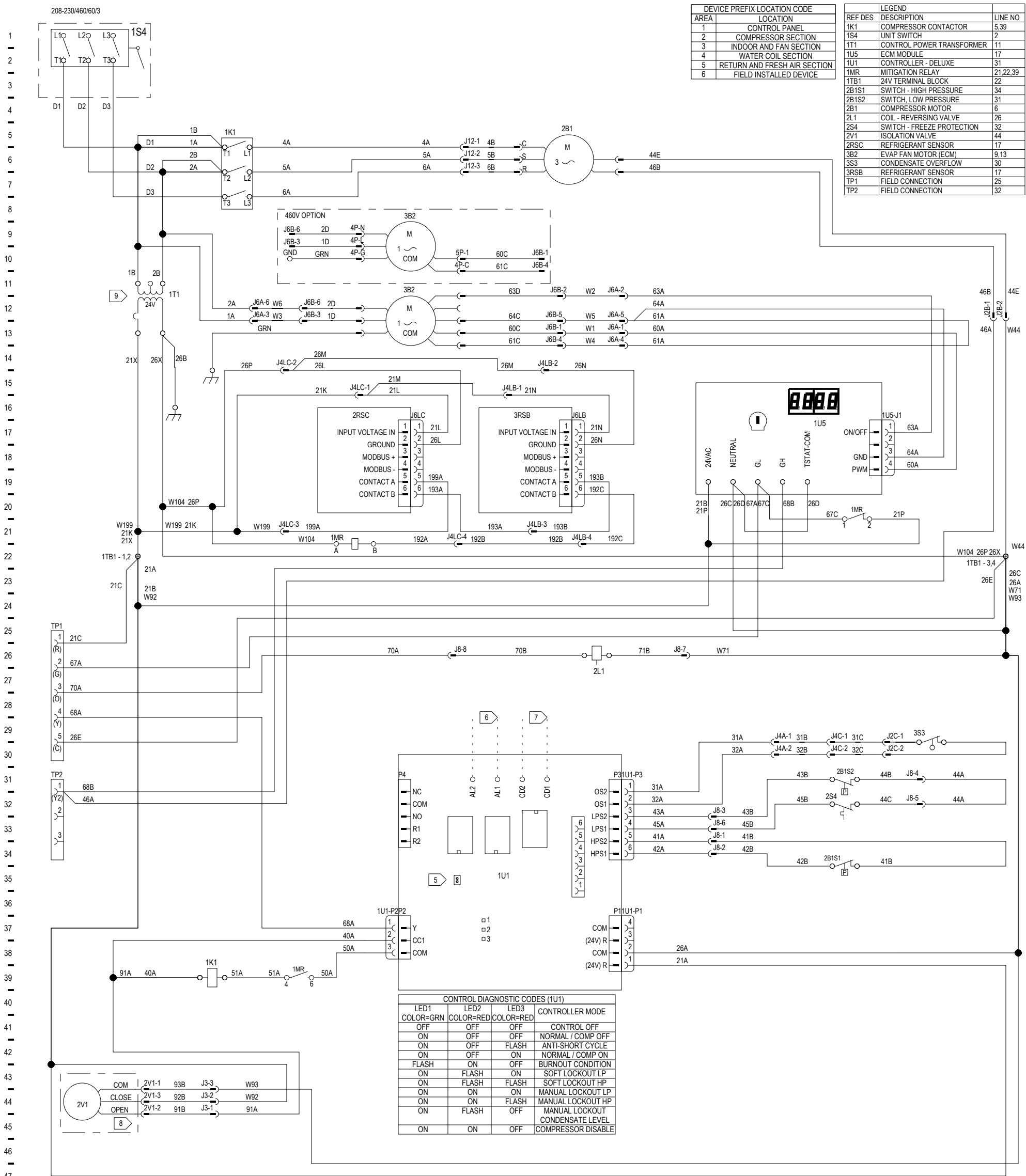




NOTES:

1. 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.
  2. 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.
  3. 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.
  4. 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 AND 93B.  
FOR FIELD INSTALLED VALVE WIRES 91B, 92B, AND 93B ARE COILED BEHIND CONTROL BOX.

9. FOR 208/230V UNITS TRANSFORMER IS FACTORY WIRE FOR 230V. FOR 208V APPLICATION MOVE PRIMARY WIRE FROM THE 230V TAB TO THE 208V TAB.

**⚠ WARNING ⚠ AVERTISSEMENT ⚠ ADVERTENCIA**  
HAZARDOUS VOLTAGE! TENSION DANGEREUSE! ¡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.

COUPER TOUTES LES TENSIONS ET  
OUVRIR LES SECTIONNEURS À DISTANCE.  
PUIS SUIVRE LES PROCÉDURES DE  
VERROUILLAGE ET DES ÉTIQUETTES AVANT  
TOUTE INTERVENTION. VÉRIFIER QUE TOUTES  
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.

DESCONECTE TODA LA ENERGÍA ELÉCTRICA INCLUIDO 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:        | SULTHAN MOHIDDIN |
| ENGINEER:        | M COOMBS         |
| TRANE @ DATE:    | 24 JAN 2024      |
| REPLACES:        |                  |
| SIMILAR TO:      |                  |
| REVISION DATE:   | 13-FEB-2025      |
| REVISED BY:      | SULTHAN MOHIDDIN |
| APPROVED BY:     |                  |
| CAD SYSTEM USED: | CREO SCHEMATICS  |

**TRANE**®

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OUTSIDE PARTIES WITHOUT THE  
WRITTEN CONSENT OF TRANE.

WSHP  
SCHEMATIC DIAGRAM  
DLX 2 STAGE HP, LDS, 3PH  
DX

MASTER NUMBER:

DRAWING NUMBER:

SHEET:

REV

23116494

1 OF 1

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