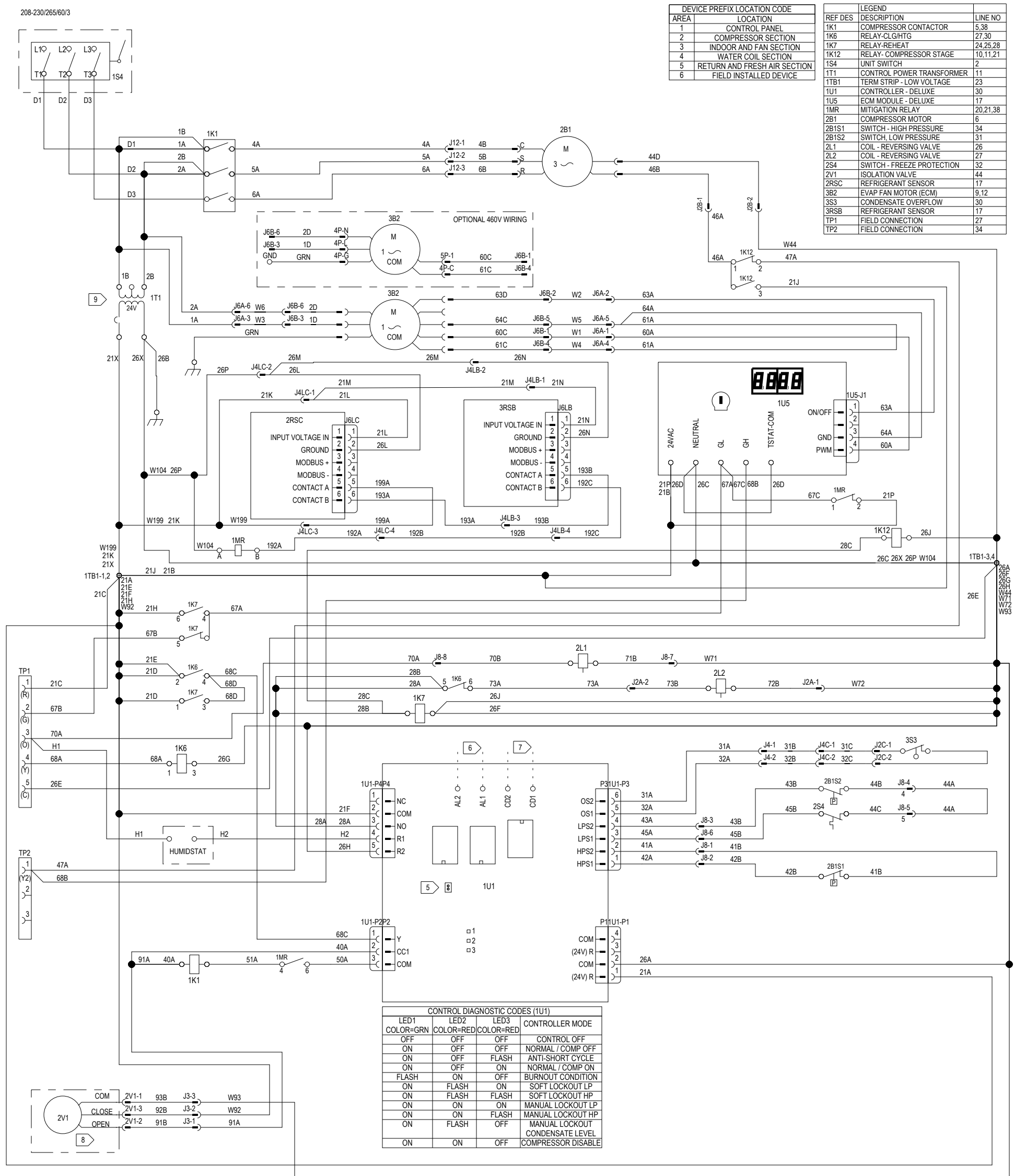




DEVICE PREFIX LOCATION CODE	
AREA	LOCATION
1	CONTROL PANEL
2	COMPRESSOR SECTION
3	INDOOR AND FAN SECTION
4	WATER COIL SECTION
5	RETURN AND FRESH AIR SECTION
6	FIELD INSTALLED DEVICE

REF DES	LEGEND	LINE NO
1K1	COMPRESSOR CONTACTOR	5,38
1K6	RELAY-CLGHTG	27,30
1K7	RELAY-REHEAT	24,25,28
1K12	RELAY-COMPRESSOR STAGE	10,11,21
1S4	UNIT SWITCH	2
1T1	CONTROL POWER TRANSFORMER	11
1TB1	TERM STRIP - LOW VOLTAGE	23
1U1	CONTRACTOR - DELUXE	30
1U5	ECM MODULE - DELUXE	17
1MR	MITIGATION RELAY	20,21,38
2B1	COMPRESSOR MOTOR	6
2B1S1	SWITCH - HIGH PRESSURE	34
2B1S2	SWITCH, LOW PRESSURE	31
2L1	COIL - REVERSING VALVE	26
2L2	COIL - REVERSING VALVE	27
2S4	SWITCH - FREEZE PROTECTION	32
2V1	ISOLATION VALVE	44
2RSC	REFRIGERANT SENSOR	9
3B2	EVAP FAN MOTOR (ECM)	17,12
3S3	CONDENSATE OVERFLOW	30
3RSB	REFRIGERANT SENSOR	17
TP1	FIELD CONNECTION	27
TP2	FIELD CONNECTION	34

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 WIRED FOR 230V. FOR 208V APPLICATION MOVE PRIMARY WIRE FROM THE 230V TAB TO THE 208V TAB.

⚠ WARNING
HAZARDOUS VOLTAGE!

AVERTIS
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
PRÉCAUTION PEUT ENTRAÎNER DES
BLESSURES GRAVES POUVANT ÊTRE
MORTELLES.

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 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.

DESIGNER: SULTHAN MOHIDDIN

ENGINEER: M COOMBS

TRANE © DATE: 30-JAN-2024

REPLACES:

SIMILAR TO:

REVISION DATE: 13-FEB-2025

REVISOR BY: SULTHAN MOHIDDIN

APPROVED BY: M COOMBS

CAD SYSTEM USED: CREO SCHEMATICS

TRANE®

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WSHP
SCHEMATIC DIAGRAM
DLX 2 STG W/HGR, LDS 3PH
DXV/DXH

MASTER NUMBER:

DRAWING NUMBER:

SHEET:

REV

23116496

1 OF 1

B