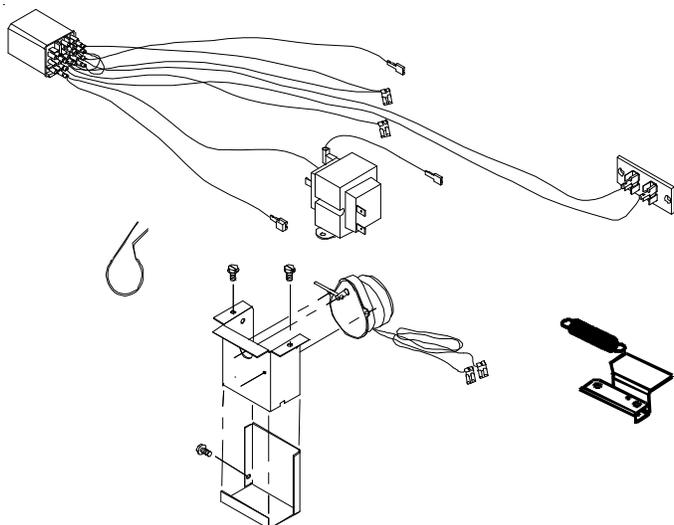


PTAC POWER DOOR KIT INSTALLATION INSTRUCTIONS

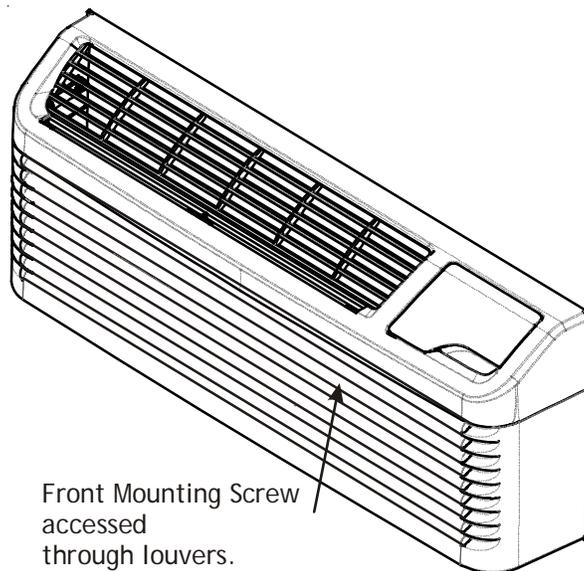
Must be factory installed

DESCRIPTION

Power Door Kit automatically opens and closes the vent door depending on fan operation - opens when indoor fan is operating, closes when fan is not operating.



Motor shown exploded



Front Mounting Screw
accessed
through louvers.

Figure 1

PREPARATION

⚠ WARNING

HIGH VOLTAGE
DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS KIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH. THE OFF SWITCH DOES NOT DISCONNECT ALL POWER TO THIS UNIT.

1. Disconnect power to the unit by unplugging the power cord at the wall outlet or subbase, or disconnect power at the fuse box or circuit breaker.
2. If the cabinet front is screwed to the chassis, remove the 1/4" screw.
3. Remove cabinet front from chassis by tilting the bottom of the front forward, lifting slightly up and forward.
4. Remove the PTAC chassis from the wallsleeve. Position the chassis so the back can be easily accessed.

POWER DOOR KIT INSTALLATION

1. Remove the shipping screw (if installed) from the vent door.

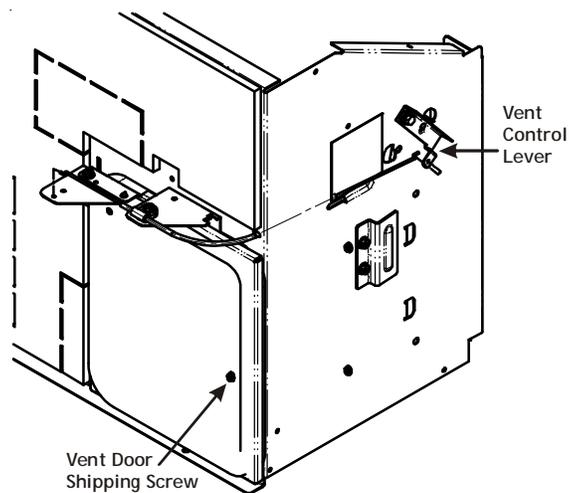


Figure 2

2. Open the vent door with the vent door lever located on the left side of the chassis. (Figure 2).



3. Remove the cable clamp from the vent door cable by removing the screw holding the clamp to the bracket and discard the clamp.
4. Disconnect the cable from the vent door by partially closing the vent door and slightly bending the end of the cable while pulling the Z-shaped end out of the hole in the top of the door (Figure 3).

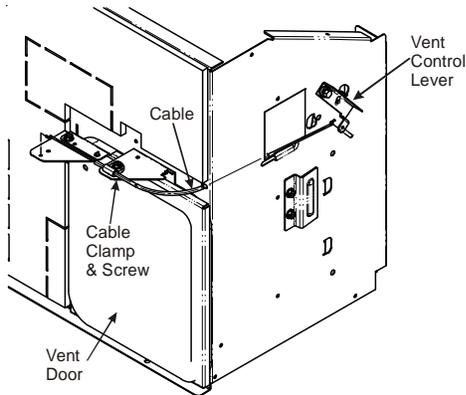


Figure 3

5. Remove 2 door brackets (Figure 4).

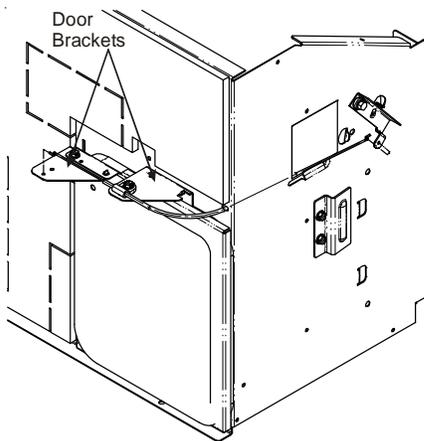


Figure 4

6. Remove the vent door from the slots in the partition panel by lifting the vent door up and carefully pull the door hinges out of the slots. Set door aside.
7. Attach the strike plate to the top of the vent door using the two #8 screws provided (Figure 5).

Must be factory installed

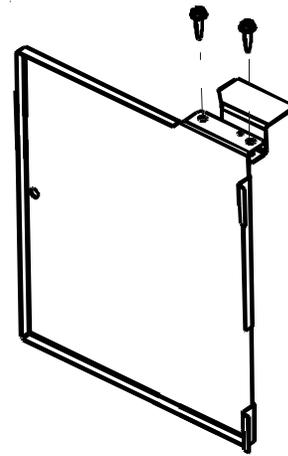


Figure 5

8. Attach the "L" shaped bracket to the partition panel (Figure 6).
9. Reattach the vent door to the partition panel by inserting the vent door's metal tabs into the panel slots (Figure 6).
10. Attach one end of the spring to the hole in the bracket on the partition panel. Attach the other end of the spring to the hole located in the bracket which is fastened to the vent door (Figure 6).

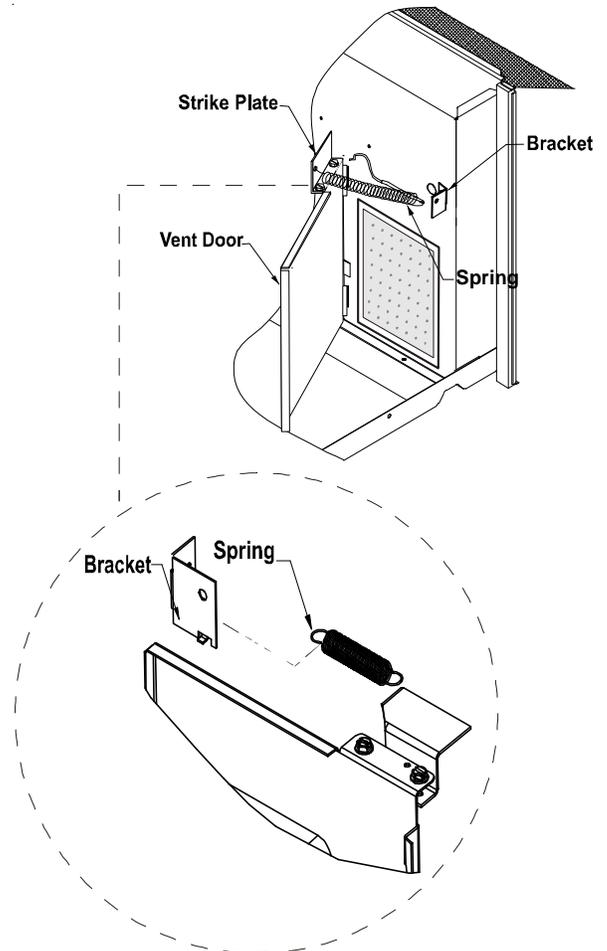


Figure 6

- Mount the door motor housing with two #8 screws to the provided holes in the partition panel. Ensure the cross pin in the door shaft is rotated around so that it touches the rubber bumper underneath the door motor housing (Figure 7).

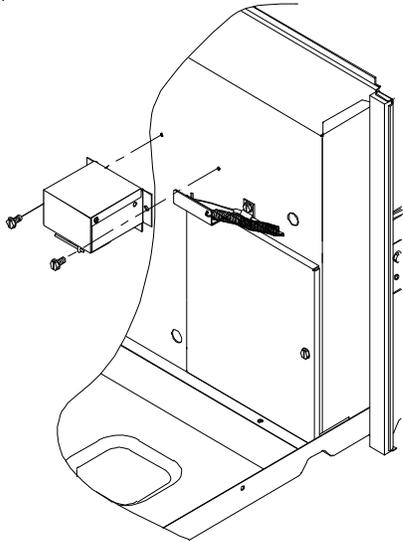


Figure 7

- With the vent door lever in the closed position, place the end of the cable into the hole located in the door motor housing. This will position the cable away from moving parts (Figure 8).
- Attach the provided p-clamp to the partition panel (Figure 8). *There is a dimple at the hole location to mark where a 1/8" hole will need to be drilled to mount the clamp.*

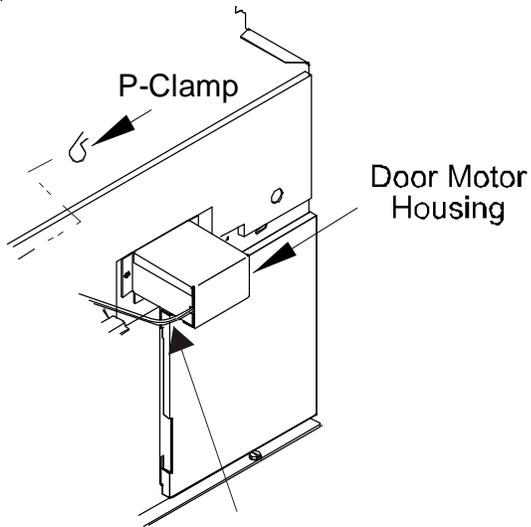


Figure 8

- Route the door motor wires through the p-clamp, and then through the wire clip with the motor wires, and then through the hole in the partition panel where the compressor wires are routed through the panel.

NOTE: The permagum may have to be removed to feed the wires through the partition panel. When finished routing wires through the panel, make sure wires have no slack and replace the permagum back into place to prevent air leaks. (Figure 9).

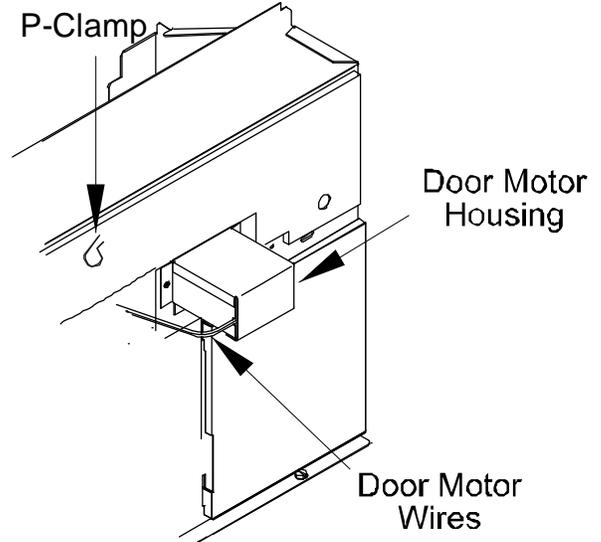


Figure 9

Must be factory installed

WIRING INSTRUCTIONS Must be factory installed

1. To gain access inside the control panel, remove the two mounting screws, one on each side of control board cover. Lift the cover up to gain access to the ribbon connector. Unplug ribbon connector from control board and remove cover completely. Remove the side screw holding the panel in position, and tilt control panel forward, being careful not to pinch any wires (Figure 10).

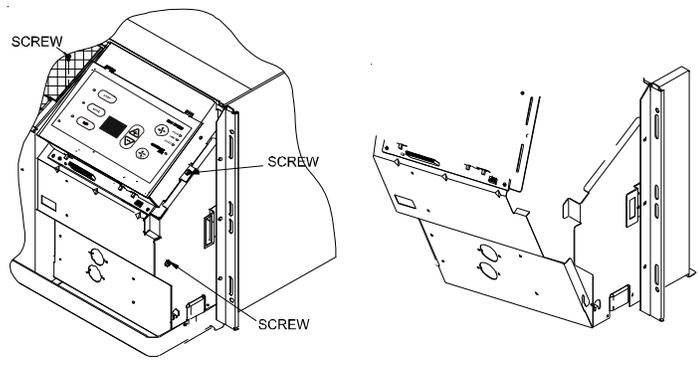


Figure 10

2. Lift the control panel up so the control panel is free of its hinges. Orient the control panel so there is easy access for mounting components to the control panel (Figure 11).

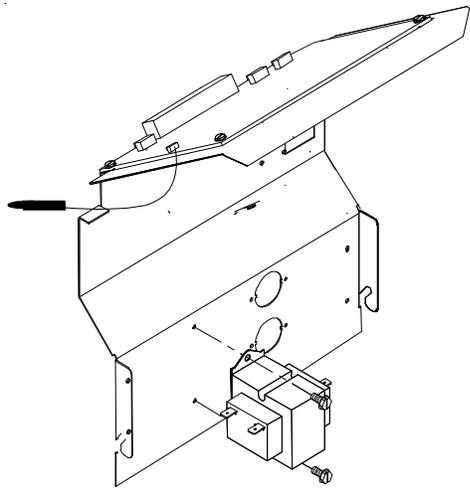


Figure 11

3. Using the two #8 screws that are provided, screw the transformer to the control panel in the transformer mounting holes provided in the panel.
4. Mount the relay in one of the three relay mounting holes in the control panel making sure that the threaded stud is in the smaller hole and the metal tab is in the adjacent hole. Screw the provided nut onto the threaded stud from the opposite side of the control panel.
5. Remove the knockout for the vent switch (Figure 12) located in the control panel and snap the vent switch in the knockout hole with the terminals inside the control panel compartment. The numbers on the switch should be facing toward the control board. Place the supplied label just above the switch.

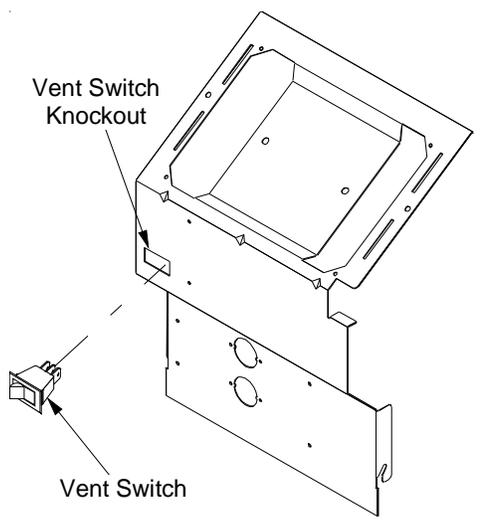


Figure 12

6. Using the two provided #8 screws, attach the terminal strip to the partition panel inside the control panel compartment (Figure 13).

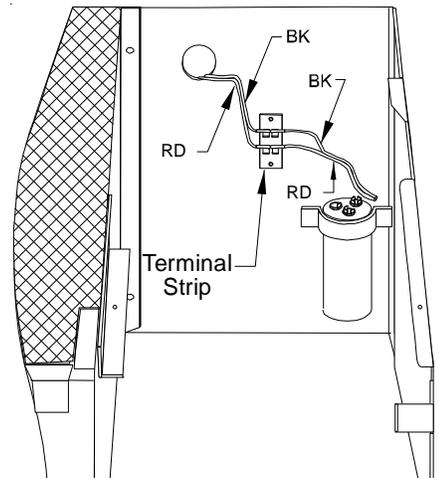


Figure 13

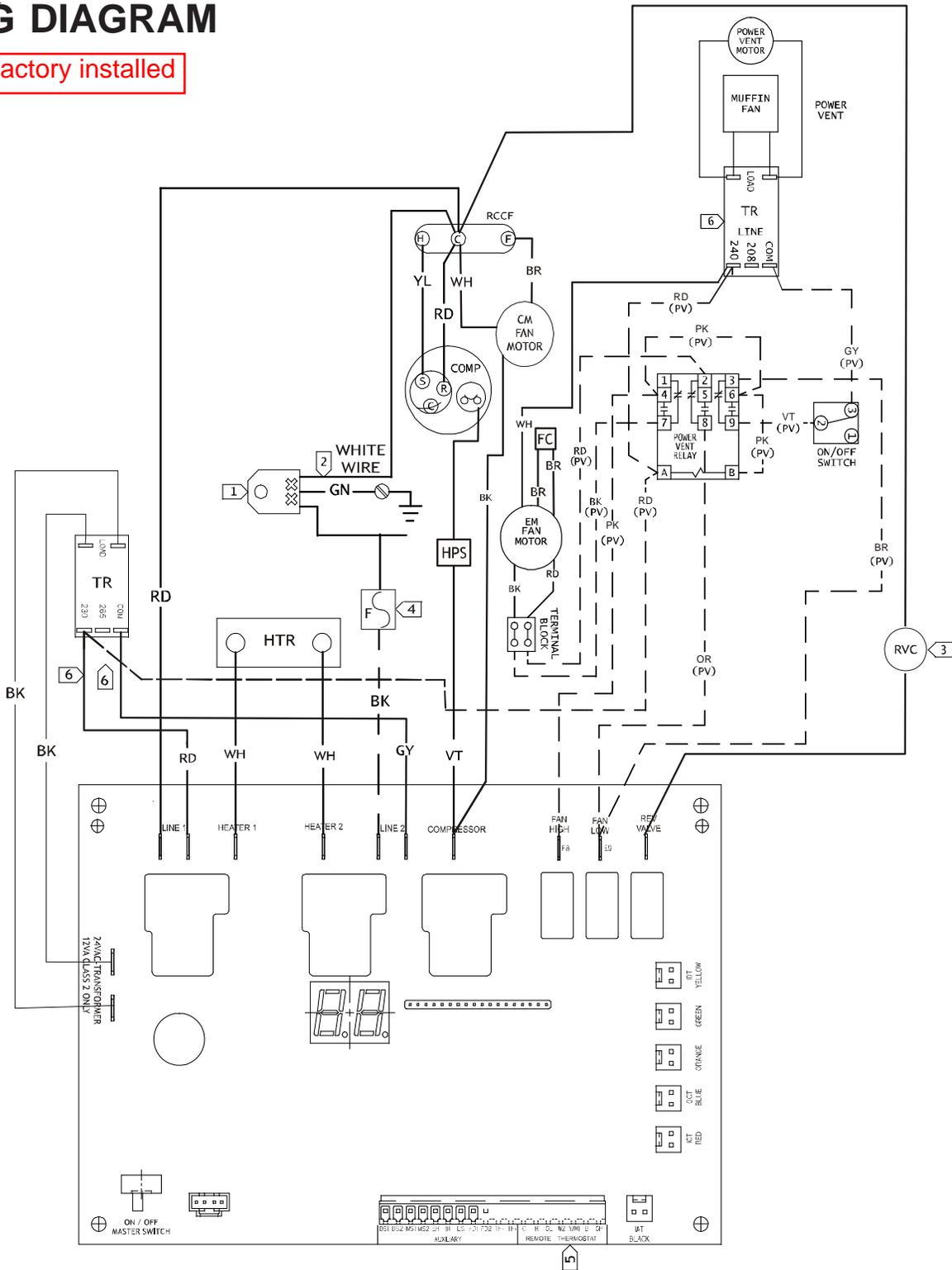
7. Once the wires are routed into the control panel compartment, attach the door motor terminals to the 24 volt side of the new transformer (see wiring diagrams).
8. Take BK and RD indoor fan motor wires from the control board (high and low fan terminals) and place on the terminal strip, each on a different set of terminals (Figure 13).
9. Take BROWN wire from the #3 terminal of the relay and place on the control board FAN LOW terminal. Take the ORANGE wire from the #8 terminal of the relay and place on the piggy-back terminal of BROWN wire.
10. Take the PINK wire from the #4 terminal of the relay and place on the control board FAN HIGH terminal.
11. Please refer to the following schematics for proper electrical wiring if the chassis has any of the following kits previously installed:

- Power Door Kit
- Hydronic Heat Kit
- Hydronic Valves

WIRING DIAGRAM

Must be factory installed

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.
Wiring is subject to change.



- NOTES:**
- 1** WARNING: DISCONNECT POWER BEFORE SERVICING. WIRING TO UNIT MUST BE PROPERLY POLARIZED (FOR 265V) AND GROUNDED.
 - 2** WHITE WIRE MUST BE CONNECTED AS SHOWN.
 - 3** ON HEAT PUMP MODELS ONLY.
 - 4** BK ON LINE 2 WITH FUSE SHOWN CONNECTED FOR 265V. FOR 230V & 115 V, CONNECT POWER CORD TO LINE 2.
 - 5** FOR REMOTE OPERATION, SEE CONFIGURATION CHART.
 - 6** IF SUPPLY VOLTAGE IS 208V/230V, USE THE 230V TAP ON TRANSFORMER. IF SUPPLY VOLTAGE IS 265V, USE THE 265V TAP ON TRANSFORMER. 115V TRANSFORMER NOT SHOWN.
- CM OUTDOOR FAN MOTOR
 COMP COMPRESSOR
 EM EVAPORATOR MOTOR
 FC FAN CAPACITOR
 F FUSE
 HPS HIGH PRESSURE SWITCH
 HTR HEATER ELEMENT
 RCCF RUN CAPACITOR FOR COMPRESSOR, ANY FAN
 RVC REVERSING VALVE
 TR TRANSFORMER
- USE COPPER CONDUCTORS ONLY**
 CHASISTS — GN1 — CONTROL PANEL
- WIRE LEGEND**
 — HIGH VOLTAGE (FACTORY)
 - - - HIGH VOLTAGE (FACTORY OR FIELD)
 — LOW VOLTAGE (FACTORY OR FIELD)

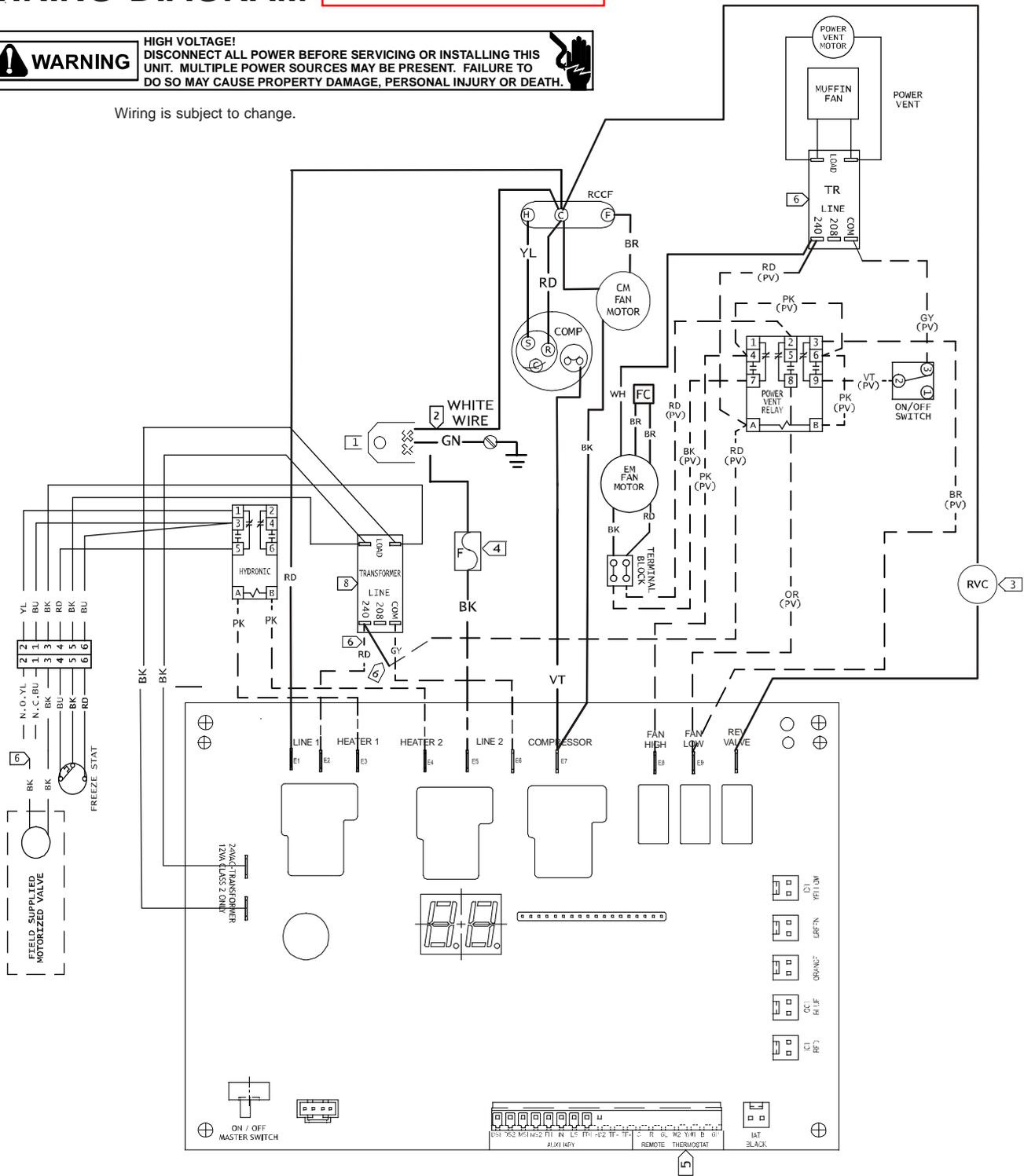
Figure 14

Power Vent/Power Door with Single Stage Heat

WIRING DIAGRAM Must be factory installed

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.

Wiring is subject to change.



<p>NOTES :</p> <ol style="list-style-type: none"> 1 WARNING: DISCONNECT POWER BEFORE SERVICING. WIRING TO UNIT MUST BE PROPERLY POLARIZED (FOR 265V) AND GROUNDED. 2 WHITE WIRE MUST BE CONNECTED AS SHOWN. 3 ON HEAT PUMP MODELS ONLY. 4 BK ON LINE 2 WITH FUSE SHOWN CONNECTED FOR 265V. FOR 230V & 115 V, CONNECT POWER CORD TO LINE 2. 5 FOR REMOTE OPERATION, SEE CONFIGURATION CHART. 6 IF SUPPLY VOLTAGE IS 208V/230V, USE THE 230V TAP ON TRANSFORMER. IF SUPPLY VOLTAGE IS 265V, USE THE 265V TAP ON TRANSFORMER. 115V TRANSFORMER NOT SHOWN. 	<table border="0"> <tr><td>CM</td><td>OUTDOOR FAN MOTOR</td></tr> <tr><td>COMP</td><td>COMPRESSOR</td></tr> <tr><td>EM</td><td>EVAPORATOR MOTOR</td></tr> <tr><td>FC</td><td>FAN CAPACITOR</td></tr> <tr><td>F</td><td>FUSE</td></tr> <tr><td>HPS</td><td>HIGH PRESSURE SWITCH</td></tr> <tr><td>HTR</td><td>HEATER ELEMENT</td></tr> <tr><td>RCCF</td><td>RUN CAPACITOR FOR COMPRESSOR, ANY FAN</td></tr> <tr><td>RVC</td><td>REVERSING VALVE</td></tr> <tr><td>TR</td><td>TRANSFORMER</td></tr> </table>	CM	OUTDOOR FAN MOTOR	COMP	COMPRESSOR	EM	EVAPORATOR MOTOR	FC	FAN CAPACITOR	F	FUSE	HPS	HIGH PRESSURE SWITCH	HTR	HEATER ELEMENT	RCCF	RUN CAPACITOR FOR COMPRESSOR, ANY FAN	RVC	REVERSING VALVE	TR	TRANSFORMER	<p style="text-align: center;">USE COPPER CONDUCTORS ONLY</p> <p style="text-align: center;">CHASSIS GND CONTROL PANEL</p> <hr/> <p style="text-align: center;">WIRE LEGEND</p> <table border="0"> <tr><td></td><td>HIGH VOLTAGE (FACTORY)</td></tr> <tr><td></td><td>HIGH VOLTAGE (FACTORY OR FIELD)</td></tr> <tr><td></td><td>LOW VOLTAGE (FACTORY OR FIELD)</td></tr> </table>		HIGH VOLTAGE (FACTORY)		HIGH VOLTAGE (FACTORY OR FIELD)		LOW VOLTAGE (FACTORY OR FIELD)
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	LOW VOLTAGE (FACTORY OR FIELD)																											

Figure 15
Power Vent/Power Door with Hydronic Kit
6

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Must be factory installed

Must be factory installed



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