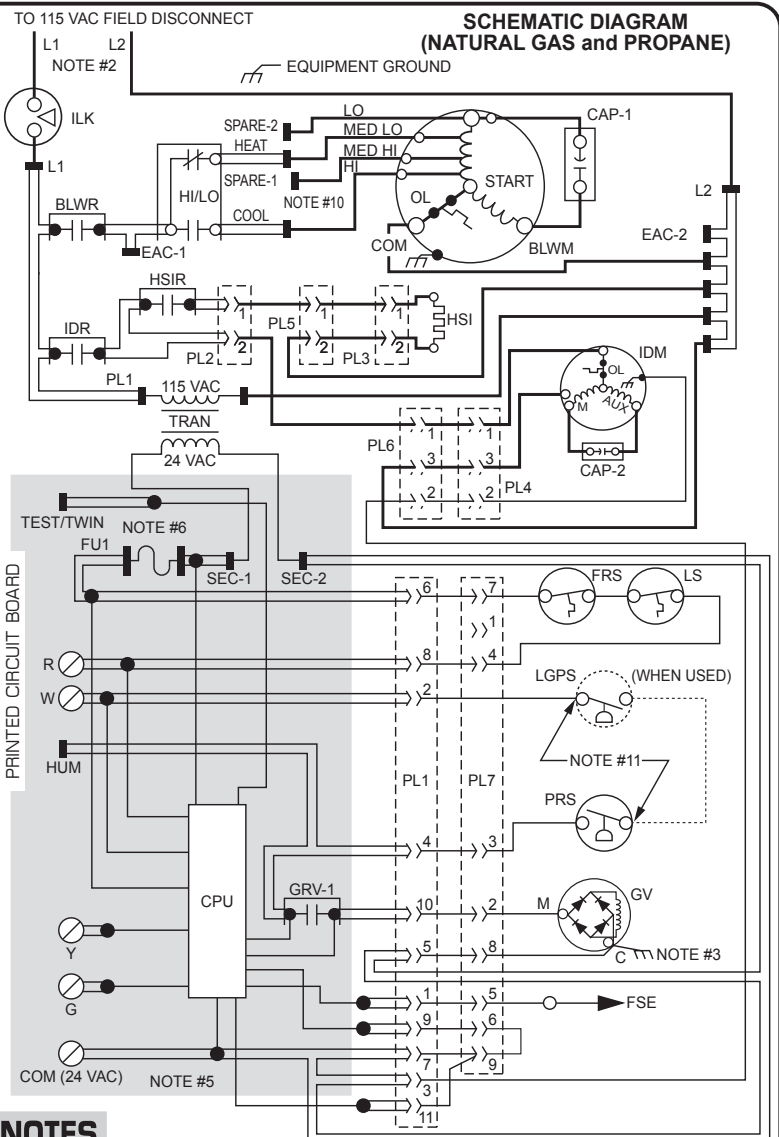


|                |   |                  |                                   |
|----------------|---|------------------|-----------------------------------|
| <b>LEGEND</b>  |   | <b>PCB</b>       | Printed Circuit Board             |
| <b>BHT/CLR</b> | Blower Motor Speed Change Relay, SPDT   | <b>PL1</b>       | 11-Circuit PCB Connector          |
| <b>BLWR</b>    | Blower Motor Relay, SPST-(N.O.)   | <b>PL2</b>       | 2-Circuit PCB Connector           |
| <b>BLWM</b>    | Blower Motor  | <b>PL3</b>       | 2-Circuit HSI Connector           |
| <b>CAP</b>     | Capacitor   | <b>PL4</b>       | 3-Circuit IDM Extension Connector |
| <b>CPU</b>     | Microprocessor and Circuitry  | <b>PL5</b>       | 2-Circuit Adapter Connector       |
| <b>EAC-1</b>   | Electronic Air Cleaner Connection (115 VAC 1.5 Amp Max.)                        | <b>PL6</b>       | 3-Circuit Adapter Connector       |
| <b>EAC-2</b>   | Electronic Air Cleaner Connection (Common)                                      | <b>PL7</b>       | 9-Circuit Adapter Connector       |
| <b>FL</b>      | Fuse Link   | <b>PRS</b>       | Pressure Switch, SPST-(N.O.)      |
| <b>FRS</b>     | Flame Rollout S/W - Manual Reset, SPST-(N.C.)                                   | <b>TEST/TWIN</b> | Component Test and TWIN Terminal  |
| <b>FSE</b>     | Flame-Proving Electrode   | <b>TRAN</b>      | Transformer - 115 VAC/24 VAC      |
| <b>FU1</b>     | Fuse, 3 Amp, Automotive Blade Type, Factory Installed                           |                  | ● Junction                        |
| <b>FU2</b>     | Fuse of Circuit Breaker Current Interrupt Device (Field Installed and Supplied) |                  | ○ Unmarked Terminal               |
| <b>GND</b>     | Equipment Ground  |                  | ■ PCB Terminal                    |
| <b>GV</b>      | Gas Valve - Redundant Operators   |                  | — Factory Wiring (115 VAC)        |
| <b>GVR</b>     | Gas Valve Relay, DPST-(N.O.)  |                  | — Factory Wiring (24 VAC)         |
| <b>HI/LO</b>   | Blower Motor Speed Change Relay, SPDT   |                  | - - - Field Wiring (115 VAC)      |
| <b>HSI</b>     | Hot Surface Ignitor (115 VAC)   |                  | · · · · · Field Wiring (24 VAC)   |
| <b>HSIR</b>    | Hot Surface Ignitor Relay, SPST-(N.O.)  |                  | — Conductor on PCB                |
| <b>HUM</b>     | 24 VAC Humidifier Connection (5 Amp Max.)                                       |                  | ○ Field Wiring Terminal           |
| <b>IDM</b>     | Induced Draft Motor   |                  | ⊕ Field Earth Ground              |
| <b>IDR</b>     | Induced Draft Relay, SPST-(N.O.)  |                  | ⊔ Equipment Ground                |
| <b>ILK</b>     | Blower Access Panel Interlock Switch, SPST-(N.O.)                               |                  | ⊕ Field Splice                    |
| <b>JB</b>      | Junction Box  |                  | → Plug Receptacle                 |
| <b>LED</b>     | Light-Emitting Diode for Status Codes   |                  |                                   |
| <b>LGPS</b>    | Low Gas Pressure Switch, SPST (N.C.)  |                  |                                   |
| <b>LS</b>      | Limit Switch, Auto Reset, SPST (N.C.)   |                  |                                   |
| <b>OL</b>      | Auto-Reset Internal Motor Overload Temperature Switch (N.C.)                    |                  |                                   |



- NOTES**
1. If any of the original equipment wire is replaced, use wire rated for 105°C.
  2. Use only copper wire between the disconnect switch and the furnace junction box (JB).
  3. The wire must be connected to furnace sheet metal for control to detect flame.
  4. Symbols are electrical representation only.
  5. Solid lines inside PCB are printed circuit board conductors and are not included in legend.
  6. Replace only with 3 amp fuse.
  7. Inducer (IDM) and blower (BLWM) motors contain internal auto-reset thermal overload switches (OL).
  8. Neutral connections are interchangeable within the NEUTRAL connector block.
  9. Blower motor speed selections are for average conditions. See installation instructions for details on optimum speed selection.
  10. YELLOW lead not on all motors.
  11. Factory connected when LGPS is not used.
  12. Ignition-lockout will occur after four consecutive unsuccessful trials-for-ignition. Control will auto reset after three hours.
  13. Blower-ON delay, gas heating 25, 45 or 65 seconds, cooling or heat pump 2 seconds.
  14. Blower-OFF delay, gas heating 90, 120, 150 or 180 seconds, cooling or heat pump 90 seconds or 5 seconds when J2 is out.