



NOTES:

1. COMPRESSOR MOTOR THERMALLY PROTECTED INTERNALLY.
2. ALL WIRING TO THE UNIT MUST COMPLY WITH NEC AND LOCAL CODES.
3. 208/230V TRANSFORMERS WILL BE CONNECTED FOR 208V OPERATIONS. FOR 230V OPERATIONS, DISCONNECT RED LEAD AT LI, AND ATTACH ORANGE LEAD TO L1. CLOSE OPEN END OF RED LEAD WITH INSULATING TAPE.
4. 380-420V TRANS WILL BE CONNECTED FOR 380V OPERATION. FOR 420V OPERATION, DISCONNECT VIO LEAD AT LI AND ATTACH BRN LEAD TO L1. INSULATE OPEN END OF VIO LEAD.
5. FPI THERMISTOR PROVIDES LOW TEMP PROTECTION FOR SOURCE WATER. WHEN USING ANTI-FPF/F7 SOLUTIONS, CUT JW3 JUMPER.
6. FACTORY CUT JW4 JUMPER. DRY CONTACT WILL BE AVAILABLE BETWEEN AL1 & AL2.
7. TRANSFORMER SECONDARY GROUND VIA GRN/VEL WIRE FROM BOARD C TO TO CONTROL BOX.
8. REFER TO MPC, LON, OR TSTAT INSTALLATION APPLICATION AND OPERATION MANUAL FOR CONTROL WIRING TO THE UNIT. LOW VOLTAGE WIRING MUST BE "CLASS 1" AND VOLTAGE EQUAL OR GREATER THAN UNIT SUPPLY VOLTAGE.
9. CONSULT MANUAL RV CONTROL (DRY CONTACT SIGNAL) BETWEEN GND & SLIDE/OVR TERMINALS ON MPC.

FIELD WIRING
WHEN
DISCONNECT OPTION
IS NOT PRESENT

