

UNIT DOES NOT START

CORRECT LINE VOLTAGE ENTERING UNIT?

YES — CONTROL SIGNAL PRESENT?

NO

FUSES OR CIRCUIT BREAKERS TRIPPED?

YES — NO

FAILED CONNECTIONS, BRANCH CIRCUIT WIRING, SERVICE DISC. OR BUILDING POWER ISSUE

IS THE FUSE OR CIRCUIT BREAKER THE CORRECT SIZE AND TYPE?

YES — NO

USE DUAL-ELEMENT TIME DELAY FUSES OR HACR BREAKERS FOR MOTOR LOADS. SIZE PER OEM SPECS OR NAMEPLATE DATA.

INVESTIGATE CAUSE AND REPLACE/RESET: DID UNIT START?

YES — NO

MONITOR OPERATION AND AMP DRAW OF LINE VAC LOADS. CHECK UNIT FOR INTERMITTENT PROBLEMS WITH WIRING OR ELECTRICAL LOAD DEVICES. TEST SYSTEM IN ALL MODES.

DID FUSE BLOW OR BREAKER TRIP AGAIN?

NO

YES

DID THE UNIT ATTEMPT TO START?

NO

YES

FAILED RUN CAPACITORS OR START KITS, MOTOR MECHANICAL OVERLOAD OR HEATER SHORT CIRCUIT.

FUSES OR CIRCUIT BREAKERS TRIPPED?

NO

YES

CORRECT LINE VAC AT THE LOAD?

YES — NO

IS THE LOAD DEVICE DRAWING ANY AMPS?

YES — NO

FAILED RUN CAPACITORS OR START KITS, MOTOR MECHANICAL OVERLOAD OR HEATER SHORT CIRCUIT.

WIRING ISSUE, FAILED THERMOSTAT, OR TRANSFORMER

ISOLATE AND TEST CONTROL VOLTAGE LOADS AND WIRING FOR SHORTED OR GROUNDED CIRCUITS; MAY BE INTERMITTENT.

FAILED INTERNAL WIRING, RELAYS OR CONTROLS. FAILED WIRING HARNESSSES.

ISOLATE AND TEST MOTOR WINDINGS OR HEATERS FOR OPEN CIRCUITS. MOTOR OVERLOADS MAY TAKE TIME TO RESET. *DON'T CONDEMN LOADS FROM WIRING HARNESSSES*

SHORT CIRCUIT CAUSING IMMEDIATE TRIP
ISOLATE AND TEST MOTOR WINDINGS OR HEATERS FOR SHORTED OR GROUNDED CIRCUITS. CHECK WIRING AND CONTROLS. *VERIFY OUTDOOR CONDUITS ARE DRY.*