TRANE	23094621	SHEET 1 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE. DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	SCHEMATIC		
REPLACES:	RTAC		
REVISION DATE: 14-MAR-2022	3 COMPRESSOR UNIT ACROSS-LINE STARTER		
SIMILAR TO:	TABLE of CONTENTS & NOTES		

TABLE of CONTENTS

COLOR CODE	EN ENGLISH	FR FRENCH	DE GERMAN	IT ITALIAN	NL DUTCH	ES SPANISH
BLK	BLACK	NOIR	SCHWARZ	NERO	ZWART	NEGRO
BRN	BROWN	BRUN	BRAUN	MARRONE	BRUIN	MARRON
BLU	BLUE	BLEU	BLAU	BLU	BLAUW	AZUL
GRN	GREEN	VERT	GRUEN	VERDE	GROEN	VERDE
ORN	ORANGE	ORANGE	ORANGE	ARANCIONE	ORANJE	NARANJA
RED	RED	ROUGE	ROT	ROSSO	ROOD	ROJD
VIO	PURPLE	VIOLET	VIOLETT	VIOLA	PAARS	VIOLETA
WHT	WHITE	BLANC	WEISS	BIANCO	WIT	BLANCO
YEL	YELLOW	JAUNE	GELB	GIALLO	GEEL	AMARILLO

TABLE OF CONTENTS

GENERAL & FLAG NOTES

NOTES:

1. DASHED LINES INDICATE FIELD WIRING BY OTHERS.
2. ALL UNIT POWER WIRING MUST BE COPPER CONDUCTORS ONLY AND HAVE A MINIMUM TEMPERATURE INSULATION RATING OF 90 DEGREE C. SEE UNIT NAMEPLATE FOR MINIMUM CIRCUIT AMPACITY AND MAXIMUM FUSE SIZE.
3. ONLY LUGS ARE PROVIDED FOR FIELD WIRING IN THE SINGLE SOURCE PANEL.
4. WIRING FOR 460V UNIT SHOWN. SEE INSET "A" FOR CONTROL POWER TRANSFORMER WIRING FOR OTHER VOLTAGES.
5. SINGLE SOURCE POWER OPTIONS ARE AVAILABLE WHEN VOLT = 400, 460 OR 575. DUAL SOURCE POWER IS PROVIDED WHEN VOLT = 200, 230 OR 380.
6. FOR LOW AND WIDE AMBIENT OPTION, 1K9 IS NOT PRESENT AND REPLACE 62G BY 151C & 73A BY 152C. SEE INSET "C"
7. EVAPORATOR HEATER COMPONENTS 6TS1, 6HR1, 6HR2, 6HR3, 6HR4 AND ASSOCIATED WIRING ARE STANDARD ON ALL RTAC PRODUCTS WITH A UNIT MOUNTED EVAPORATOR.
8. OPTIONAL CUSTOMER CONVENIENCE OUTLET. MAX FUSE SIZE IS 25 AMPS.
9. WIRING FOR 460V UNIT SHOWN. SEE INSET "D" FOR CONTROL POWER TRANSFORMER WIRING FOR OTHER VOLTAGES.
10. FOR LOW AND WIDE AMBIENT OPTION, 2K9 IS NOT PRESENT AND REPLACE 562G BY 651C & 573A BY 652C. SEE INSET "F"
11. UNITS WITHOUT THE CONTROL PANEL VENTILATION FAN ARE WIRED AS SHOWN. SEE INSET "B" FOR WIRING WHEN THE VENTILATION FAN IS PROVIDED.
12. REFERENCE INSET "G" FOR 3B3 AND 3B13 WIRING WITH LOW AMBIENT OR WIDE AMBIENT TEMPERATURE OPTION.
13. FAN DECK CONFIGURATIONS FOR VARIOUS TONNAGES, EFFICIENCIES AND HZ ARE SHOWN IN INSET "H".
14. TRANSFORMER 1T10, 1T11 AND ASSOCIATED WIRES USED ONLY ON 575V 60HZ UNITS. ON 575V UNITS WIRES 31A, 32A AND 33A CONNECT TO TERMINALS H1, H2 AND H3 ON 1T10 AND WIRES 47A, 48A AND 49A CONNECT TO TERMINALS H1, H2 AND H3 ON 1T11.
15. REFERENCE INSET "I" FOR 4B3 WITH LOW AMBIENT OR WIDE AMBIENT TEMPERATURE OPTION.
16. TRANSFORMER 2T10 AND ASSOCIATED WIRES USED ONLY ON 575V 60HZ UNITS. WIRES 531A, 532A & 533A CONNECT TO TERMINALS H1, H2 & H3 ON 2T10.
17. REMOVE JUMPER W3 BETWEEN 1TB6-5 AND 1TB6-3 WHEN 1K5 AUX IS INSERTED INTO THE EVAPORATOR WATER FLOW INTERLOCK CIRCUIT.
18. CONTROLS & ASSOCIATED WIRING ARE USED ONLY WHEN THE CONTROL PANEL VENTILATION FAN IS PROVIDED.
19. FOR LOW & WIDE AMBIENT OPTION HEATERS & THERMOSTAT REQUIRED. - "NO LONGER USED"
20. OPTIONAL CE MARK WIRING CONFIGURATION, REFERENCE SHEET 11 FOR DETAIL VIEWS.
21. OPTIONAL CE MARK FAN MOTOR BONDING AT GREEN/YELLOW 1TB7 OR 2TB7 CHASSIS GROUND TERMINAL BLOCKS.

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

PRECAUCIÓN

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

ATTENTION

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.

TRANE	23094621	SHEET 2 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE.	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER		
REVISION DATE: 14-MAR-2022	DEVICES, DESCRIPTIONS & DESIGNATIONS		
SIMILAR TO:			

DEVICES, DESCRIPTIONS & DESIGNATIONS

LEGEND		
DEVICE DESIGNATION	LINE NUMBER	DESCRIPTION
		RTAC PANEL COMPONENTS, CONTROL PANEL 1
1B1	21	PANEL VENTILATION FAN
1CB1	3	HACR CIRCUIT BREAKER, CIRCUIT 1
1F1-3	183-185	CONDENSER FAN FUSES, CIRCUIT 1
1F4-6	208-210	CONDENSER FAN FUSES, CIRCUIT 1
1F7-9	220-222	CONDENSER FAN FUSES, CIRCUIT 1
1F10-12	231-233	CONDENSER FAN FUSES, CIRCUIT 1
1F13-14	188	CONTROL POWER TRANSFORMER PRIMARY FUSES
1F15	17	CONTROL POWER TRANSFORMER SECONDARY FUSE, 115 VOLT CIRCUIT
1F16, 1F17	15,16	CONTROL POWER TRANSFORMER SECONDARY FUSE, LOW VOLTAGE CIRCUIT
1F18-20	183-185	INVERTER DRIVE 1 FUSES, CIRCUIT 1
1F21-23	196-198	INVERTER DRIVE 2 FUSES, CIRCUIT 1
1K1	42	START CONTACTOR, COMPRESSOR 1A
1K5	94	START CONTACTOR, COMPRESSOR 1B
1K9	23	CONDENSER FAN CONTACTOR, CIRCUIT 1
1K10	26	CONDENSER FAN CONTACTOR, CIRCUIT 1
1K11	29	CONDENSER FAN CONTACTOR, CIRCUIT 1
1K12	32	CONDENSER FAN CONTACTOR, CIRCUIT 1
1K13	33	CONDENSER FAN CONTACTOR, CIRCUIT 1
1K14	10	CONDENSER FAN CONTACTOR, CIRCUIT 1
1SW1	3	DISCONNECT SWITCH FOR CUSTOMER POWER WIRING, CIRCUIT 1
1T1	15	CONTROL POWER SUPPLY TRANSFORMER
1T2	12	CURRENT TRANSFORMER, COMPRESSOR 1A, LINE A
1T3	14	CURRENT TRANSFORMER, COMPRESSOR 1A, LINE B
1T4	17	CURRENT TRANSFORMER, COMPRESSOR 1A, LINE C
1T5	73	CURRENT TRANSFORMER, COMPRESSOR 1B, LINE A
1T6	76	CURRENT TRANSFORMER, COMPRESSOR 1B, LINE B
1T7	79	CURRENT TRANSFORMER, COMPRESSOR 1B, LINE C
1T9	42	POTENTIAL TRANSFORMER, UNDER / OVER VOLTAGE OPTION
1T10	183	INVERTER DRIVE 1 POWER SUPPLY TRANSFORMER, CIRCUIT 1
1T11	195	INVERTER DRIVE 2 POWER SUPPLY TRANSFORMER, CIRCUIT 1
1TB1	3	TERMINAL BLOCK FOR CUSTOMER POWER WIRING, CIRCUIT 1
1TB4	64-71	CUSTOMER CONTROL WIRING TERMINAL STRIP
1TB5	VARIOUS LOCATIONS	FACTORY CONTROL WIRING TERMINAL STRIP
1TB6	VARIOUS LOCATIONS	FACTORY CONTROL WIRING TERMINAL STRIP
1TB7	105,200-239	FACTORY CONTROL WIRING TERMINAL STRIP
1TS3	76	MAXIMUM TEMPERATURE LIMIT SWITCH 1 (CONTROL PANEL 1)
1TS4	21	VENTILATION FAN OFF/ON TEMPERATURE CONTROL SWITCH (CONTROL PANEL 1)
1TS5	75	MAXIMUM TEMPERATURE LIMIT SWITCH 2 (CONTROL PANEL 1)
1U2	341	POWER SUPPLY MODULE, CH530
1U4	323	DUAL LV BINARY INPUT, EXTERNAL EMERGENCY STOP AND EXTERNAL AUTO/STOP
1U5	318	DUAL LV BINARY INPUT, EXTERNAL CIRCUIT LOCKOUT, REFRIGERANT CIRCUIT 1 & 2
1U6	311	DUAL ANALOG I/O, EXTERNAL CURRENT LIMIT AND EXTERNAL CHILLED WATER SETPOINT
1U7	306	DUAL LV BINARY INPUT, ICE MAKING CONTROL
1U8	301	COMM 3 OR 5 COMMUNICATION INTERFACE, (ECHELON)
1U10	355	DUAL RELAY OUTPUT, CHILLED WATER PUMP CONTROL
1U12	336	QUAD RELAY OUTPUT, ALARM AND STATUS RELAYS
1U13	329	DUAL RELAY OUTPUT, ICE MAKING STATUS RELAY
1U14	34	STARTER MODULE, COMPRESSOR 1A
1U15	21	QUAD RELAY OUTPUT, FAN CONTROL, CIRCUIT 1
1U16	325	DUAL TRIAC OUTPUT, MODULATING LOAD / UNLOAD, COMPRESSOR 1A
1U17	320	DUAL TRIAC OUTPUT, STEP LOAD, COMPRESSORS 1A AND 1B
1U19	86	STARTER MODULE, COMPRESSOR 1B
1U21	315	DUAL TRIAC OUTPUT, MODULATING LOAD / UNLOAD, COMPRESSOR 1B
1U22	311	DUAL HV BINARY INPUT, HIGH PRESSURE CUTOUT, COMPRESSORS 1A AND 1B
1U23	306	DUAL HV BINARY INPUT, HIGH TEMPERATURE CUTOUT (CONTROL PANEL 1)
1U24	403	BACNET COMMUNCATION INTEREACE
1U25	402	WATER FLOW SWITCH
1U26	328	FAULT VFD CIRCUIT 1
1U27	333	FAN SPEED CIRCUIT 1
1U28	187	CONDENSER FAN INVERTER DRIVE 1
1U29	199	CONDENSER FAN INVERTER DRIVE 2

LEGEND		
DEVICE DESIGNATION	LINE NUMBER	DESCRIPTION
		RTAC PANEL COMPONENTS, CONTROL PANEL 2
2CB1	127	HACR CIRCUIT BREAKER, CIRCUIT 2
2F1-3	243-245	CONDENSER FAN FUSES CIRCUIT 2
2F4-6	269-271	CONDENSER FAN FUSES CIRCUIT 2
2F7-9	280-282	CONDENSER FAN FUSES CIRCUIT 2
2F13,14	247	CONTROL POWER TRANSFORMER PRIMARY FUSES
2F15	138	CONTROL POWER TRANSFORMER SECONDARY FUSE, 115 VOLT CIRCUIT
2F16,17	136,137	CONTROL POWER TRANSFORMER SECONDARY FUSE, LOW VOLTAGE CIRCUIT
2F18-20	243-245	INVERTER DRIVE 1 FUSES, CIRCUIT 2
2K1	132	START CONTACTOR, COMPRESSOR 2A
2K9	143	CONDENSER FAN CONTACTOR, CIRCUIT 2
2K10	146	CONDENSER FAN CONTACTOR, CIRCUIT 2
2K11	149	CONDENSER FAN CONTACTOR, CIRCUIT 2
2K12	152	CONDENSER FAN CONTACTOR, CIRCUIT 2
2SW1	127	DISCONNECT SWITCH FOR CUSTOMER POWER WIRING, CIRCUIT 2
2T1	134	CONTROL POWER SUPPLY TRANSFORMER
2T2	132	CURRENT TRANSFORMER, COMPRESSOR 2A, LINE A
2T3	135	CURRENT TRANSFORMER, COMPRESSOR 2A, LINE B
2T4	138	CURRENT TRANSFORMER, COMPRESSOR 2A, LINE C
2T10	243	INVERTER DRIVE POWER SUPPLY TRANSFORMER, CIRCUIT 2
2TB1	127	TERMINAL BLOCK FOR CUSTOMER POWER WIRING, CIRCUIT 2
2TB5	VARIOUS LOCATIONS	FACTORY CONTROL WIRING TERMINAL STRIP
2TB6	VARIOUS LOCATIONS	FACTORY CONTROL WIRING TERMINAL STRIP
2TB7	172,262-282	FACTORY CONTROL WIRING TERMINAL STRIP
2U2	384	POWER SUPPLY MODULE, CH530
2U14	155	STARTER MODULE, COMPRESSOR 2A
2U15	141	QUAD RELAY OUTPUT, FAN CONTROL, CIRCUIT 2
2U16	388	DUAL TRIAC OUTPUT, MODULATING LOAD / UNLOAD, COMPRESSOR 2A
2U17	383	DUAL TRIAC OUTPUT, STEP LOAD, COMPRESSORS 2A AND 2B
2U22	371	DUAL HV BINARY INPUT, HIGH PRESSURE CUTOUT, COMPRESSORS 2A AND 2B
2U26	370	CURCUIT 2, FAULT VFD
2U27	374	FAN SPEED CURCUIT 2
2U28	247	CONDENSER FAN INVERTER DRIVE 1

LEGEND		
DEVICE DESIGNATION	LINE NUMBER	DESCRIPTION
		RTAC REFRIGERANT COMPONENTS FOR CIRCUIT 1
3B1	14	MOTOR, COMPRESSOR 1A, CIRCUIT 1
3B2	76	MOTOR, COMPRESSOR 1B, CIRCUIT 1
3B3-19	243-298	CONDENSER FAN MOTORS, CIRCUIT 1
3HR1	21	COMPRESSOR 1A HEATER CIRCUIT 1
3HR2	22	OIL SEPERATOR HEATER CIRCUIT 1
3HR3	84	COMPRESSOR 1B HEATER CIRCUIT 1
3L1	321	STEP LOAD CONTROL SOLENOID VALVE, COMPRESSOR 1A
3L2	326	PROPORTIONAL LOAD CONTROL SOLENOID VALVE, COMPRESSOR 1A
3L3	328	PROPORTIONAL UNLOAD CONTROL SOLENOID VALVE, COMPRESSOR 1A
3L4	323	STEP LOAD CONTROL SOLENOID VALVE CIRCUIT 1 COMPRESSOR 1B
3L5	316	PROPORTIONAL LOAD CONTROL SOLENOID VALVE, COMPRESSOR 1B
3L6	318	PROPORTIONAL UNLOAD CONTROL SOLENOID VALVE, COMPRESSOR 1B
3L7	97	OIL LINE VALVE COMPRESSOR 1A
3L8	99	OIL LINE VALVE COMPRESSOR 1B
3LL1	454	EVAPORATOR REFRIGERANT LIQUID LEVEL SENSOR, CIRCUIT 1
3PT1	446	SUCTION REFRIGERANT PRESSURE TRANSDUCER, CIRCUIT 1, COMPRESSOR 1A
3PT2	463	CONDENSER REFRIGERANT PRESSURE TRANSDUCER, CIRCUIT 1, COMPRESSOR 1B
3PT3	457	OIL PRESSURE TRANSDUCER, COMPRESSOR 1A
3PT4	434	OIL PRESSURE TRANSDUCER, COMPRESSOR 1B
3PT5	466	SUCTION REFRIGERANT PRESSURE TRANSDUCER, CIRCUIT 1, COMPRESSOR 1B
3PS1	34	HIGH PRESSURE CUTOUT SWITCH, COMPRESSOR 1A
3PS2	87	HIGH PRESSURE CUTOUT SWITCH, COMPRESSOR 1B
3RT1	460	OIL TEMPERATURE SENSOR, CIRCUIT 1, COMPRESSOR 1A
3RT2	440	OIL TEMPERATURE SENSOR, CIRCUIT 1, COMPRESSOR 1B
3V1	442	ELECTRONIC EXPANSION VALVE CIRCUIT 1
3TB1	482-495,501-507,525-532	FACTORY CONTROL WIRING TERMINAL STRIP
3TB2	482,486,501,506,525,530	FACTORY CONTROL WIRING TERMINAL STRIP
3TB3	523, 533	FACTORY CONTROL WIRING TERMINAL STRIP

LEGEND		
DEVICE DESIGNATION	LINE NUMBER	DESCRIPTION
		RTAC REERIGERANT COMPONENTS EOR CIRCUIT 2
4B1	135	MOTOR, COMPRESSOR 2A, CIRCUIT 2
4B3-19	244-281	CONDENSER FAN MOTORS, CIRCUIT 2
4HR1	141	COMPRESSOR 2A HEATER CIRCUIT 2
4HR2	142	OIL SEPERATOR HEATER CIRCUIT 2
4L1	384	STEP LOAD CONTROL SOLENOID VALVE, COMPRESSOR 2A
4L2	389	PROPORTIONAL LOAD CONTROL SOLENOID VALVE, COMPRESSOR 2A
4L3	391	PROPORTIONAL UNLOAD CONTROL SOLENOID VALVE, COMPRESSOR 2A
4LL1	445	EVAPORATOR REERIGERANT LIQUID LEVEL SENSOR, CIRCUIT 2
4PT1	440	SUCTION REFRIGERANT PRESSURE TRANSDUCER, CIRCUIT 2, COMPRESSOR 2A
4PT2	452	CONDENSER REFRIGERANT PRESSURE TRANSDUCER, CIRCUIT 2
4PT3	447	OIL PRESSURE TRANSDUCER, COMPRESSOR 2A
4PS1	75	HIGH PRESSURE CUTOUT SWITCH, COMPRESSOR 2A
4RT1	449	OIL TEMPERATURE SENSOR, CIRCUIT 2, COMPRESSOR 2A
4V1	437	ELECTRONIC EXPANSION VALVE, CIRCUIT 2
4TB1	506-514,521-527	FACTORY CONTROL WIRING TERMINAL STRIP
4TB2	506,521,527	FACTORY CONTROL WIRING TERMINAL STRIP
4TB3	509	FACTORY CONTROL WIRING TERMINAL STRIP

LEGEND		
DEVICE DESIGNATION	LINE NUMBER	DESCRIPTION
		RTAC CUSTOMER SUPPLIED COMPONENTS
5B1	6	CHILLER WATER PUMP MOTOR
5K1	9	CHILLER WATER PUMP STARTER
5K4	338	UNIT STATUS RELAY, PROGRAMABLE SIGNAL FROM MODULE, DEFAULT IS UNIT ALARM SIGNAL
5K5	339	UNIT STATUS RELAY, PROGRAMABLE SIGNAL FROM MODULE, DEFAULT IS UNIT ALARM SIGNAL
5K6	340	UNIT STATUS RELAY, PROGRAMABLE SIGNAL FROM MODULE, DEFAULT IS UNIT RUNNING
5K7	341	UNIT STATUS RELAY, PROGRAMABLE SIGNAL FROM MODULE, DEFAULT IS UNIT RUNNING
5K8	343	UNIT STATUS RELAY, PROGRAMABLE SIGNAL FROM MODULE, DEFAULT IS MAXIMUM UNIT CAPACITY
5K9	344	UNIT STATUS RELAY, PROGRAMABLE SIGNAL FROM MODULE, DEFAULT IS MAXIMUM UNIT CAPACITY
5K10	345	UNIT STATUS RELAY, PROGRAMABLE SIGNAL FROM MODULE, DEFAULT IS LIMITED UNIT OPERATION
5K11	346	UNIT STATUS RELAY, PROGRAMABLE SIGNAL FROM MODULE, DEFAULT IS LIMITED UNIT OPERATION
5K14	385	EXTERNAL EMERGENCY STOP INPUT RELAY
5K15	383	EXTERNAL AUTO / STOP INPUT RELAY
5K16	378	EXTERNAL LOCKOUT INPUT RELAY FOR REFRIGERANT CIRCUIT 1
5K17	380	EXTERNAL LOCKOUT INPUT RELAY FOR REFRIGERANT CIRCUIT 2
5K18	*367	EXTERNAL INPUT RELAY TO ENABLE ICE MAKING
5K19	332	ICE MAKING STATUS OUTPUT

LEGEND		
DEVICE DESIGNATION	LINE NUMBER	DESCRIPTION
		RTAC UNIT MOUNTED COMMON COMPONENTS
6CO1	63	CUSTOMER CONVENIENCE OUTLET
6HR1,4	70	EVAPORATOR IMMERSION WATER HEATER
6HR2,3-1,2	68,70	EVAPORATOR HEAT TAPE
6RT1	451	EVAPORATOR ENTERING WATER TEMPERATURE SENSOR
6RT2	448	EVAPORATOR LEAVING WATER TEMPERATURE SENSOR
6RT3	436	AMBIENT AIR TEMPERATURE SENSOR
6TS1	68,69	TEMPERATURE CONTROL EVAPORATOR WATER HEATER (OPTIONAL)
6U1	351	EASY VIEW OR DYNA VIEW DISPLAY AND INTEREACE
6S1	396	EVAPORATOR FLOW SWITCH
6TB1	497-499	FACTORY CONTROL WIRING TERMINAL STRIP

NOTES:
COMPONENTS (LLIDS) ARE NOT NECESSARILY WIRED ON THE IPC BUS IN THE ORDER SHOWN.

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

PRECAUCIÓN

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

ATTENTION

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.

TRANE	23094621	SHEET 3 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER COMPRESSOR POWER 1A SINGLE AND DUAL POWER CONNECTION		
REVISION DATE: 14-MAR-2022			
SIMILAR TO:			

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

PRECAUCIÓN

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

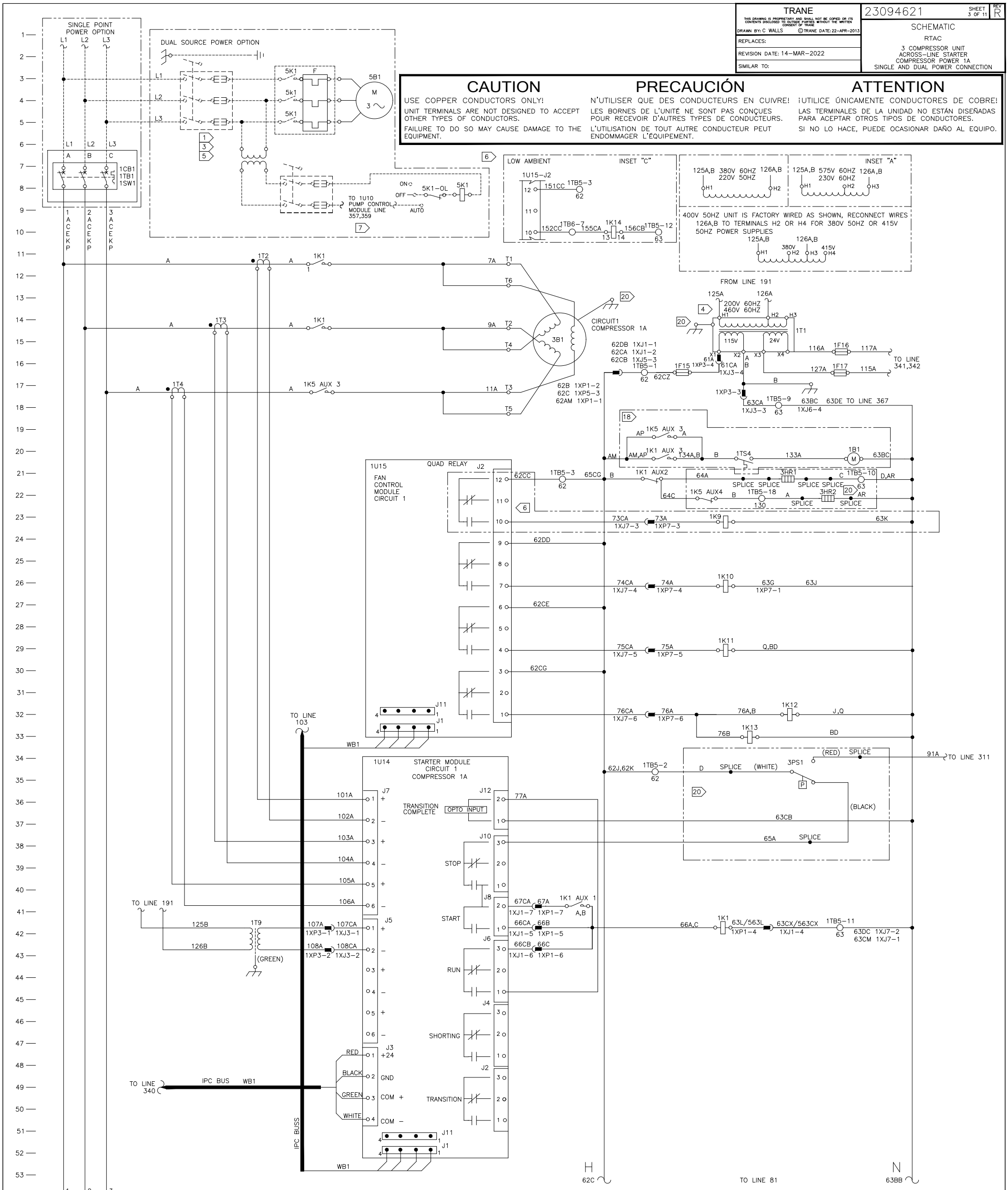
L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

ATTENTION

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.



CAUTION

TRANE PUMP CONTROL MUST BE USED TO PROVIDE PUMP CONTROL. EVAPORATOR CHILLED WATER PUMP MUST BE CONTROLLED BY THE CHILLER OUTPUT.

FAILURE TO COMPLY WITH THIS REQUIREMENT COULD RESULT IN DAMAGE TO THE UNIT.

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

TRANE	23094621	SHEET 4 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE.	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER		
REVISION DATE: 14-MAR-2022	COMPRESSOR POWER 1B		
SIMILAR TO:			

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

PRECAUCIÓN

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

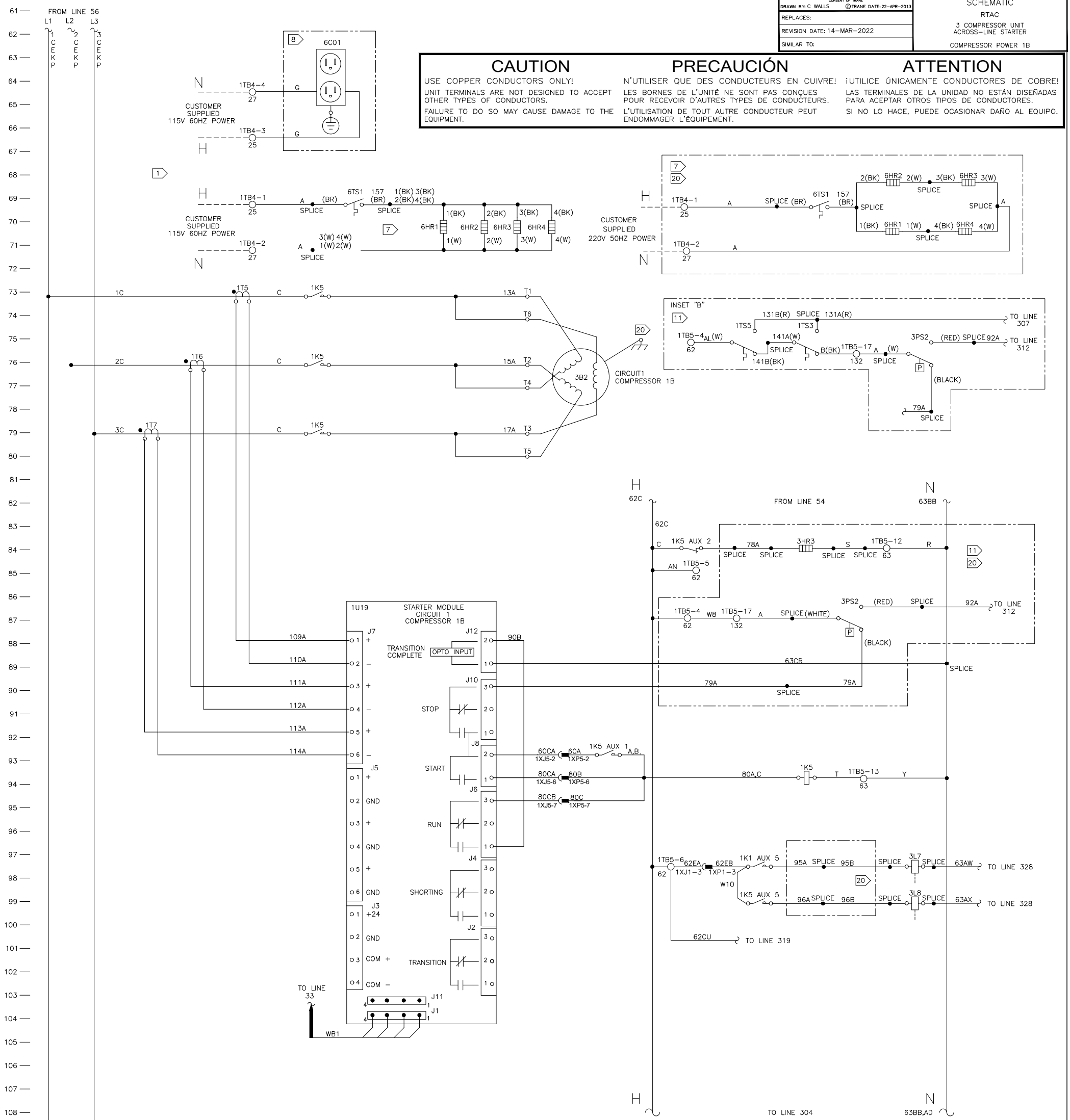
L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

ATTENTION

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.



⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

TRANE	23094621	SHEET 5 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER COMPRESSOR POWER 2A FAN CONTROL CIRCUIT 2		
REVISION DATE: 14-MAR-2022			
SIMILAR TO:			

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

PRECAUCIÓN

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

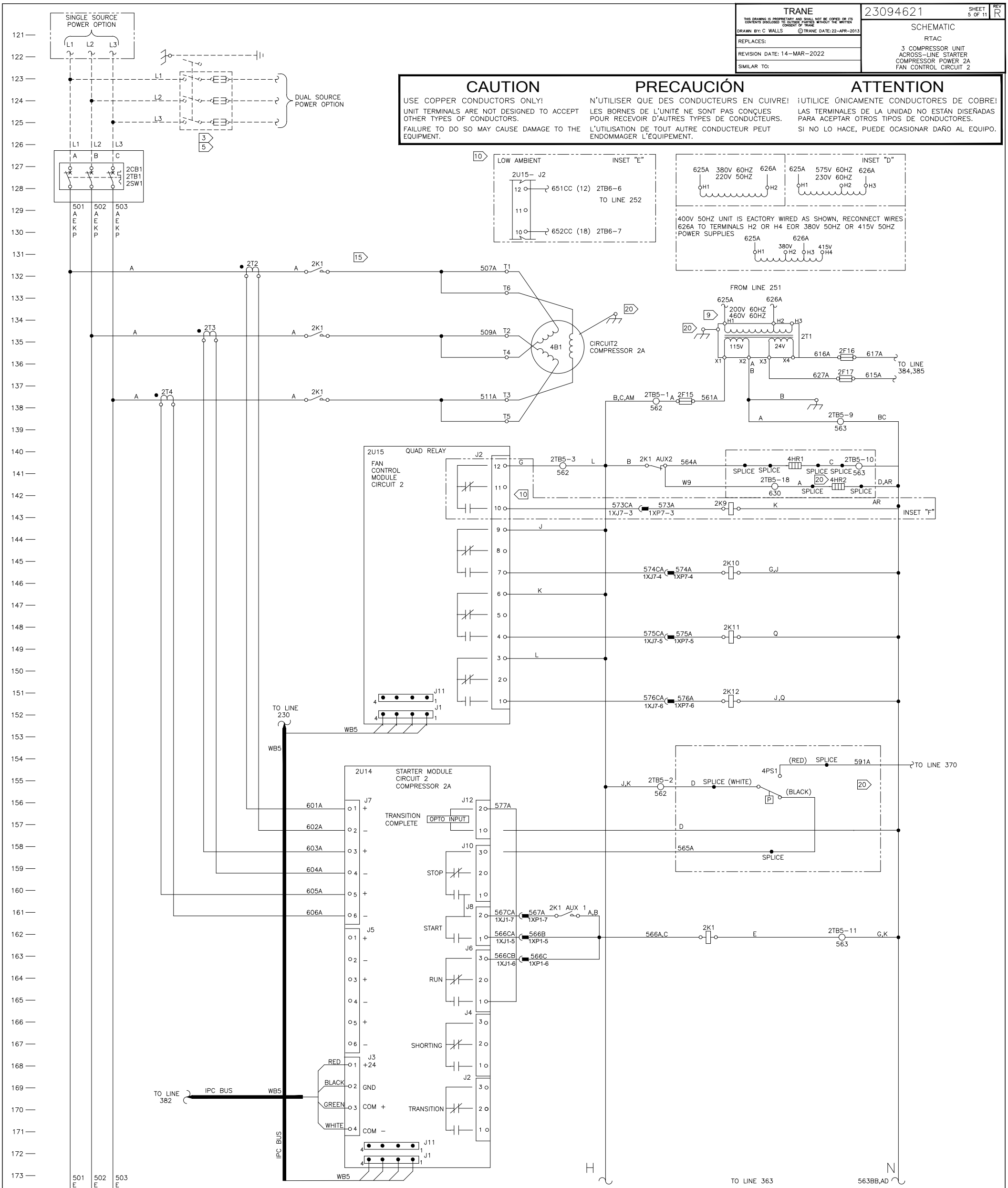
L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

ATTENTION

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.



WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

TRANE	23094621	SHEET 6 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER		
REVISION DATE: 14-MAR-2022	FAN POWER CIRCUIT 1		
SIMILAR TO:			

SEE LINE 118

L1 L2 L3

1 2 3
EGJKP EGJKP EGJKP

G,L 1F1 28A,B — B 1K9 3B3(R) L1
G,L 1F2 29A,B — B 1K9 3B3(BL) L2
G 1F3 30A,B — B 1K9 3B3(BK) L3

12

3B3 M 3~

L L
1F13 1F14
125A,B 126A,B
TO LINES 13,41

P P P

A 1K10 3B4,14(RED) — 3B4(RED) L1 — 3B4 M 3~ — 1TB7 21
A 1K10 3B4,14(BLU) — 3B4(BLU) L2
A 1K10 3B4,14(BLK) — 3B4(BLK) L3

3B14(RED) L1 — 3B14 M 3~ — 1TB7 21
3B14(BLU) L2
3B14(BLK) L3

E 1F4 41A 1K11 3B5,15(RED) — 3B5,8(RED) L1 — 3B5 M 3~ — 1TB7 21
E 1F5 42A 1K11 3B5,15(BLU) — 3B5,8(BLU) L2
E 1F6 43A 1K11 3B5,15(BLK) — 3B5,8(BLK) L3

13
3B8(RED) L1 — 3B8 M 3~ — 1TB7 21
3B8(BLU) L2
3B8(BLK) L3

3B15,18(RED) L1 — 3B15 M 3~ — 1TB7 21
3B15,18(BLU) L2
3B15,18(BLK) L3

13
3B18(RED) L1 — 3B18 M 3~ — 1TB7 21
3B18(BLU) L2
3B18(BLK) L3

J,K 1F7 44A 1K12 3B6,13(RED) — 3B6,7(RED) L1 — 3B6 M 3~ — 1TB7 21
J,K 1F8 45A 1K12 3B6,13(BLU) — 3B6,7(BLU) L2
J,K 1F9 46A 1K12 3B6,13(BLK) — 3B6,7(BLK) L3

3B7,9(RED) L1 — 3B7 M 3~ — 1TB7 13 21
3B7,9(BLU) L2
3B7,9(BLK) L3

3B9(RED) L1 — 3B9 M 3~ — 1TB7 13 21
3B9(BLU) L2
3B9(BLK) L3

3B13(RED) L1 — 3B13 M 3~ — 1TB7 12
3B13(BLU) L2
3B13(BLK) L3

J 1F10 57A 1K13 3B16,17(RED) — 3B16,17(RED) L1 — 3B16 M 3~ — 1TB7 21
J 1F11 58A 1K13 3B16,17(BLU) — 3B16,17(BLU) L2
J 1F12 59A 1K13 3B16,17(BLK) — 3B16,17(BLK) L3

3B17,19(RED) L1 — 3B17 M 3~ — 1TB7 13 21
3B17,19(BLU) L2
3B17,19(BLK) L3

3B19(RED) L1 — 3B19 M 3~ — 1TB7 13 21
3B19(BLU) L2
3B19(BLK) L3

INSET "G"

P,M 1F18 31A or 34A — 1T10 H1 31A
P,M 1F19 32A or 35A — H4
P,M 1F20 33A or 36A — H7
H2 32A
H5
H8
H3 33A
H6
H9
X1 X4 X2 X5 X3 X6

14

P M 1F21 47A or 50A — 1T11 H1 47A
P M 1F22 48A or 51A — H4
P M 1F23 49A or 52A — H7
H2 48A
H5
H8
H3 49A
H6
H9
X1 X4 X2 X5 X3 X6

14

TO LINES
329 120A 1XP2-8 120CA 1XJ2-8
328 121A 1XP2-2 121CA 1XJ2-2
119A 1XP2-1 119CA 1XJ2-1 334 TO LINES
128A 1XP2-3 128CA 1XJ2-3 335

01 03 FAULT
53 55 SPEED
34A 34A 91(L1)
35A 35A 92(L2)
36A 36A 93(L3)
37A 95(PE)
1U28 FAN VSD
96(U) 3B3(RED) L1 — 3B3 M 3~
97(V) 3B3(BLU) L2
98(W) 3B3(BLK) L3
99(PE) 91A

RUN 12 18
151A 1XP2-4 151CA 1XJ2-4
152A 1XP2-5 152CA 1XJ2-5
1K14 5 9

12

TO LINES
331 1XP2-8 1XJ2-8
330 121A 1XP2-2 121CA 1XJ2-2
1XP2-1 1XJ2-1 337 TO LINES
128A 1XP2-3 128CA 1XJ2-3 338

01 03 FAULT
53 55 SPEED
50A 50A 91(L1)
51A 51A 92(L2)
52A 52A 93(L3)
53A 95(PE)
1U29 FAN VSD
96(U) 3B13(RED) L1 — 3B13 M 3~
97(V) 3B13(BLU) L2
98(W) 3B13(BLK) L3
99(PE) 91B

RUN 12 18
151B 1XP4-5 151CB 1XJ4-5
152B 1XP4-6 152CB 1XJ4-6
1K14 8 12

13 INSET "H"

300T HIGH EFFICIENCY 50/60HZ
350T STANDARD EFFICIENCY 60HZ
275 EXTRA EFFICIENCY 60HZ
3B9 3B8 3B7 3B6 3B5 3B4 3B3
3B19 3B18 3B17 3B16 3B15 3B14 3B13
CONTROL PANEL 1

275T HIGH EFFICIENCY 50/60HZ
300T STANDARD EFFICIENCY 50/60HZ
250 EXTRA EFFICIENCY 60HZ
3B8 3B7 3B6 3B5 3B4 3B3
3B18 3B17 3B16 3B15 3B14 3B13
CONTROL PANEL 1

250T HIGH EFFICIENCY 50HZ
275T STANDARD EFFICIENCY 50/60HZ
3B7 3B6 3B5 3B4 3B3
3B17 3B16 3B15 3B14 3B13
CONTROL PANEL 1

250T STANDARD EFFICIENCY 50HZ
3B6 3B5 3B4 3B3
3B16 3B15 3B14 3B13
CONTROL PANEL 1

END OF UNIT WITH DISPLAY

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

ATTENTION

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

PRECAUCIÓN

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

TRANE

DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013

REPLACES:

REVISION DATE: 14-MAR-2022

SIMILAR TO:

23094621 SHEET 7 OF 11 REV R

SCHEMATIC

RTAC

3 COMPRESSOR UNIT ACROSS-LINE STARTER

FAN POWER CIRCUIT 2

SEE LINE 176

L1 501 EKP

L2 502 EKP

L3 503 EKP

G,L 2F1 528A,B — B 1K9 4B3(R) L1 — 4B3 M 3~

G,L 2F2 529A,B — B 1K9 4B3(BL) L2

G 2F3 530A,B — B 1K9 4B3(BK) L3

15

L L

2F13 625A — TO LINE 133

2F14 626A

P P P

2F18 531A or 534A

2F19 532A or 535A

2F20 533A or 536A

2T10

H1 531A

H4

H7

H2 532A

H5

H8

H3 533A

H6

H9

X1 X4 X2 X5 X3 X6

16

534A 534A — 91(L1)

535A 535A — 92(L2)

536A 536A — 93(L3)

537A — 95(PE)

TO LINES 370 371 — 620A 621A

TO LINES 376 377 — 619A 628A

01 03 SPEED 53 55

FAULT

2U28 FAN VSD

RUN 12 18

651A 652A

2TB6-6 2TB6-7

TO LINES 128

96(U) 4B3(RED) L1 — 4B3 M 3~

97(V) 4B3(BLU) L2

98(W) 4B3(BLK) L3

99(PE) 91A

INSET "I"

A 1K10 4B4,14(RED) — 4B4(RED) L1 — 4B4 M 3~ — 2TB7 21

A 1K10 4B4,14(BLU) — 4B4(BLU) L2

A 1K10 4B4,14(BLK) — 4B4(BLK) L3

4B14(RED) L1 — 4B14 M 3~ — 2TB7 21

4B14(BLU) L2

4B14(BLK) L3

E,G 2F4 541A 1K11 4B5,15(RED) — 4B5,8(RED) L1 — 4B5 M 3~ — 2TB7 21

E,G 2F5 542A 1K11 4B5,15(BLU) — 4B5,8(BLU) L2

E,G 2F6 543A 1K11 4B5,15(BLK) — 4B5,8(BLK) L3

4B15,18(RED) L1 — 4B15 M 3~ — 2TB7 21

4B15,18(BLU) L2

4B15,18(BLK) L3

K 2F7 544A 2K13 4B13(RED) — 4B13(RED) L1 — 4B13 M 3~ — 2TB7 21

K 2F8 545A 2K13 4B13(BLU) — 4B13(BLU) L2

K 2F9 546A 2K13 4B13 (BLK) — 4B13(BLK) L3

END OF UNIT WITHOUT DISPLAY CONTROL PANEL 2

4B13 4B14 4B15

4B3 4B4 4B5

250T STANDARD/HIGH EFFICIENCY 50HZ
275T STANDARD EFFICIENCY 50/60HZ
275T HIGH EFFICIENCY 50/60HZ
300T STANDARD EFFICIENCY 50/60HZ
300T HIGH EFFICIENCY 50/60HZ
350T STANDARD EFFICIENCY 60HZ
250 & 275 EXTRA EFFICIENCY 60HZ

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

ATTENTION

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

PRECAUCIÓN

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

TRANE	23094621	SHEET 8 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER		
REVISION DATE: 14-MAR-2022	COMMON CONTROL- PANEL LLID'S		
SIMILAR TO:			

TO LINE 382

1U8 COM 3 OR COM 5 J2 — J1, J11 — WB1
- TO TRACER OR OTHER TRANE REMOTE DEVICE — SHIELDED TWISTED PAIR LEADS — 1, 2
- TO NEXT UNIT — SHIELDED TWISTED PAIR LEADS — 3, 4
- (OPTIONAL) TRACER COMMUNICATIONS

1U7 DUAL LOW VOLTAGE INPUT J2 — J1, J11 — WB1
- 5K18 — 1, 2
- (OPTIONAL) ICE MAKING CONTROL

1U6 ANALOG INPUT/OUTPUT J2 — J1, J11 — WB1
- 1: INTERNAL VOLTAGE SOURCE +10VDC Eor 2-10V INPUT +20VDC Eor 4-20ma INPUT
- 2, 3: CUSTOMER CURRENT LIMIT SETPOINT INPUT 2-10V OR 4-20ma — + / GND — INPUT
- 4: INTERNAL VOLTAGE SOURCE +10VDC Eor 2-10V INPUT +20VDC Eor 4-20ma INPUT
- 5, 6: CUSTOMER CHILLED WATER SETPOINT INPUT 2-10V OR 4-20ma — + / GND — INPUT
- (OPTIONAL) EXTERNAL CURRENT LIMIT AND EXTERNAL CHILLED WATER SETPOINT

1U5 DUAL LOW VOLTAGE BINARY INPUT J2 — J1, J11 — WB1
- EXTERNAL CIRCUIT LOCKOUT SWITCH CIRCUIT 1 — 5K16 — 1, 2
- EXTERNAL CIRCUIT LOCKOUT SWITCH CIRCUIT 2 — 5K17 — 3, 4
- EXTERNAL CIRCUIT LOCKOUT

1U4 DUAL LOW VOLTAGE J2 — J1, J11 — WB1
- AUTO STOP — 5K15 — W1 — 1, 2
- EMERGENCY STOP — 5K14 — W2 — 3, 4
- EMERGENCY STOP/AUTO STOP

1U26 DUAL LOW VOLTAGE BINARY INPUT J2
- CONDENSER FAN VSD FAULT INPUT (OPTIONAL)
- (01) 120A — 1
- TO LINE 186 (03) 121CA — 2
- (01) 123CA — 3
- TO LINE 198 (03) 124CA — 4
- J11 — WB1

1U27 DUAL ANALOG INPUT/OUTPUT J2
- CONDENSER FAN VSD SPEED CONTROL (OPTIONAL)
- 119CA — 1: +10VDC OR +20VDC
- (53) TO LINE 186 — 2: + — INPUT
- (55) 128CA — 3: GND — INPUT
- 122CA — 4: +10VDC OR +20VDC
- (53) TO LINE 198 — 5: + — INPUT
- (55) 129CA — 6: GND — INPUT
- J11 — WB1

TO LINE 49 — WB1

1U2 POWER SUPPLY
- 24VAC EROM LINE 15,16
- 115CA — 1
- 117CA — 2 J2
- 118CA — 3
- J1, J11
- J5: 1 BLACK — TB6-1 161A LINE 397; 2 BLACK — TB6-2 162A
- J4: 1 BLACK, 2 BLACK, 3 RED — WB4 — LINK TO POWER SUPPLY 2U2 LINE 393; 1 RED, 2 BLACK, 3 GREEN, 4 WHITE — WB2
- J3: 1 RED, 2 BLACK, 3 BLUE, 4 GREY — WB3 — SENSORS — TO LINE 431 CHILLER MOUNTED

IPC BUS

6U1 MAIN PROCESSOR & EASY VIEW OR OPTIONAL DYNA VIEW OPERATOR INTEREACE
- J1: 1 RED +24; 2 BLACK GND; 3 GREEN COM+; 4 WHITE COM-
- SERVICE TOOL SERIAL COMMUNICATION RS232, DB-9 FEMALE CONNECTOR. (DTE)

NOTICE

TRANE PUMP CONTROL MUST BE USED TO PROVIDE PUMP CONTROL.

CHILLED WATER PUMP MUST BE CONTROLLED BY THE CHILLER OUTPUT.

FAILURE TO COMPLY WITH THIS REQUIREMENT COULD RESULT IN DAMAGE TO THE UNIT.

H — FROM LINE 109 — 63BB,AD — N

1U23 DUAL HIGH VOLTAGE INPUT J3 — J2 — J11, J1 — WB1
- CONTROL PANEL HIGH TEMPERATURE CUTOUT
- 131CA(R) 1XJ6-1 — FROM 1TS3 LINE 74
- 63DE

1U22 DUAL HIGH VOLTAGE INPUT J3 — J2 — J11, J1 — WB1
- HIGH PRESSURE CUTOUT
- 91A — CIRCUIT 1, COMPRESSOR 1A TO NORMALLY OPEN CONTACT 3PS1 LINE 34
- 63CL
- 92A — CIRCUIT 1 COMPRESSOR 1B TO NORMALLY OPEN CONTACT 3PS2 LINE 76 OR 87
- 63CJ

1U21 DUAL TRIAC J3 — J2 — J11, J1 — WB1 — 20
- MODULATING CONTROL LOAD/UNLOAD CIRCUIT 1 COMPRESSOR 1B
- 62CS — 1TB5-7 AG AD — 62
- 93A — SPLICE B SPLICE — LOAD 3L5 — SPLICE AJ SPLICE AG
- 62CT
- 94A — SPLICE B SPLICE — 3L6 — UNLOAD
- 62CU — TO 1TB5-6 SEE LINE 101

1U17 DUAL TRIAC J3 — J2 — J11, J1 — WB1
- STEP LOAD CONTROL
- 62CU
- CIRCUIT 1, COMPRESSOR 1A
- 97A SPLICE — 3L1 — SPLICE AM — 1TB5-14 63AG — 63
- 62CW
- CIRCUIT 1, COMPRESSOR 1B
- 98A SPLICE — 3L4 — SPLICE AK — 1TB5-15 63CJ,CL — 63
- 63AL

1U16 DUAL TRIAC J3 — J2 — J11, J1 — WB1
- MODULATING CONTROL LOAD/UNLOAD CIRCUIT 1 COMPRESSOR 1A
- 62CX
- 99A — SPLICE B SPLICE — LOAD 3L2 — SPLICE AP — AL 1TB5-16 63CH — SPLICE 63 — 1XJ2-7
- 62CY
- 100A — SPLICE B SPLICE — 3L3 — UNLOAD
- 63AW — TO LINE 97
- 63AX — TO LINE 99

1U13 DUAL RELAY J2 — WB1
- (OPTIONAL) ICE MAKING STATUS (ACTIVE OR COMPLETE)
- 6, 5, 4 — 5K19 — 115V 60HZ OR 220V 50HZ CUSTOMER SUPPLIED
- 3, 2, 1

CUSTOMER PROVIDED 115V 60HZ POWER or 220V 50HZ POWER — H — 1 — N

1U12 QUAD RELAY J2 — WB1
- (OPTIONAL) UNIT OPERATING STATUS
- 12 — 5K4
- 11 — 5K5
- 10
- 9 — 5K6
- 8 — 5K7
- 7
- 6 — 5K8
- 5 — 5K9
- 4
- 3 — 5K10
- 2 — 5K11
- 1
- AK,AJ — 1TB5-8 — 62

IPC BUS — J11, J1 — WB1

1U10 DUAL RELAY J2 — J11, J1 — WB1 — TO LINE 406 WB8
- CHILLED WATER PUMP CONTROL
- 6, 5 — 115V 60HZ OR 220V 50HZ CUSTOMER SUPPLIED TO LINE 8
- 4, 3, 2, 1

TO LINE 382

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE. FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

ATTENTION

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

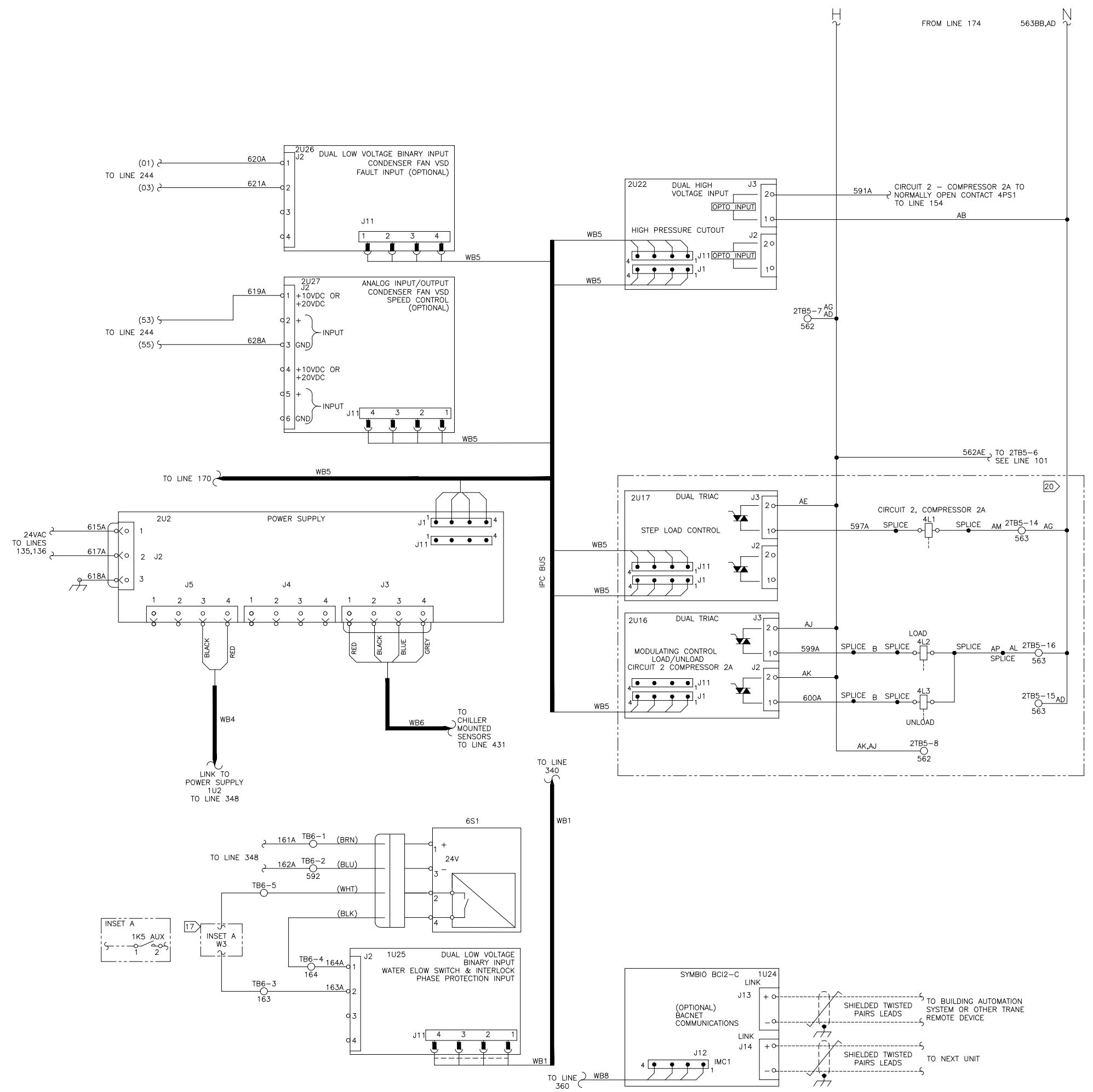
PRECAUCIÓN

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.

TRANE	23094621	SHEET 9 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE.	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER		
REVISION DATE: 14-MAR-2022	COMMON CONTROL- PANEL LLID'S		
SIMILAR TO:			



NOTICE

TRANE PUMP CONTROL MUST BE USED TO PROVIDE PUMP CONTROL.

CHILLED WATER PUMP MUST BE CONTROLLED BY THE CHILLER OUTPUT.

FAILURE TO COMPLY WITH THIS REQUIREMENT COULD RESULT IN DAMAGE TO THE UNIT.

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

ATTENTION

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

PRECAUCIÓN

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

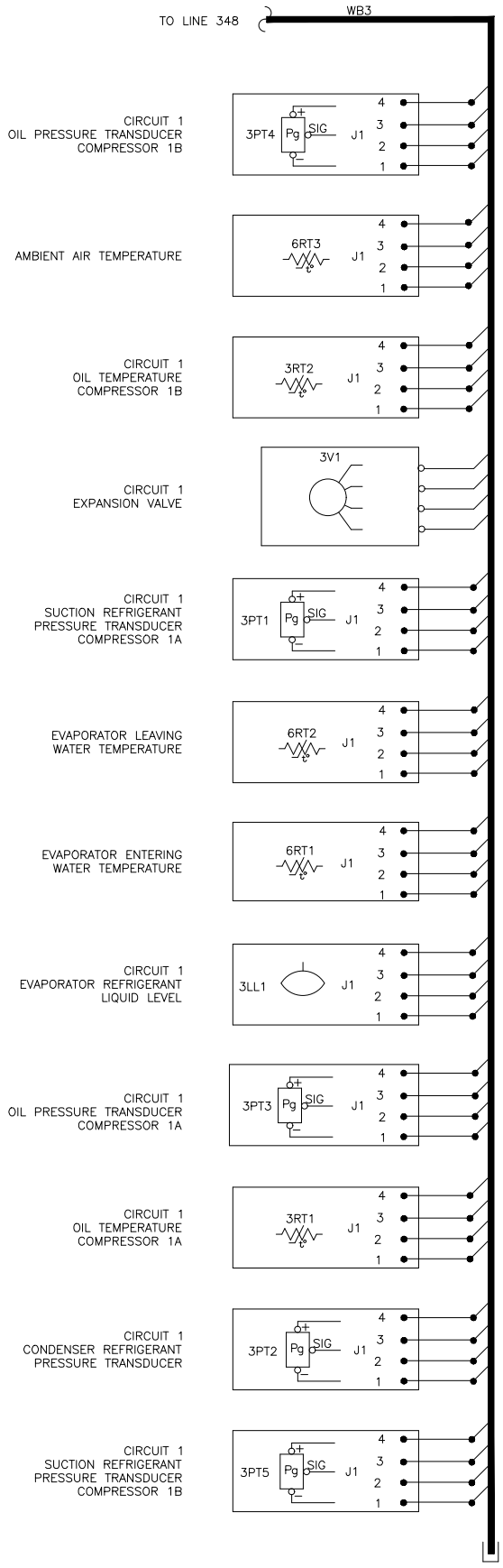
DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

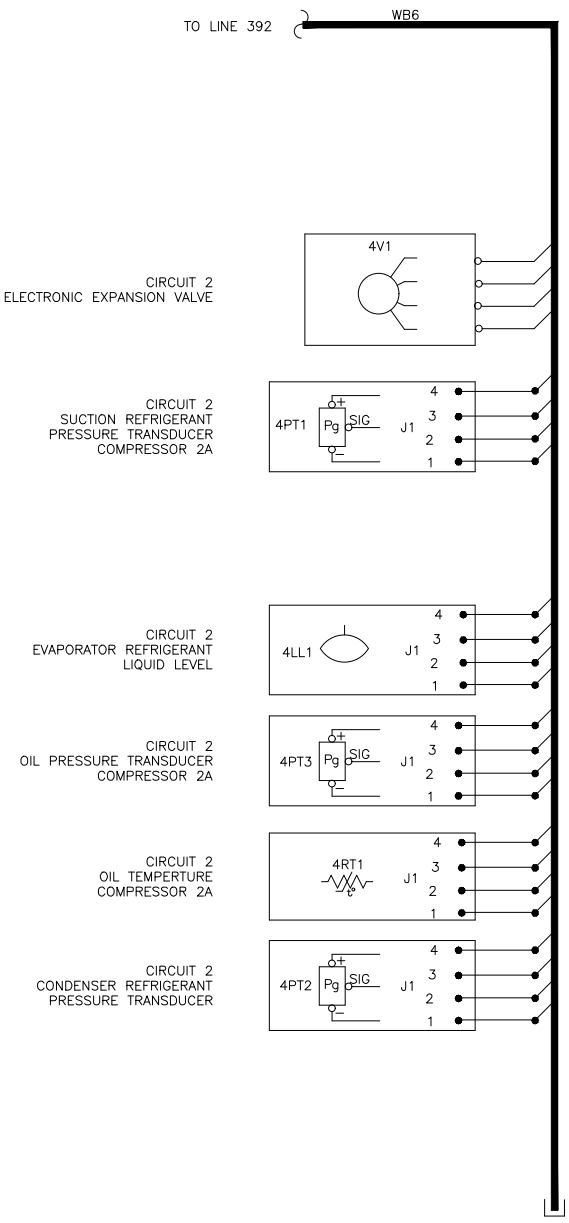
EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

TRANE	23094621	SHEET 10 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE.	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER		
REVISION DATE: 14-MAR-2022	COMMON CONTROL- FRAME LLID'S		
SIMILAR TO:			

DEVICE PREEIX LOCATION CODE	
AREA	LOCATION
1	CONTROL/STARTER PANEL 1
3	REFRIGERATION CIRCUIT 1
5	CUSTOMER REMOTELY INSTALLED
6	UNIT MOUNTED

DEVICE PREEIX LOCATION CODE	
AREA	LOCATION
1	
2	CONTROL/STARTER PANEL 2
3	
4	REFRIGERATION CIRCUIT 2
5	
6	UNIT MOUNTED





CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

ATTENTION

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

PRECAUCIÓN

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

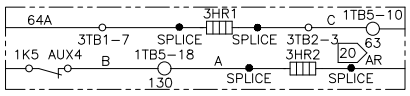
⚠ ADVERTENCIA

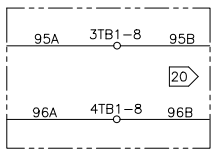
¡VOLTAJE PELIGROSO!

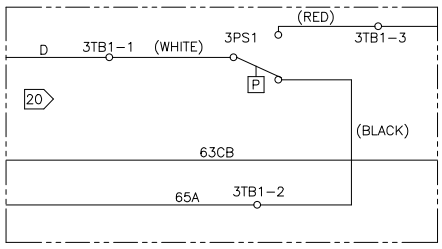
DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

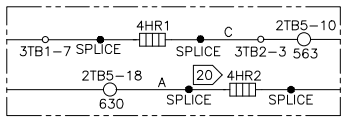
EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

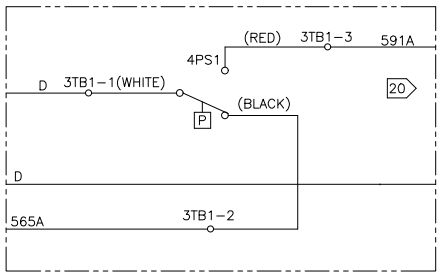
TRANE	23094621	SHEET 11 OF 11	REV R
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE.	SCHEMATIC		
DRAWN BY: C WALLS © TRANE DATE: 22-APR-2013	RTAC		
REPLACES:	3 COMPRESSOR UNIT ACROSS-LINE STARTER		
REVISION DATE: 14-MAR-2022	CE OPTIONAL CONFIGURATIONS		
SIMILAR TO:			

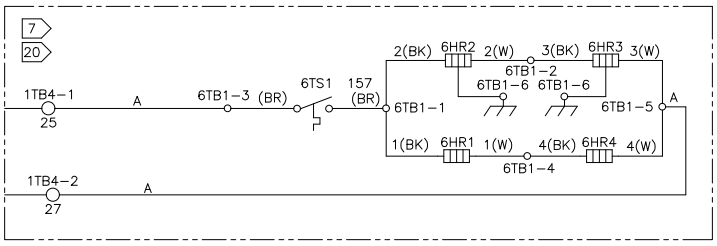


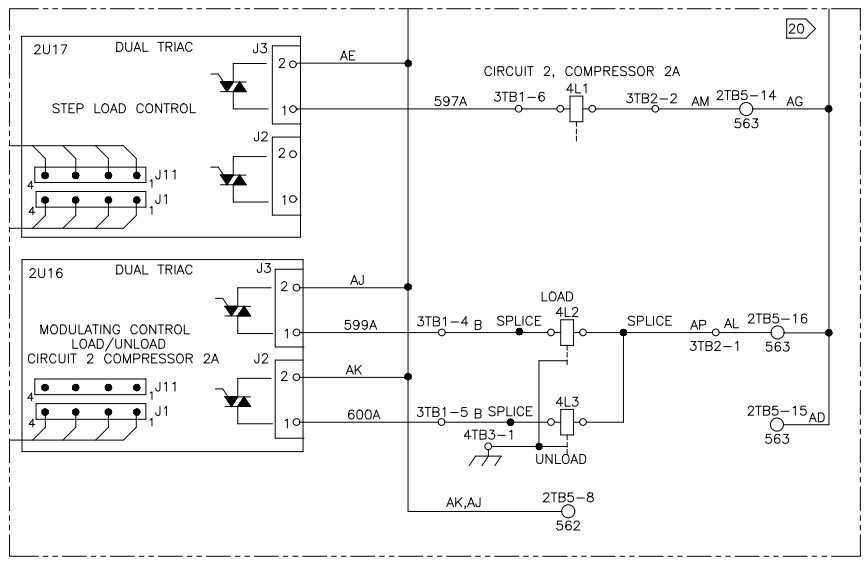


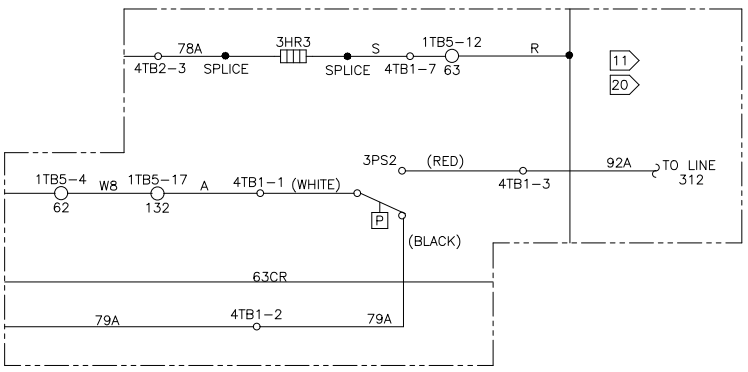


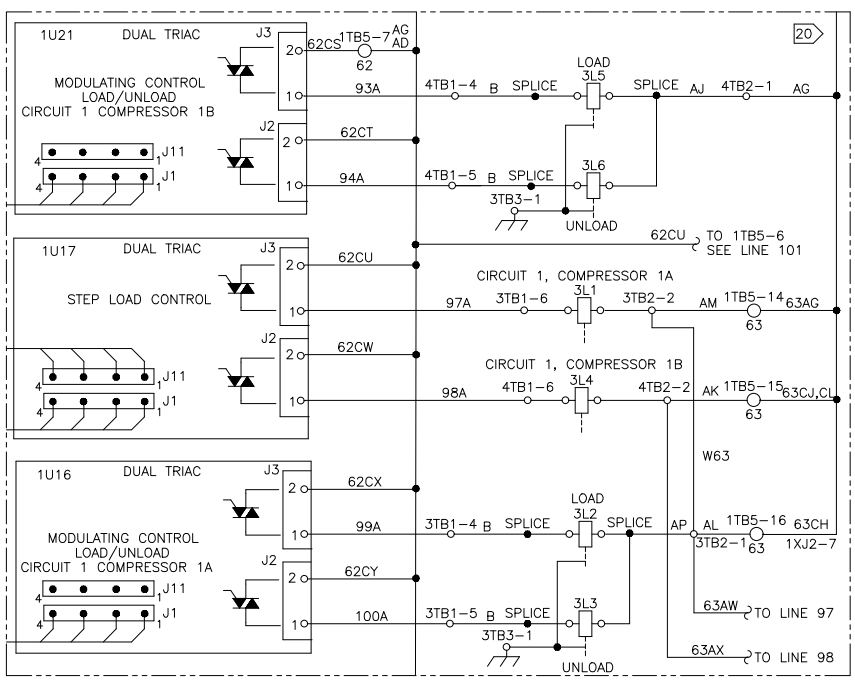












⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE, PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

ATTENTION

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

PRECAUCIÓN

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.