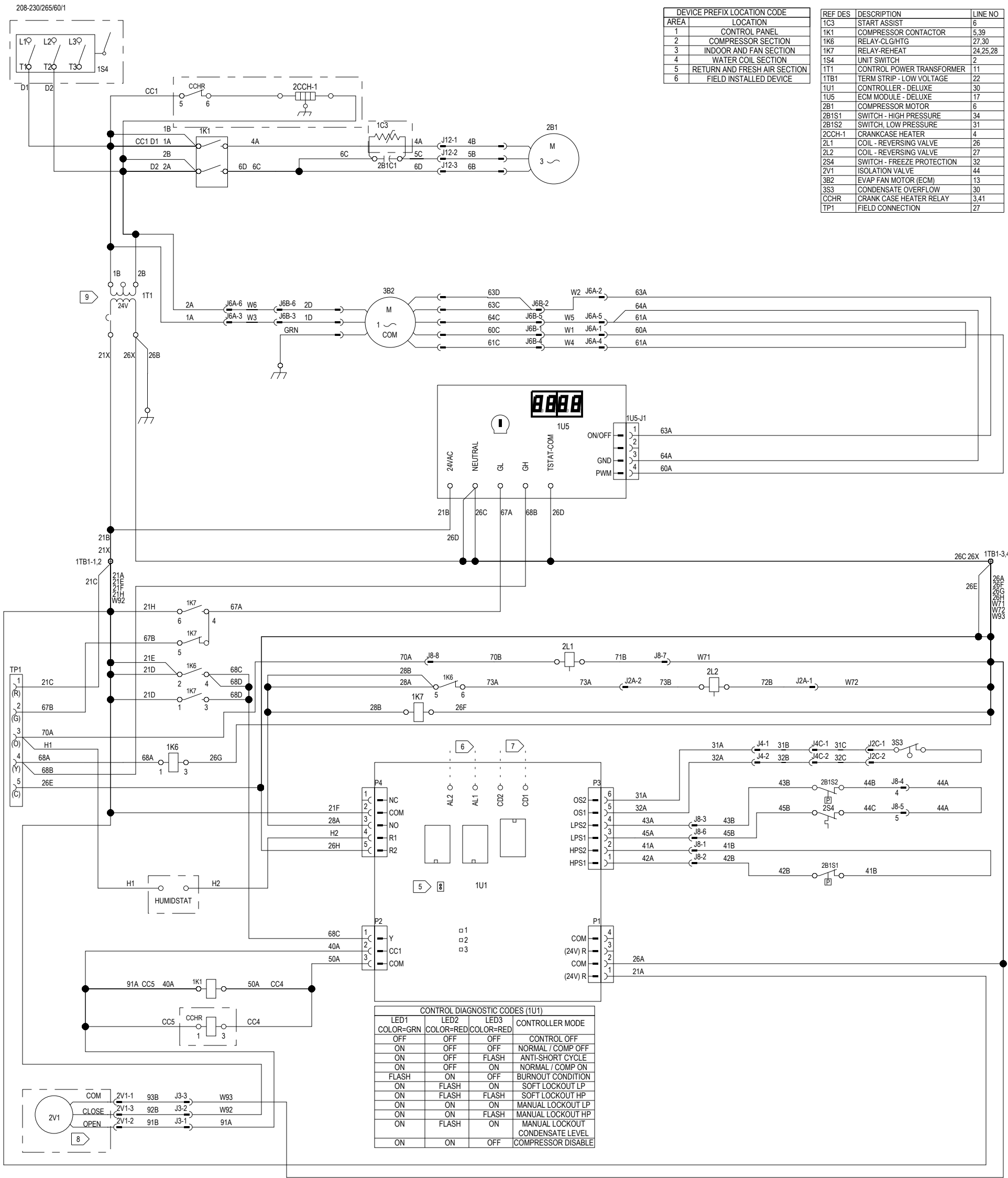




DEVICE PREFIX LOCATION CODE	
AREA	LOCATION
1	CONTROL PANEL
2	COMPRESSOR SECTION
3	INDOOR AND FAN SECTION
4	WATER COIL SECTION
5	RETURN AND FRESH AIR SECTION
6	FIELD INSTALLED DEVICE

REF DES	DESCRIPTION	LINE NO
1C3	START ASSIST	6
1K1	COMPRESSOR CONTACTOR	5,39
1K6	RELAY-CLG/HTG	27,30
1K7	RELAY-REHEAT	24,25,28
1S4	UNIT SWITCH	2
1T1	CONTROL POWER TRANSFORMER	11
1TB1	TERM STRIP - LOW VOLTAGE	22
1U1	CONTROLLER - DELUXE	30
1U5	ECM MODULE - DELUXE	17
2B1	COMPRESSOR MOTOR	6
2B1S1	SWITCH - HIGH PRESSURE	34
2B1S2	SWITCH, LOW PRESSURE	31
2CCH-1	CRANKCASE HEATER	4
2L1	COIL - REVERSING VALVE	26
2L2	COIL - REVERSING VALVE	27
2S4	SWITCH - FREEZE PROTECTION	32
2V1	ISOLATION VALVE	44
3B2	EVAP FAN MOTOR (ECM)	13
3S3	CONDENSATE OVERFLOW	30
CCHR	CRANK CASE HEATER RELAY	3,41
TP1	FIELD CONNECTION	27

NOTES:

- UNLESS OTHERWISE NOTED, ALL SWITCHES ARE SHOWN AT 25° C (77° F), AT ATMOSPHERIC PRESSURE, AT 50% RELATIVE HUMIDITY, WITH ALL UTILITIES TURNED OFF, AND AFTER A NORMAL SHUTDOWN HAS OCCURRED.
 - DASHED LINES INDICATE RECOMMENDED FIELD WIRING BY OTHERS. DASHED LINE ENCLOSURES AND/OR DASHED DEVICE OUTLINES INDICATE COMPONENTS PROVIDED BY THE FIELD. PHANTOM LINE ENCLOSURES INDICATE ALTERNATE CIRCUITRY OR AVAILABLE SALES OPTIONS. SOLID LINE INDICATES WIRING BY TRANE CO.
 - NUMBERS ALONG THE RIGHT SIDE OF THE SCHEMATIC DESIGNATE THE LOCATION OF CONTACTS BY THE LINE NUMBER. AN UNDERLINED NUMBER INDICATES A NORMALLY CLOSED CONTACT. AN OPEN ARROW BELOW THE LINE NUMBER POINTING UPWARD INDICATES A TIMED CONTACT WHICH BEGINS TIMING WHEN ENERGIZED.
 - ALL FIELD WIRING MUST BE IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE (NEC), STATE AND LOCAL REQUIREMENTS. ALL LOW VOLTAGE FIELD CONNECTIONS ARE CLASS 2.
- 5 > VERIFY TEST JUMPER IS NOT CONNECTED/REMOVED TO PREVENT CONTROL TIMING ERRORS.
- 6 > ISOLATED GENERAL ALARM CONTACTS. CONTACTS CLOSE WHEN CONTROL 1U1 GOES INTO MANUAL LOCKOUT MODE. CONTACTS RATED FOR CLASS 2 24V.
- 7 > CONNECTION FOR 24VAC CLASS 2 COMPRESSOR DISABLE INPUT.
- 8 > FOR TWO WIRE VALVES CONNECT TO WIRES 91B, 92B, AND 93B. FOR FIELD INSTALLED VALVE WIRES 91B, 92B, AND 93B ARE COILED BEHIND CONTROL BOX.
- 9 > FOR 208/230V UNITS TRANSFORMER IS FACTORY WIRED FOR 230V. FOR 208V APPLICATION MOVE PRIMARY WIRE FROM THE 230V TAB TO THE 208V TAB.

⚠ WARNING
HAZARDOUS VOLTAGE!

⚠ AVERTISSEMENT
TENSION DANGEREUSE!

⚠ ADVERTENCIA
¡VOLTAJE PELIGROSO!

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.

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS A DISTANCE, PUIS SUIVRE LES PROCEDURES DE VERROUILLAGE ET DES ETIQUETTES AVANT TOUTE INTERVENTION. VERIFIER QUE TOUTS LES CONDENSATEURS DES MOTEURS SONT DECHARGES. DANS LE CAS D'UNITES COMPORTANT DES ENTRAÎNEMENTS A VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DECHARGER LES CONDENSATEURS.

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

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGURESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCION 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.

DESIGNER: R JOHNSON
ENGINEER: M COOMBS
TRANE © DATE: 27-JULY-2021
REPLACES:
SIMILAR TO:
REVISION DATE:
REVISED BY:
APPROVED BY: M COOMBS
CAD SYSTEM USED: CREO SCHEMATICS

TRANE®

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**WSHP
SCHEMATIC DIAGRAM**

**GE/EX
DELUXE CONTROL - HP W/ HGR
ECM - SINGLE PHASE**

MASTER NUMBER:

DRAWING NUMBER:

SHEET:

REV

23115846

1 OF 1

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