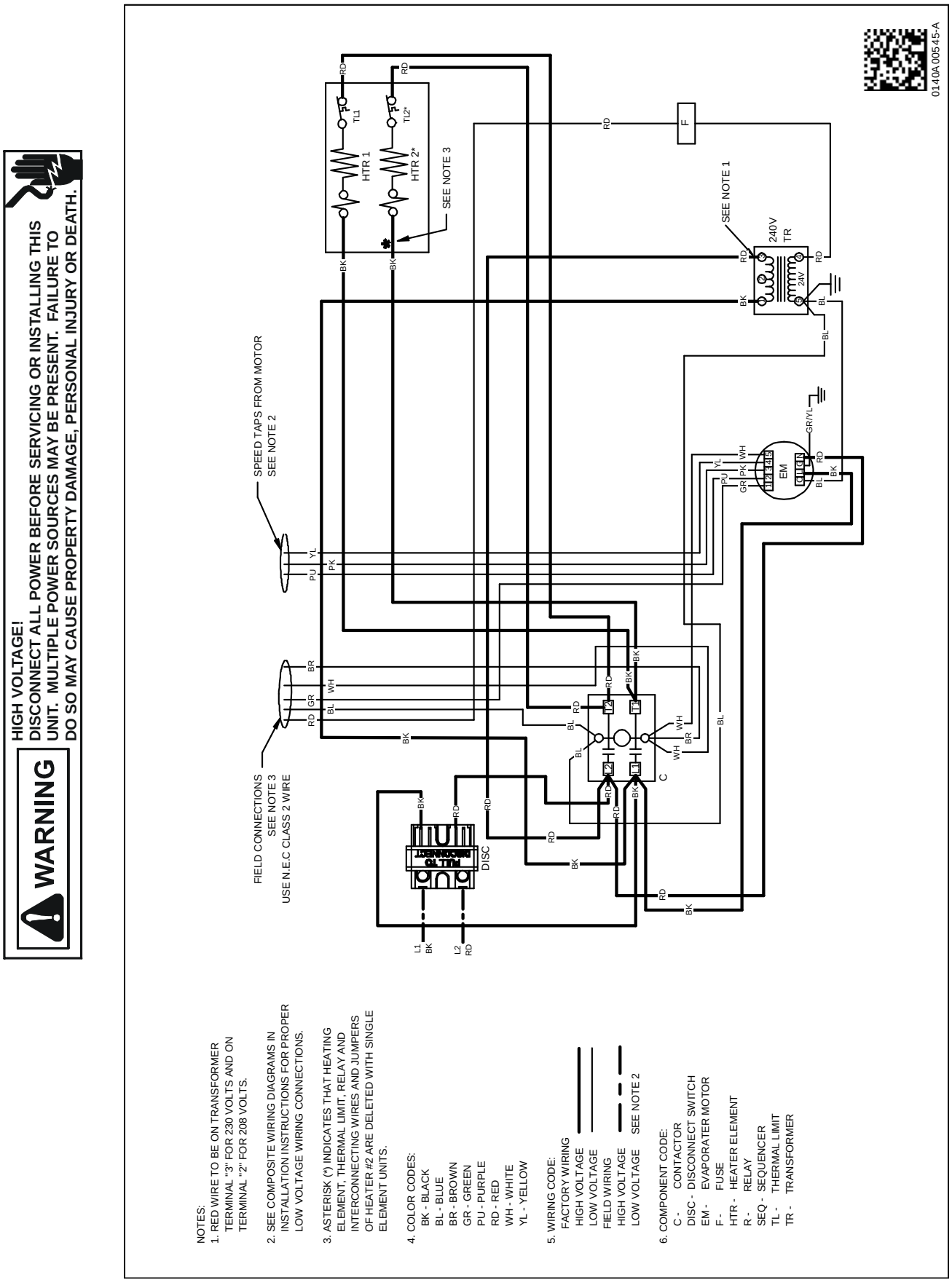
   - BL - BLUE
   - BR - BROWN
   - GR - GREEN
   - PU - PURPLE
   - RD - RED
   - WH - WHITE
   - YL - YELLOW
   - PK - PINK
5. WIRING CODE:
   - FACTORY WIRING:
     - HIGH VOLTAGE ——
     - LOW VOLTAGE ——
   - FIELD WIRING:
     - HIGH VOLTAGE — —
6. COMPONENT CODE:
   - C - CONTACTOR
   - DISC - DISCONNECT SWITCH
   - EM - EVAPORATER MOTOR
   - F - FUSE
   - HTR - HEATER ELEMENT
   - R - RELAY
   - SEQ - SEQUENCER
   - TL - THERMAL LIMIT
   - TR - TRANSFORMER
7. FOR UNITS USING 3KW AND 5KW HEATERS, WHITE WIRE WILL BE CONNECTED TO TERMINAL 4.

WIRE COLOR	BTUh
PURPLE	18000
PINK	24000

TABLE-1

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.



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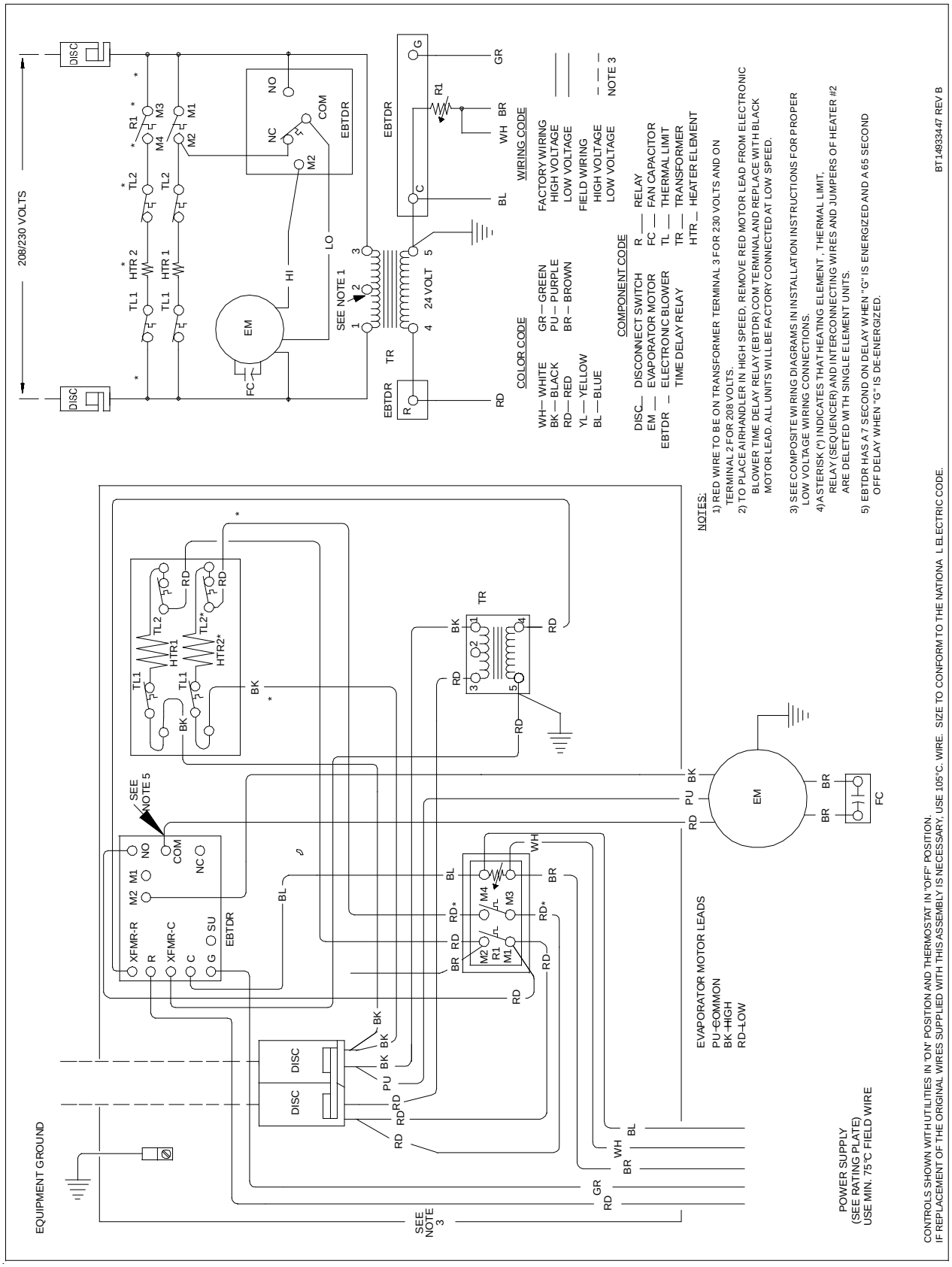

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING

HIGH VOLTAGE!
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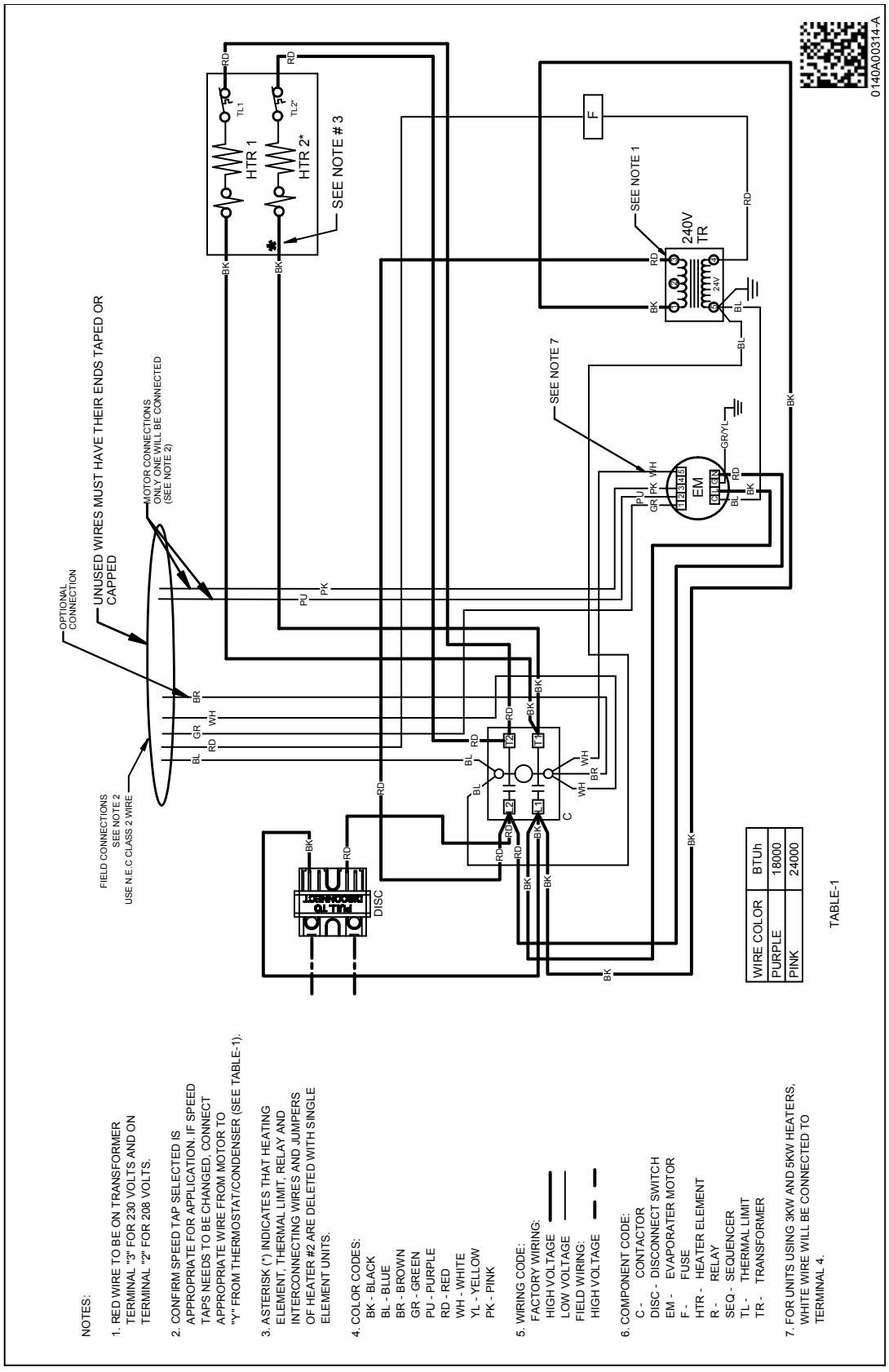

NOTES:

1. RED WIRE TO BE ON TRANSFORMER TERMINAL "3" FOR 230 VOLTS AND ON TERMINAL "2" FOR 208 VOLTS.
2. CONFIRM SPEED TAP SELECTED IS APPROPRIATE FOR APPLICATION. IF SPEED TAPS NEEDS TO BE CHANGED, CONNECT APPROPRIATE WIRE FROM MOTOR TO "Y" FROM THERMOSTAT/CONDENSER (SEE TABLE-1).
3. ASTERISK (*) INDICATES THAT HEATING ELEMENT, THERMAL LIMIT, RELAY AND INTERCONNECTING WIRES AND JUMPERS OF HEATER #2 ARE DELETED WITH SINGLE ELEMENT UNITS.
4. COLOR CODES:
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   - GR - GREEN
   - PU - PURPLE
   - RD - RED
   - WH - WHITE
   - YL - YELLOW
   - PK - PINK
5. WIRING CODE:
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   - LOW VOLTAGE ———
   - FIELD WIRING: HIGH VOLTAGE – – –
6. COMPONENT CODE:
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   - DISC - DISCONNECT SWITCH
   - EM - EVAPORATER MOTOR
   - F - FUSE
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7. FOR UNITS USING 3KW AND 5KW HEATERS, WHITE WIRE WILL BE CONNECTED TO TERMINAL 4.

WIRE COLOR	BTUh
PURPLE	18000
PINK	24000

TABLE-1

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING

HIGH VOLTAGE!
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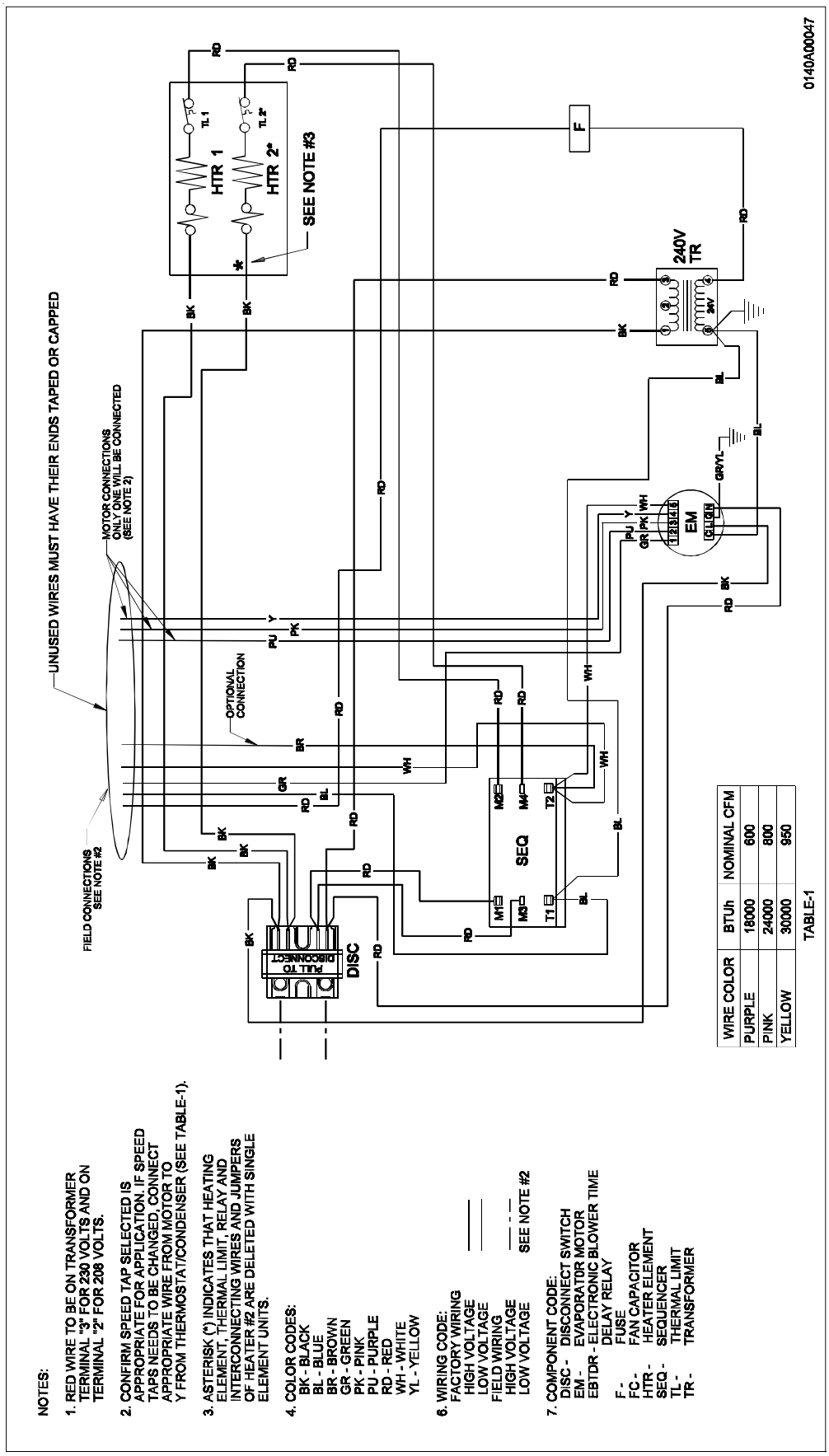

NOTES:

1. RED WIRE TO BE ON TRANSFORMER TERMINAL "3" FOR 230 VOLTS AND ON TERMINAL "2" FOR 208 VOLTS.
2. CONFIRM SPEED TAP SELECTED IS APPROPRIATE FOR APPLICATION. IF SPEED TAPS NEEDS TO BE CHANGED, CONNECT APPROPRIATE WIRE FROM MOTOR TO Y FROM THERMOSTAT/CONDENSER (SEE TABLE-1).
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4. COLOR CODES:
   BK - BLACK
   BL - BLUE
   BR - BROWN
   GR - GREEN
   PK - PINK
   PU - PURPLE
   RD - RED
   WH - WHITE
   YL - YELLOW
6. WIRING CODE:
   FACTORY WIRING
   HIGH VOLTAGE
   LOW VOLTAGE
   FIELD WIRING
   HIGH VOLTAGE
   LOW VOLTAGE SEE NOTE #2
7. COMPONENT CODE:
   DISC - DISCONNECT SWITCH
   EM - EVAPORATOR MOTOR
   EBTDR - ELECTRONIC BLOWER TIME DELAY RELAY
   F - FUSE
   FC - FAN CAPACITOR
   HTR - HEATER ELEMENT
   SEQ - SEQUENCER
   TL - THERMAL LIMIT
   TR - TRANSFORMER

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING

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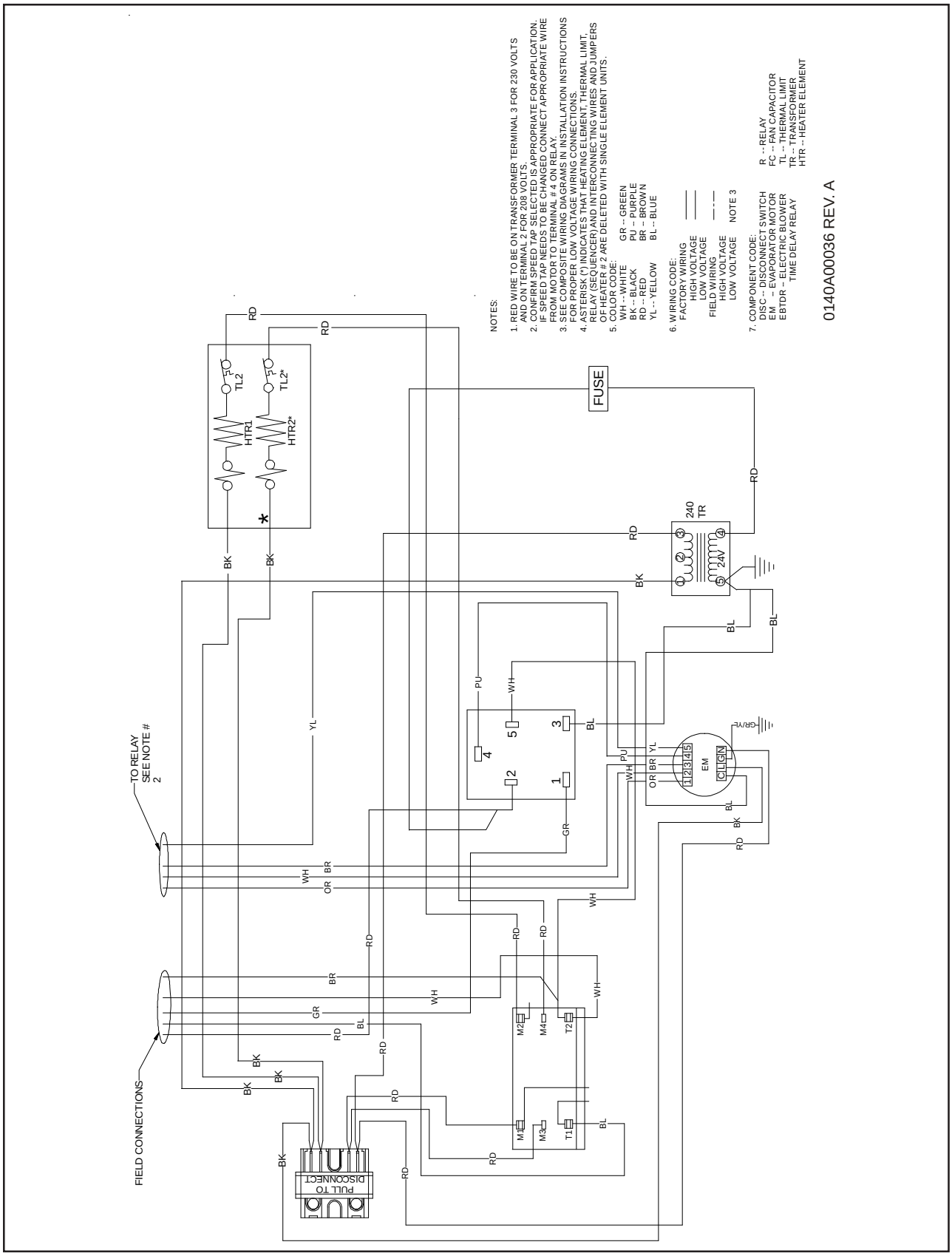

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING

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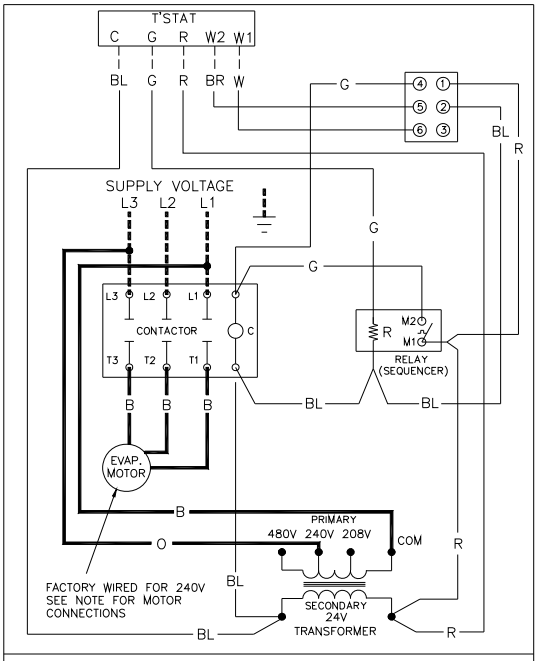


NOTES

1) ALL REPLACEMENT WIRES MUST BE SAME GAUGE AND TYPE.
2) TO CHANGE VOLTAGE FROM 240V TO 208V, MOVE WIRE FROM 240V TAP TO 208V TAP AT TRANSFORMER PRIMARY.
3) TO CONVERT VOLTAGE FROM 240V TO 460V:
   a) MOVE WIRE FROM 240V TAP TO 480V TAP AT TRANSFORMER PRIMARY.
   b) IDENTIFY MODEL (i.e. AR090 OR AR120) AND REWIRE MOTOR FROM LOW VOLTAGE (240V) TO HIGH VOLTAGE (480V) ACCORDING TO INSTRUCTION BELOW.

COLOR CODE

B	BLACK
BL	BLUE
BR	BROWN
G	GREEN
O	ORANGE
R	RED
W	WHITE

WIRING CODE

FACTORY WIRING
HIGH VOLTAGE
LOW VOLTAGE
FIELD WIRING
HIGH VOLTAGE
LOW VOLTAGE

A.O. SMITH MOTORS

AR120 MOTOR (B3240006)

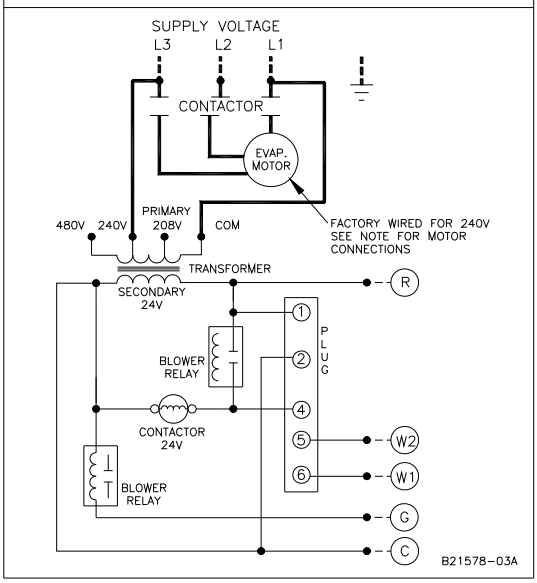
HIGH VOLTAGE (480V): 4 7 1 / 5 8 2 / 6 9 3 → L1 L2 L3; 14 INSULATE; 15 INSULATE; 16 INSULATE

LOW VOLTAGE (240V): 14 4 7 1 / 15 5 8 2 / 16 6 9 3 → L1 L2 L3

AR090 MOTOR (B3240002)

HIGH VOLTAGE (480V): T4 T7 T1 / T5 T8 T2 / T6 T9 T3 → L1 L2 L3; P4 INSULATE; P5 INSULATE; P6 INSULATE

LOW VOLTAGE (240V): T4 P4 T7 T1 / T5 P5 T8 T2 / T6 P6 T9 T3 → L1 L2 L3



Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING

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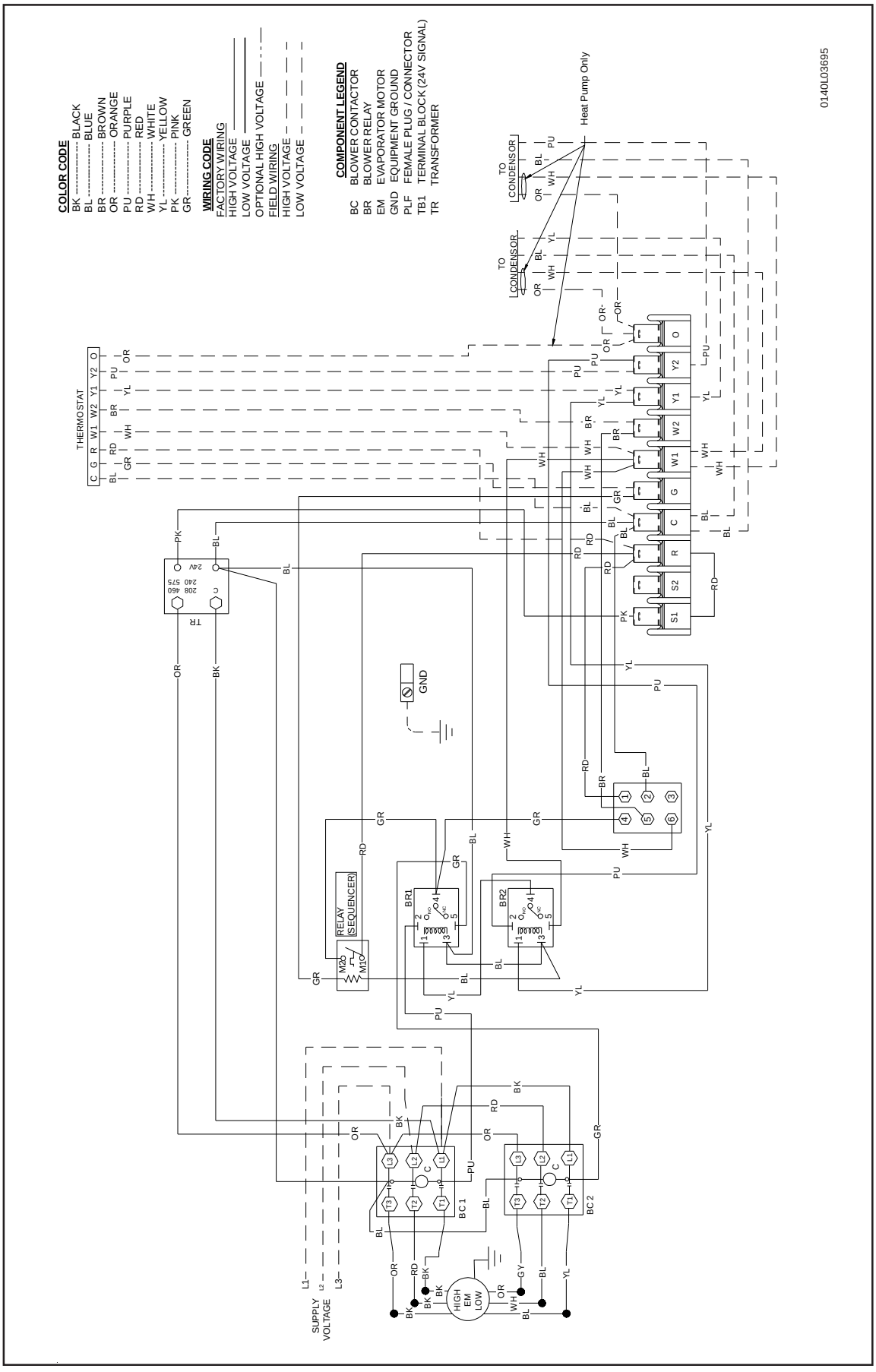

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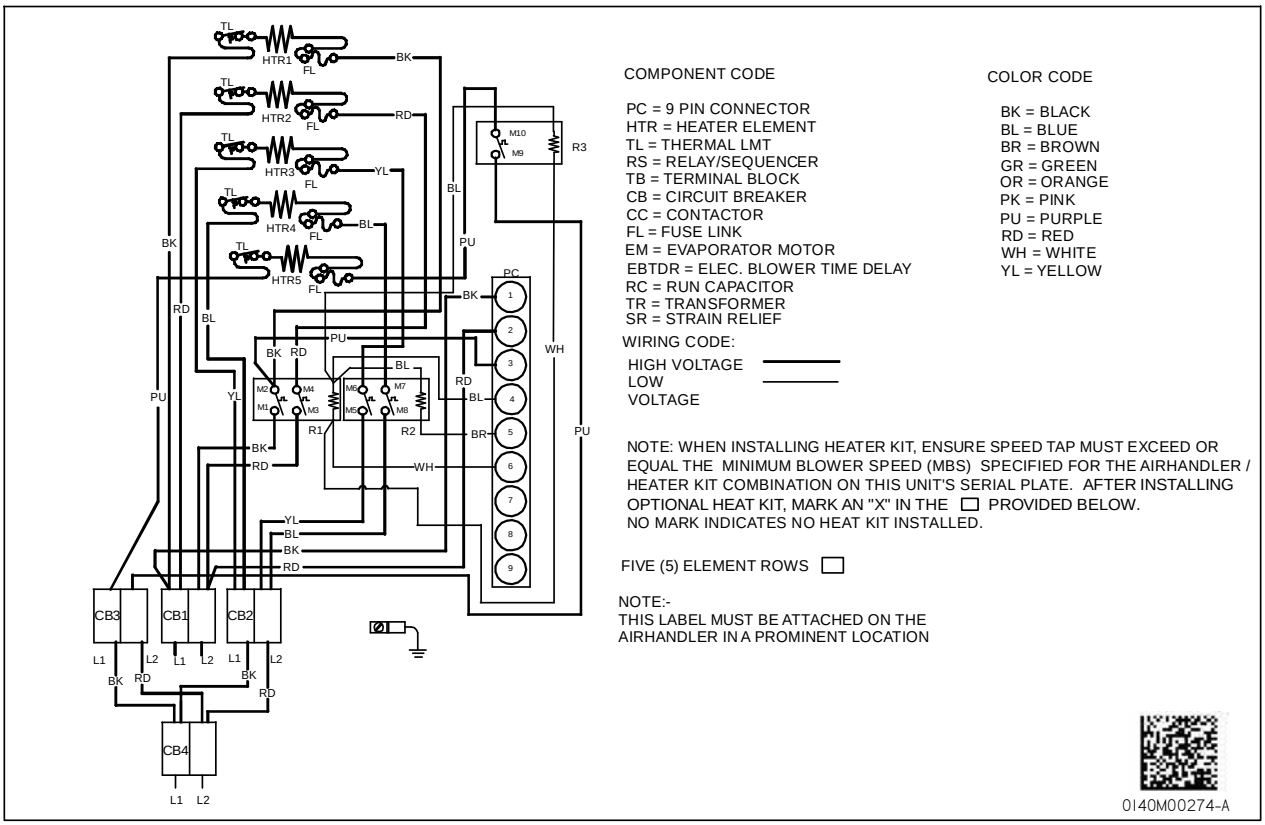
WIRING DIAGRAMS

25kW Heat Kit



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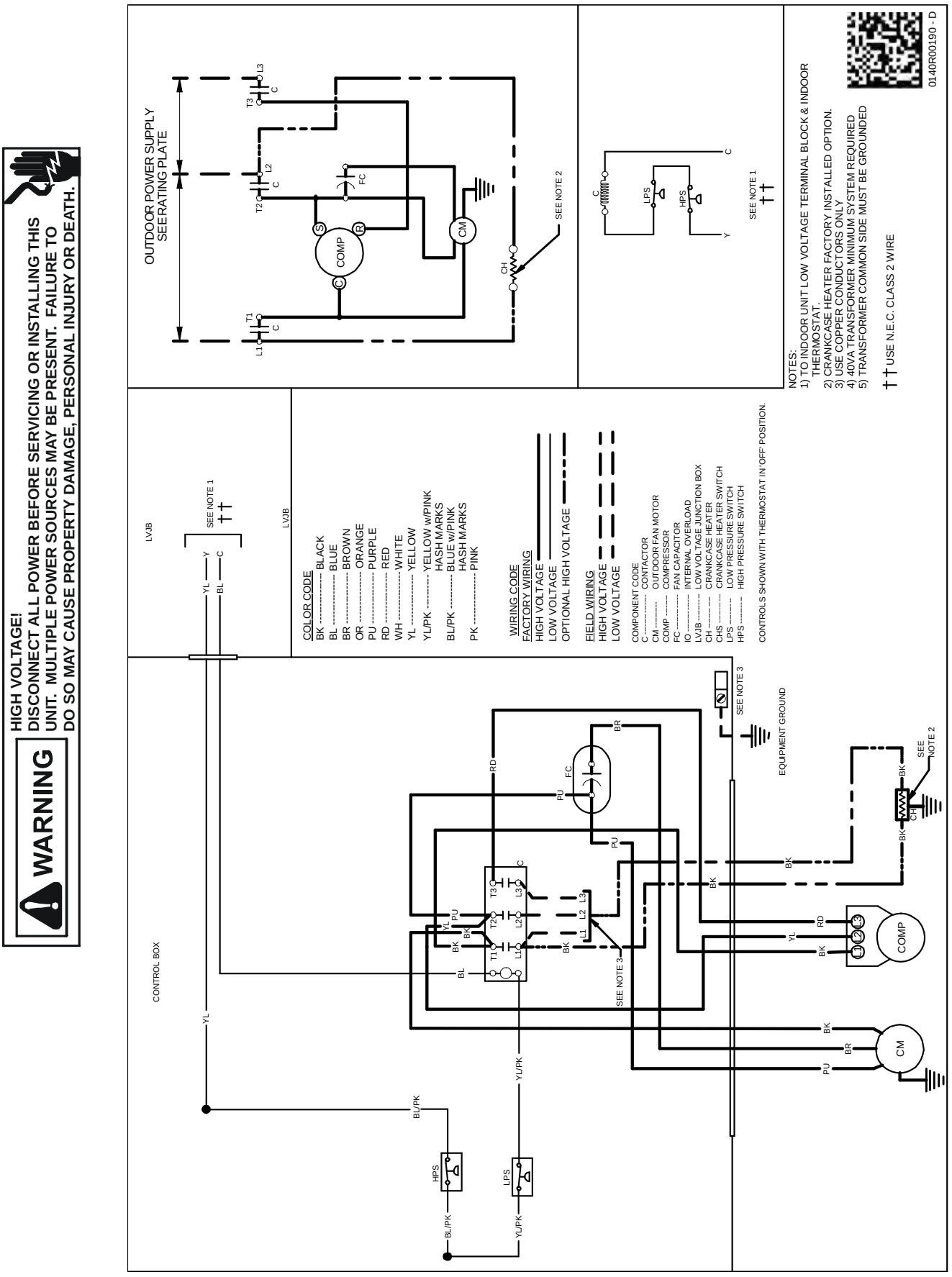
REMOTE/SPLITS

WIRING DIAGRAMS

DX11SA[090-120]*A*



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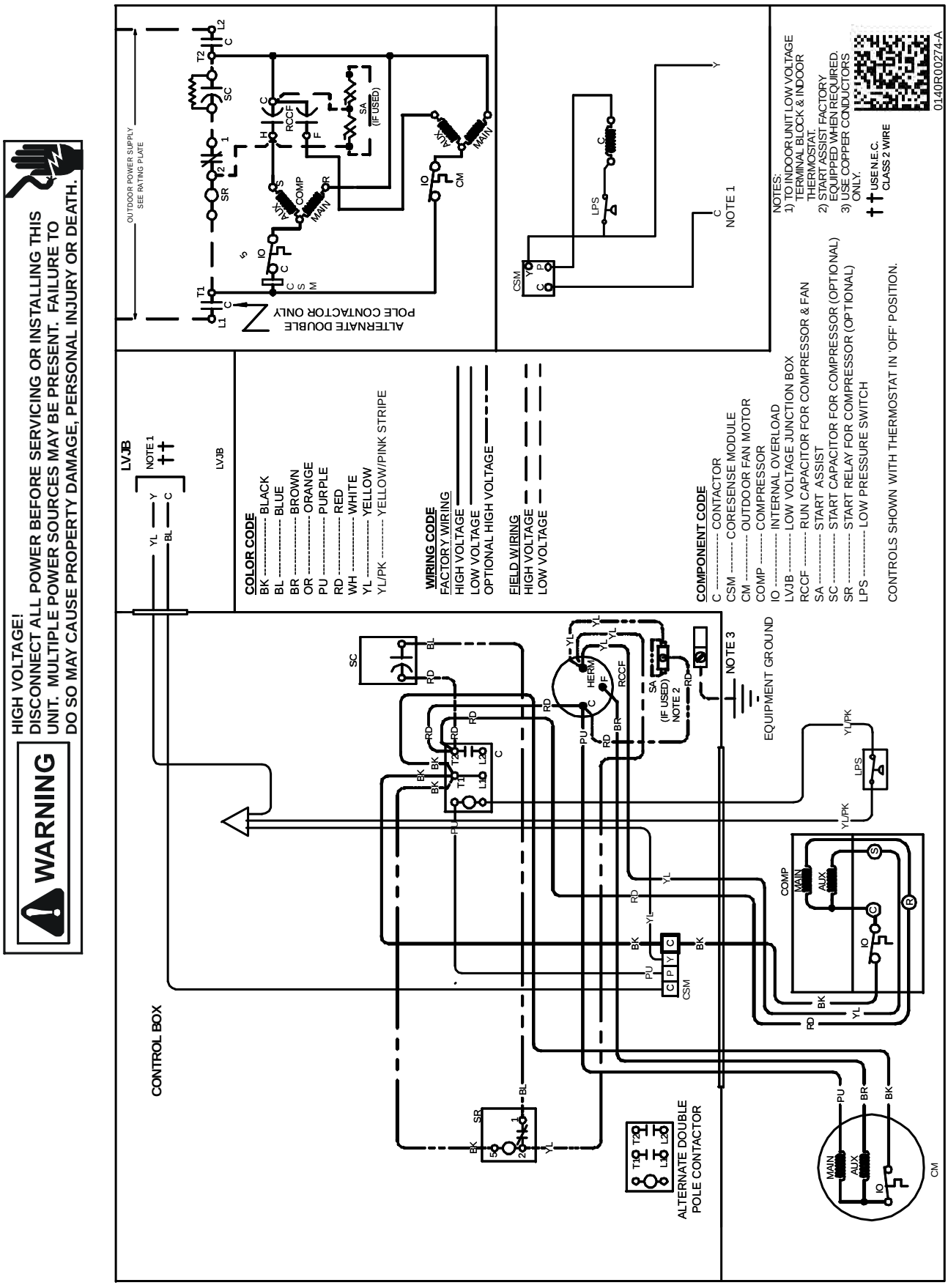

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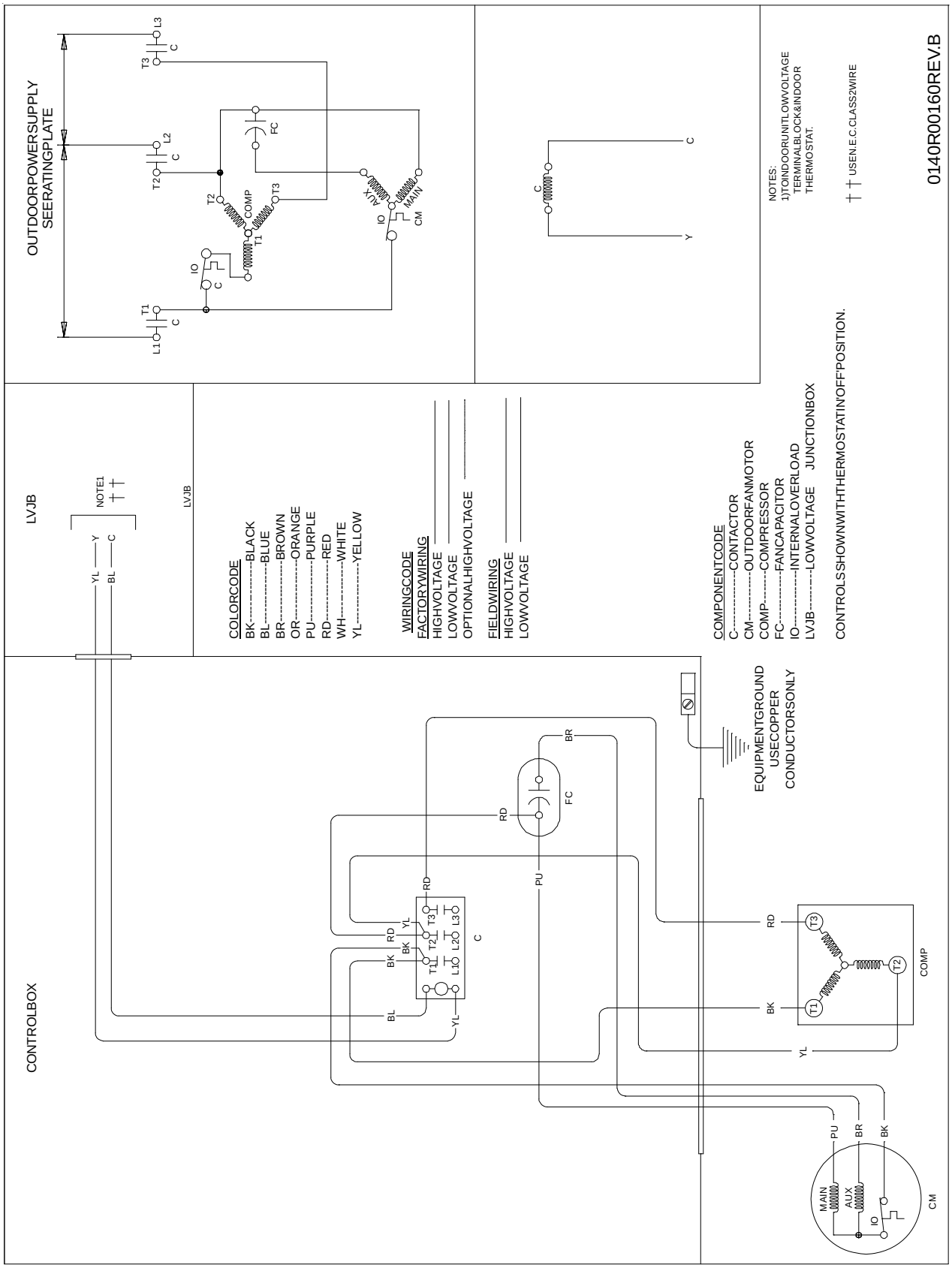

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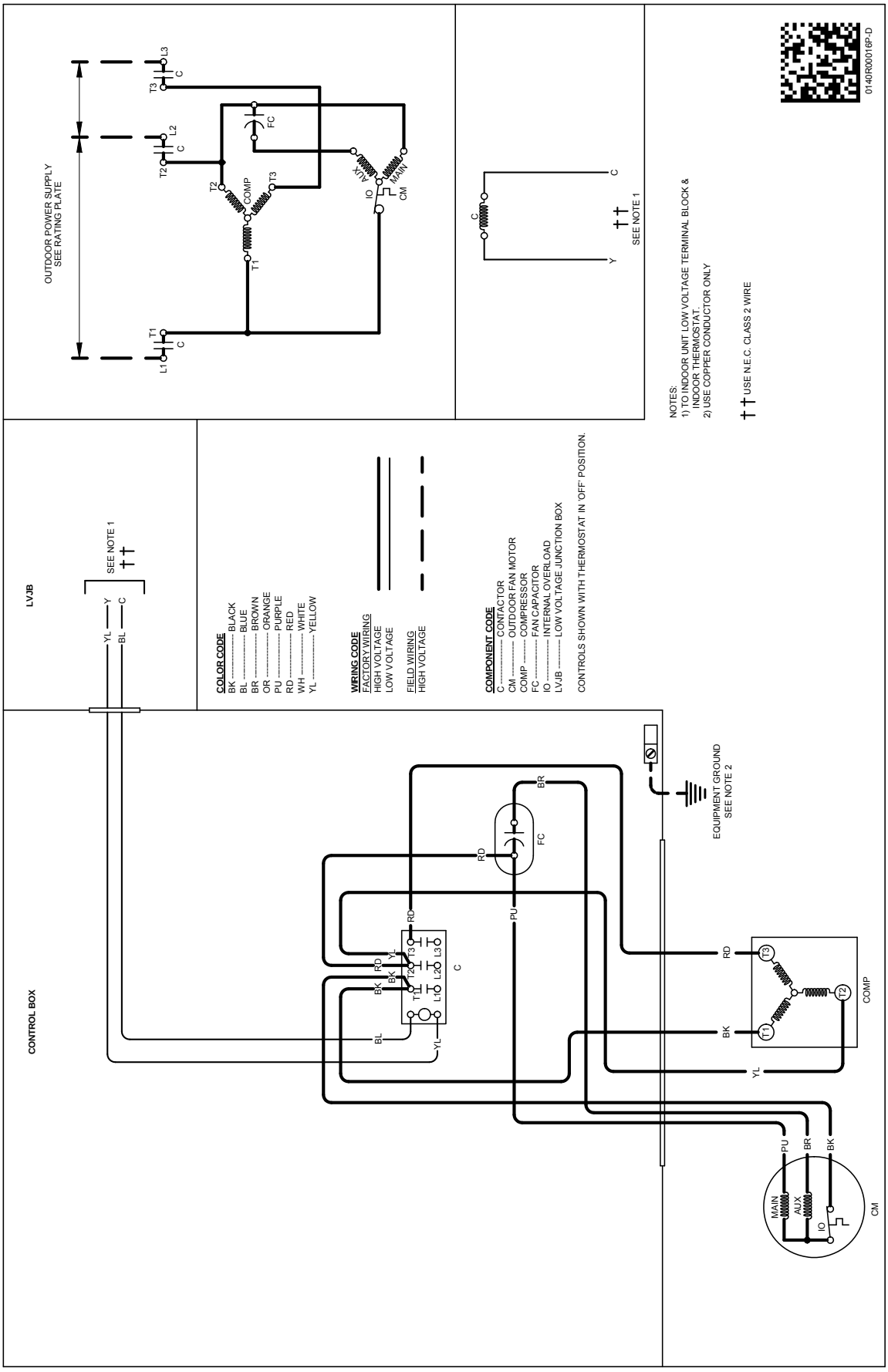

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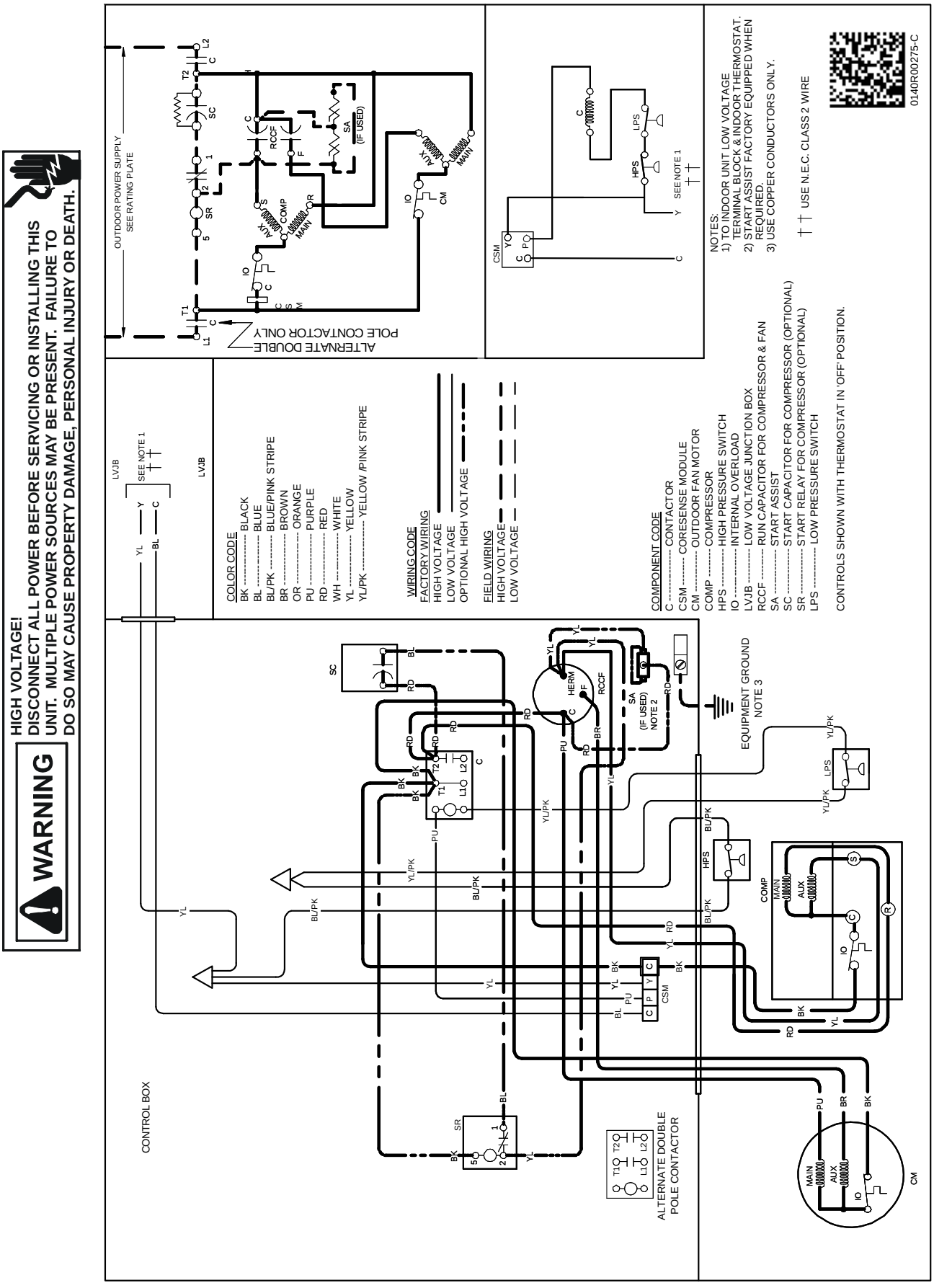

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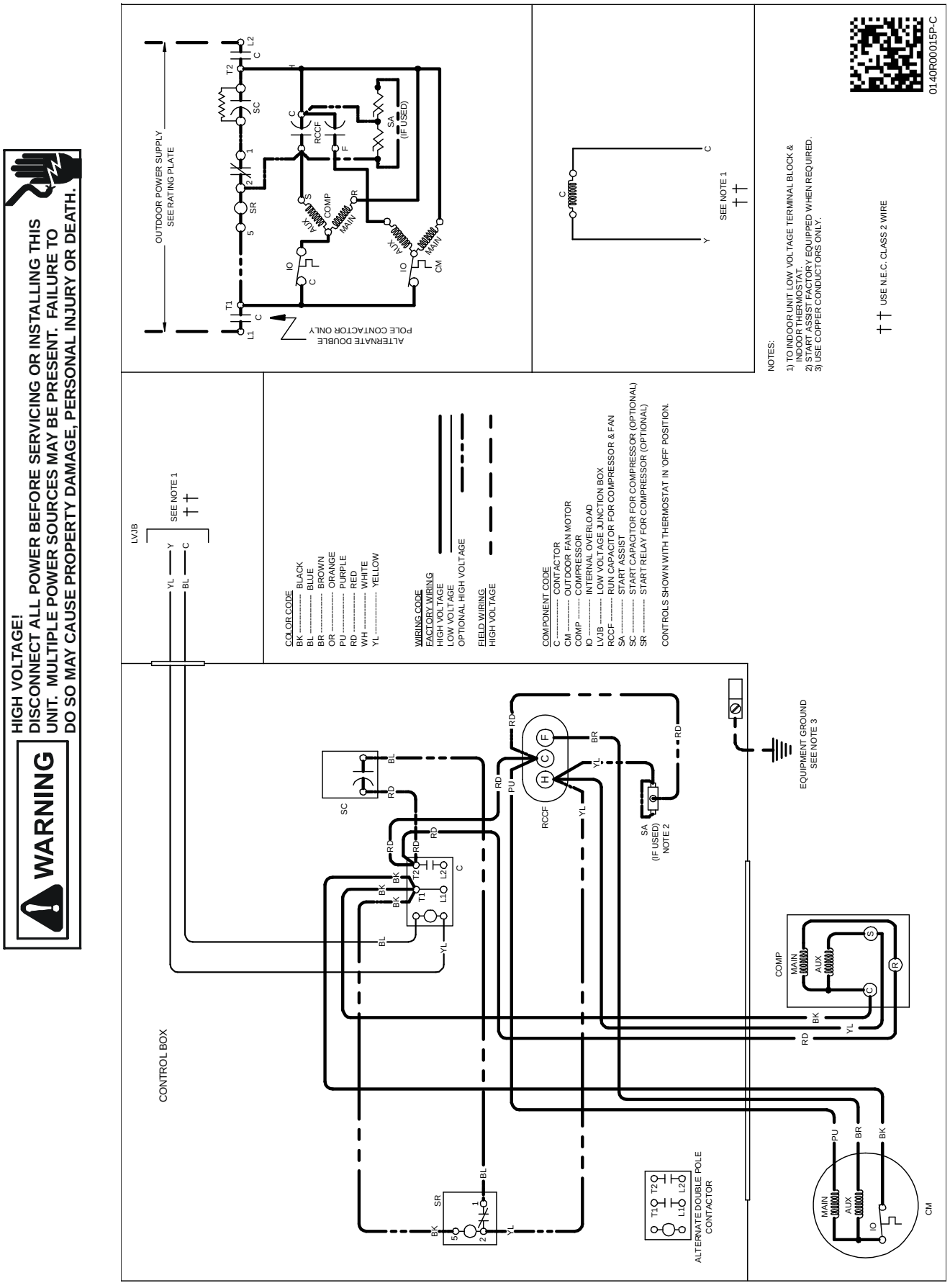

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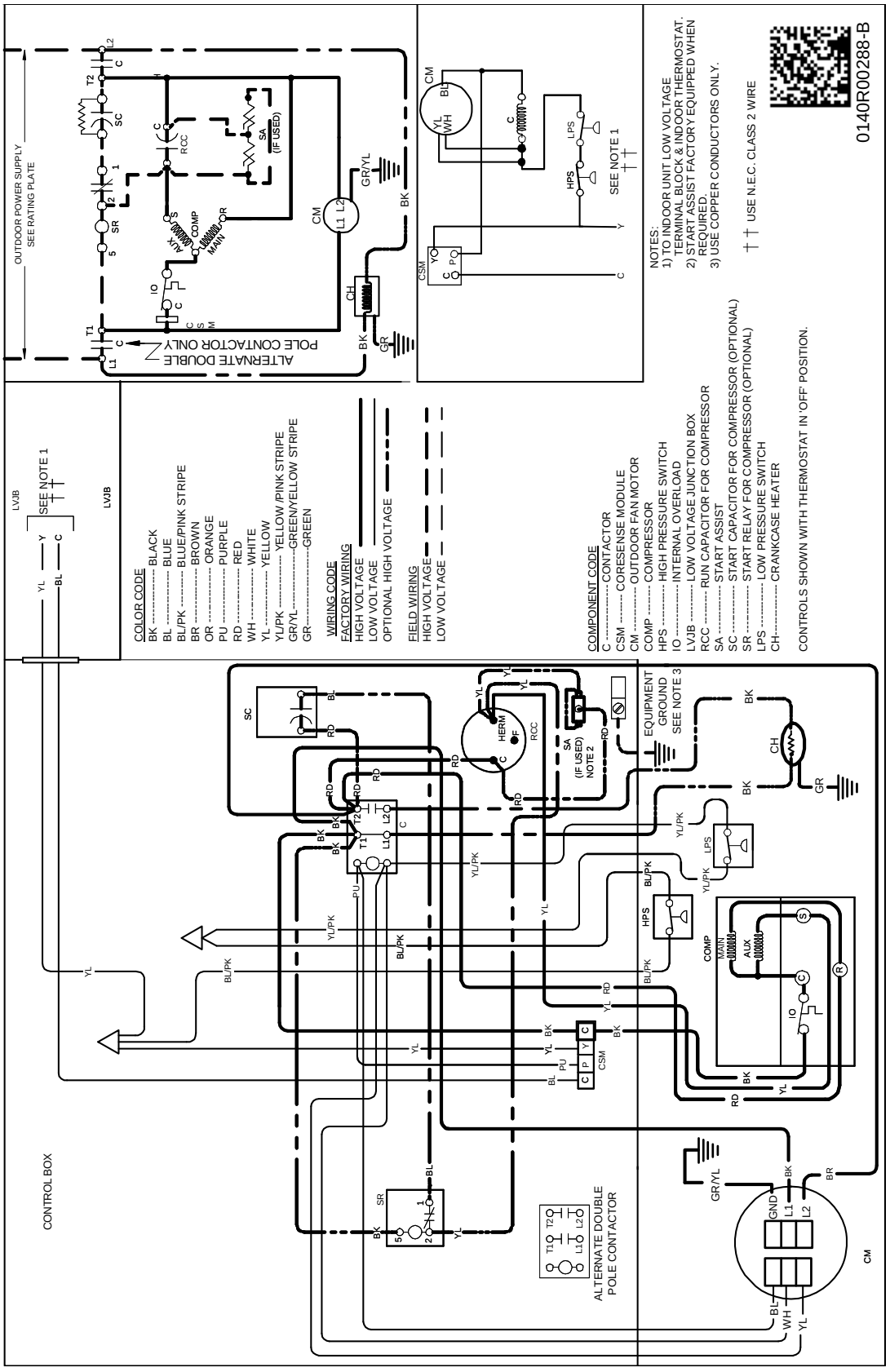

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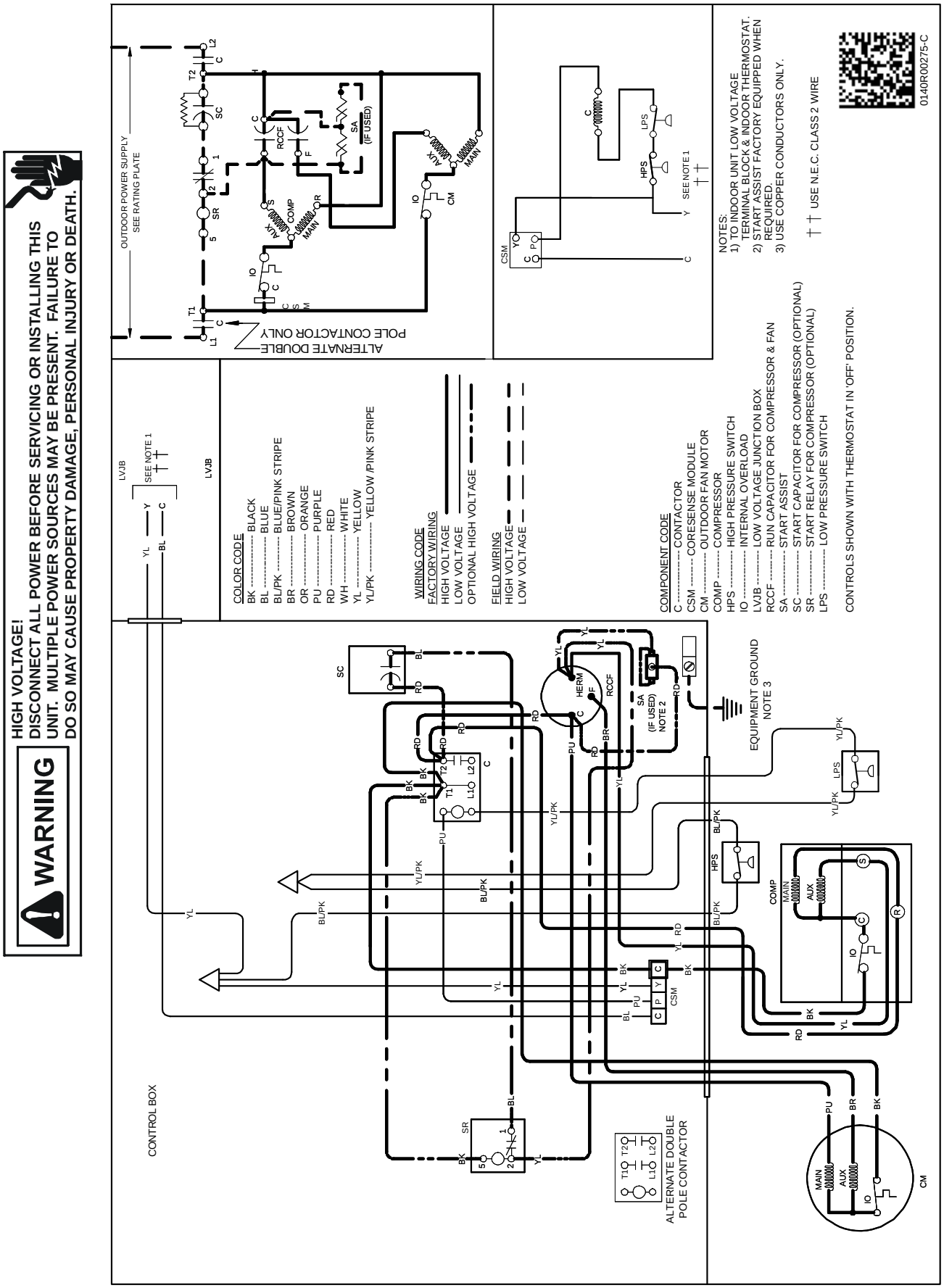

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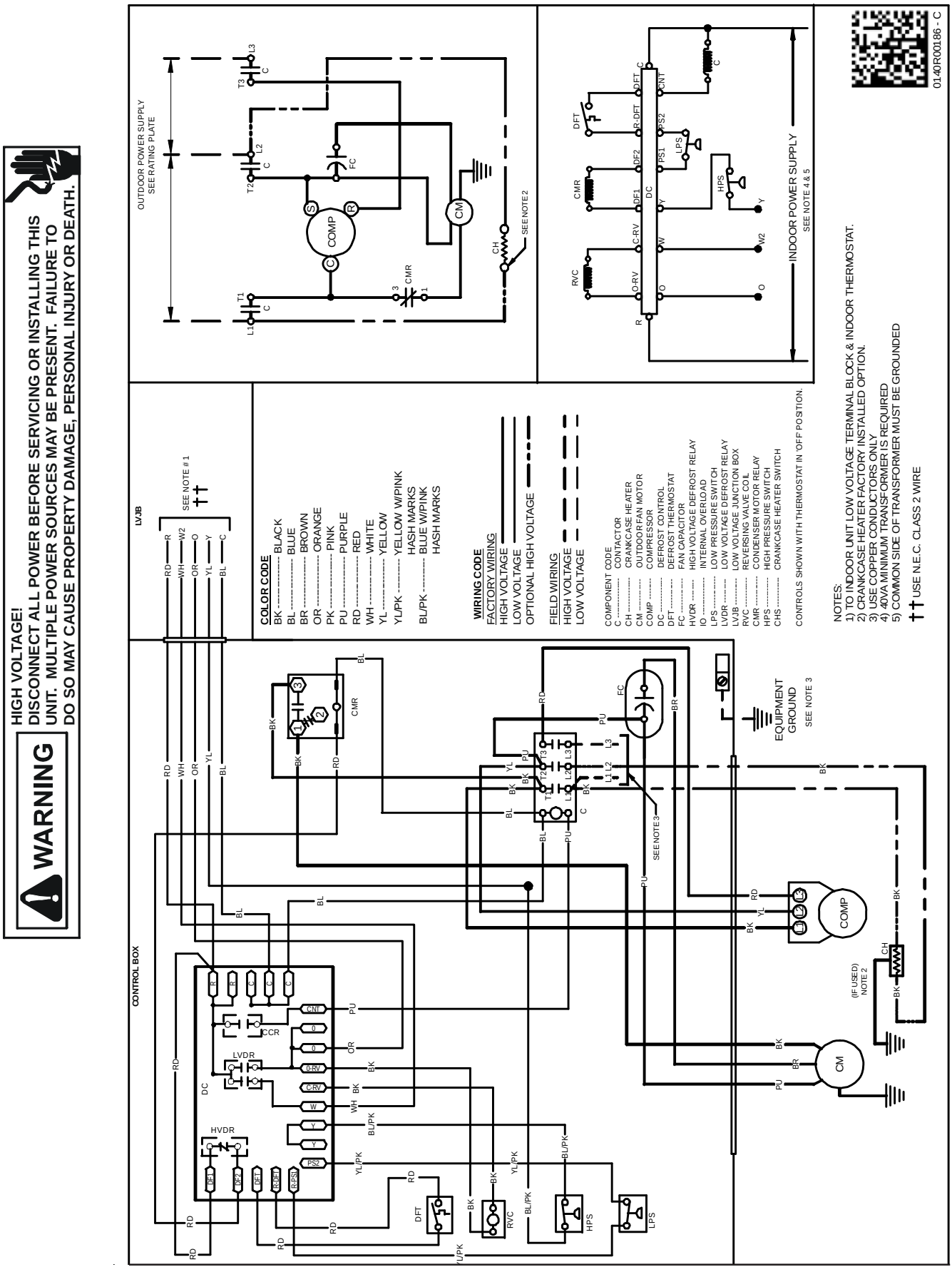
WIRING DIAGRAMS

DZ11SA[090-120]3A*



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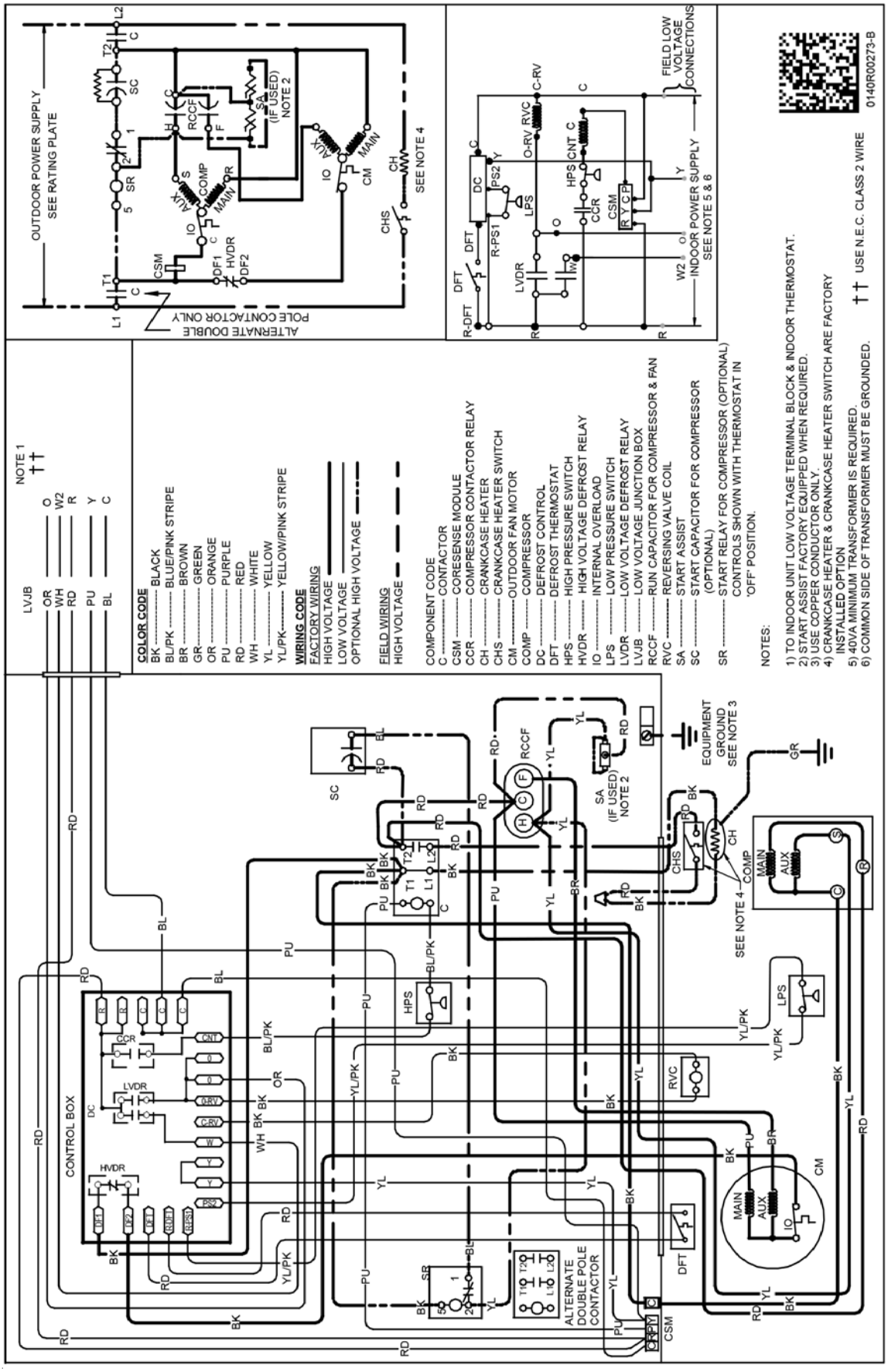

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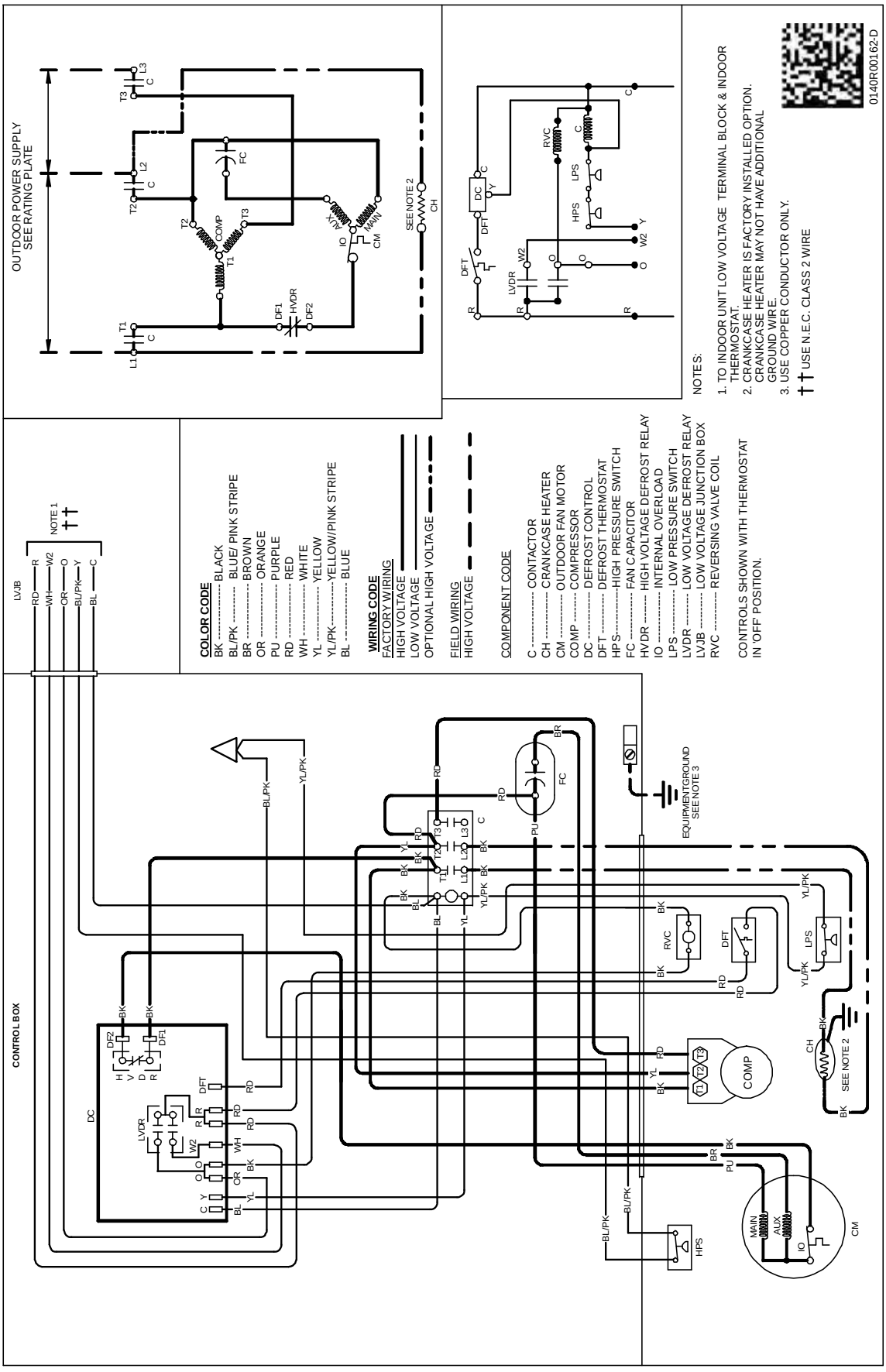

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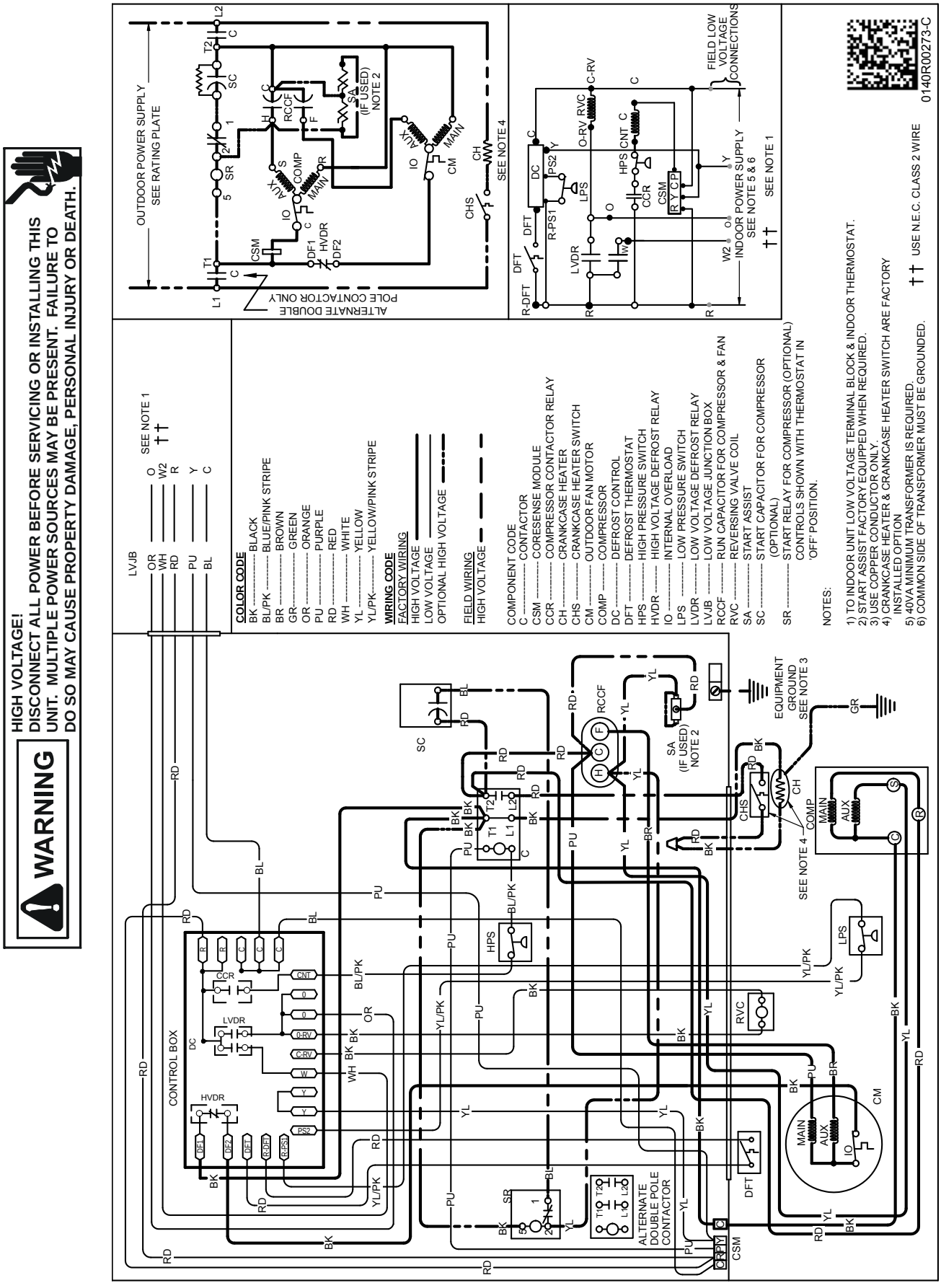

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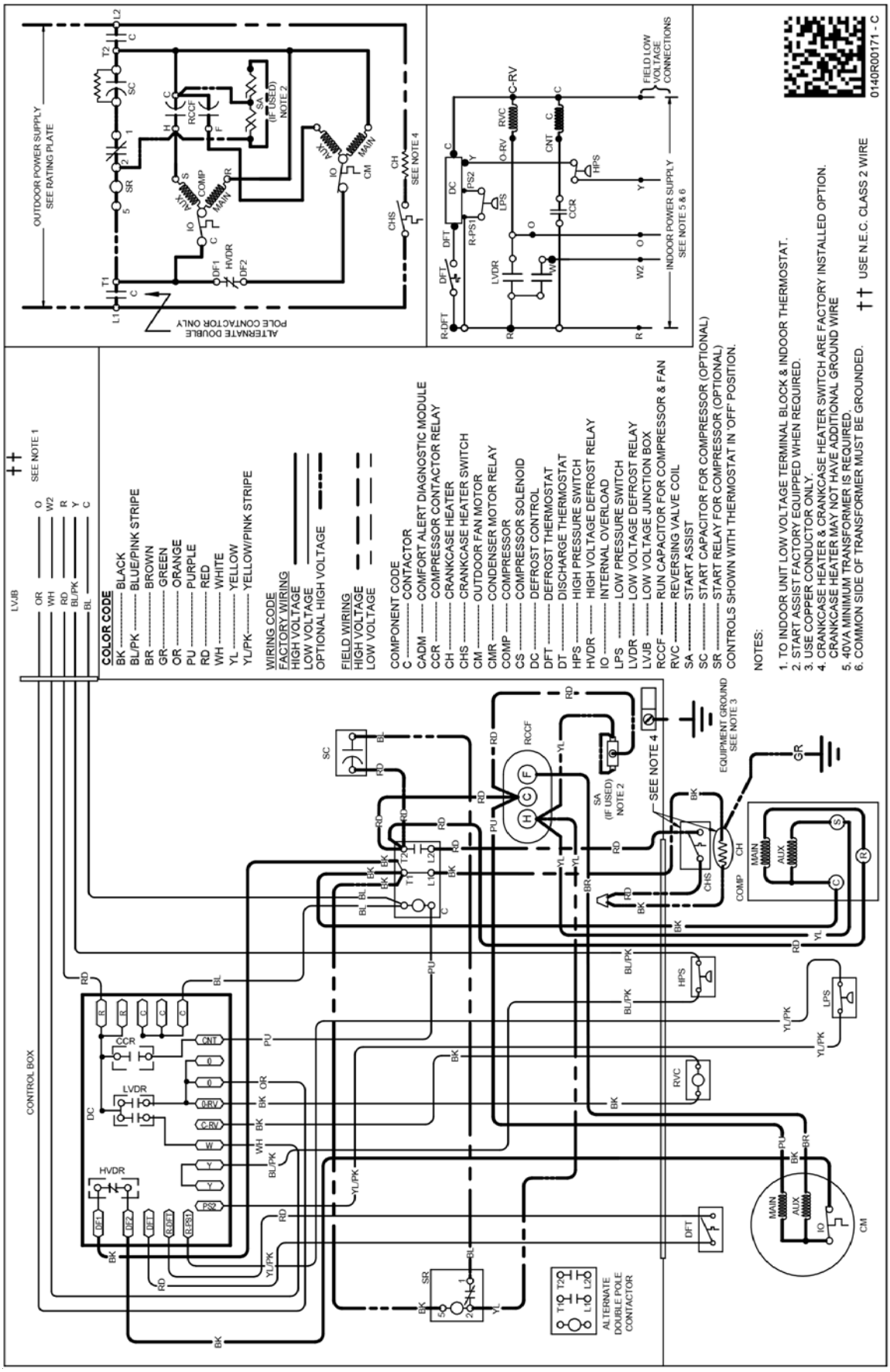

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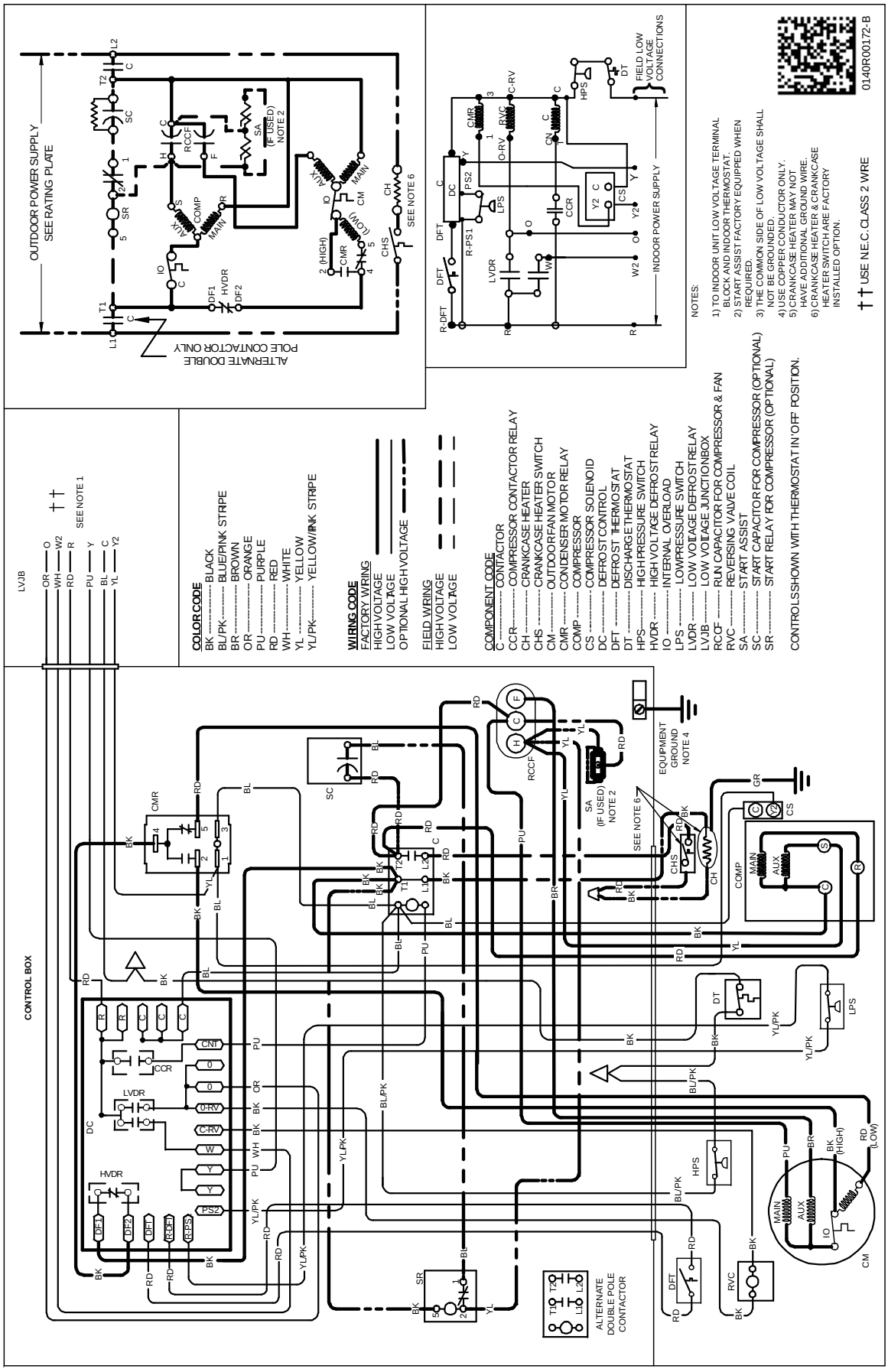

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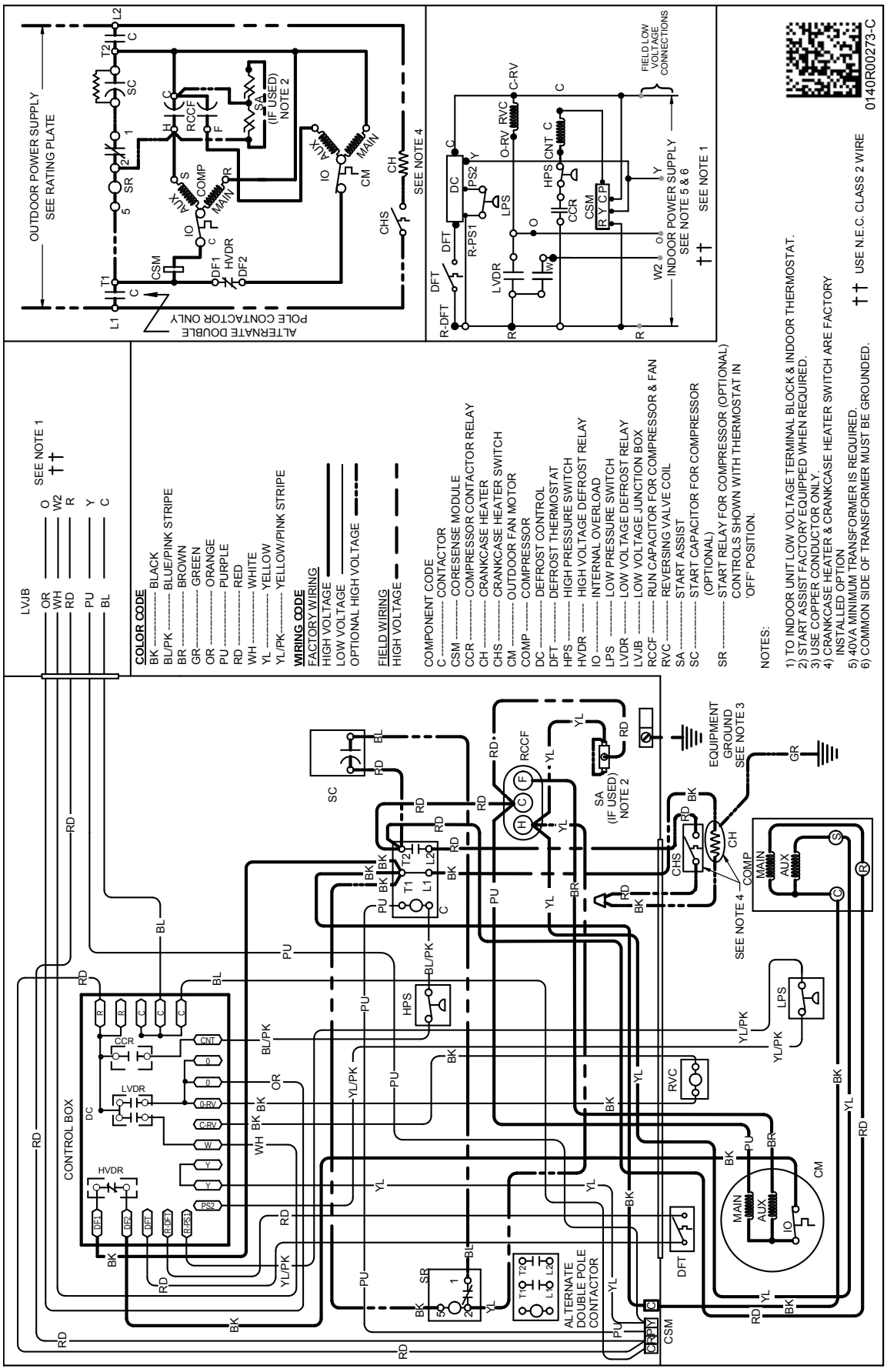

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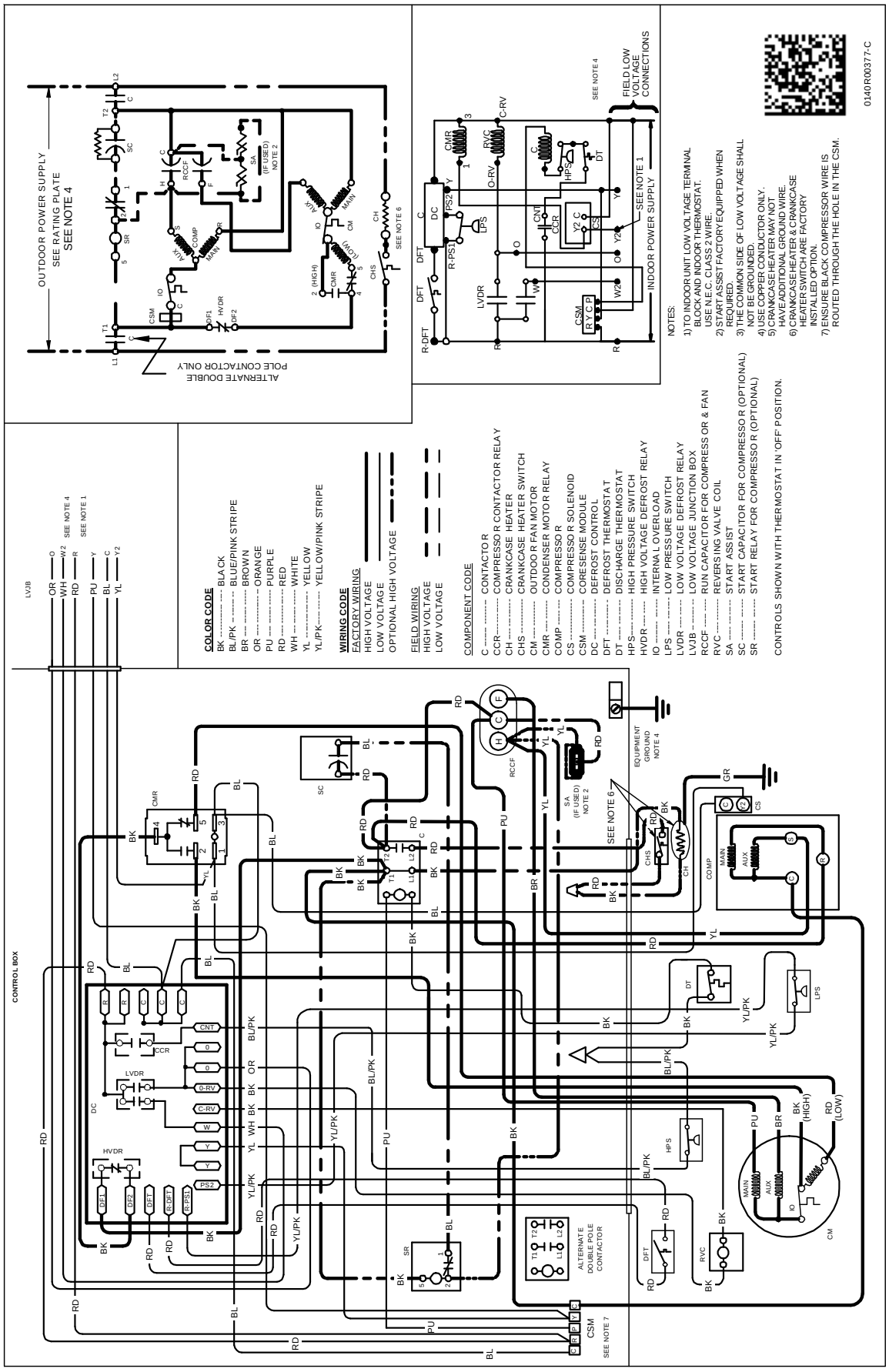

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