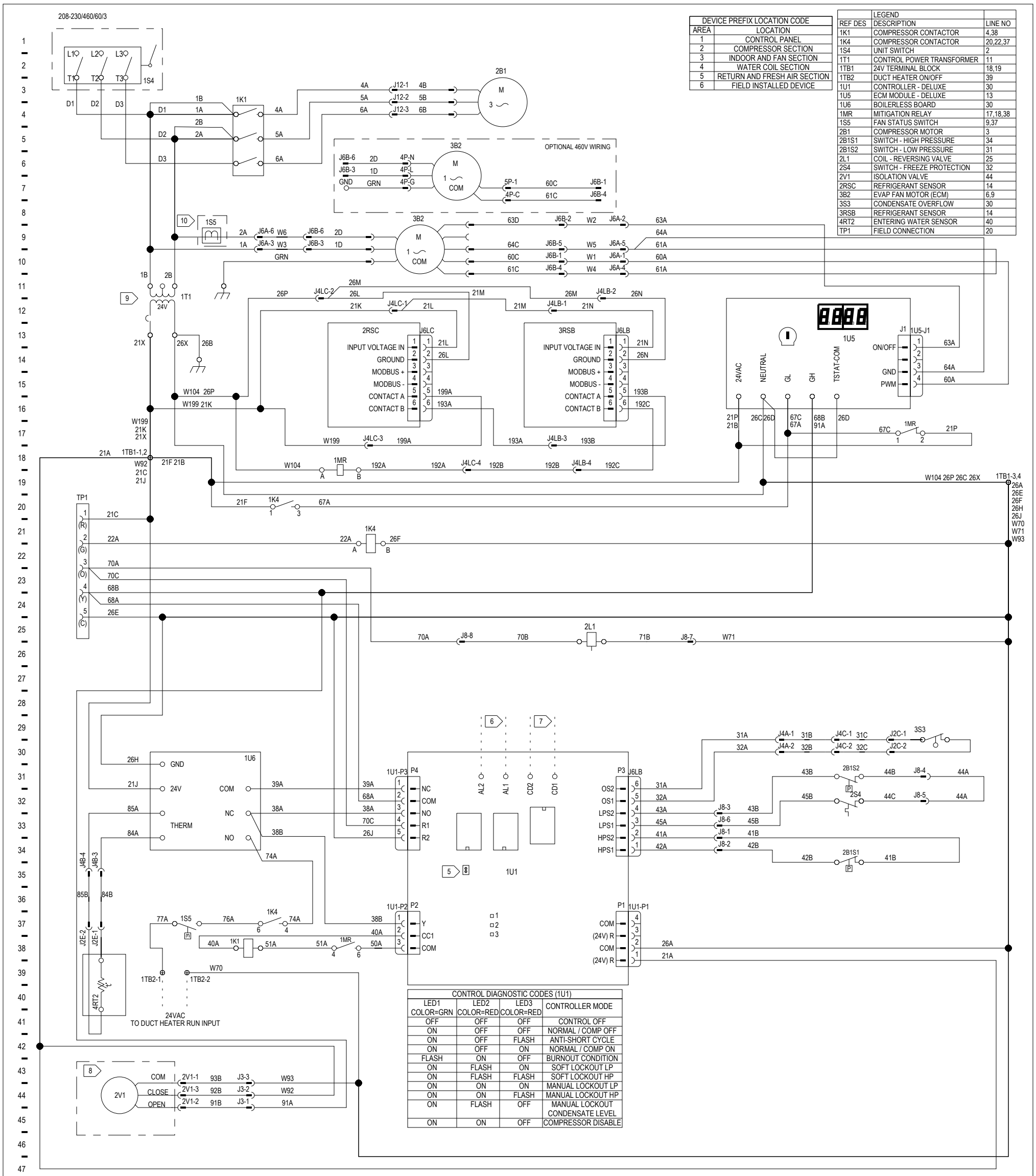


| DEVICE PREFIX LOCATION CODE | |
|---|---|
| AREA | LOCATION |
| 1 | CONTROL PANEL |
| 2 | COMPRESSOR SECTION |
| 3 | INDOOR AND FAN SECTION |
| 4 | WATER COIL SECTION |
| 5 | RETURN AND FRESH AIR SECTION |
| 6 | FIELD INSTALLED DEVICE |

| LEGEND | | |
|---|---|---|
| REF DES | DESCRIPTION | LINE NO |
| 1K1 | COMPRESSOR CONTACTOR | 4,38 |
| 1K4 | COMPRESSOR CONTACTOR | 20,22,37 |
| 1S4 | UNIT SWITCH | 2 |
| 1T1 | CONTROL POWER TRANSFORMER | 11 |
| 1TB1 | 24V TERMINAL BLOCK | 18,19 |
| 1TB2 | DUCT HEATER ON/OFF | 39 |
| 1U1 | CONTROLLER - DELUXE | 30 |
| 1U5 | ECM MODULE - DELUXE | 13 |
| 1U6 | BOILERLESS BOARD | 30 |
| 1MR | MITIGATION RELAY | 17,18,38 |
| 1S5 | FAN STATUS SWITCH | 9,37 |
| 2B1 | COMPRESSOR MOTOR | 3 |
| 2B1S1 | SWITCH - HIGH PRESSURE | 34 |
| 2B1S2 | SWITCH - LOW PRESSURE | 31 |
| 2L1 | COIL - REVERSING VALVE | 25 |
| 2S4 | SWITCH - FREEZE PROTECTION | 32 |
| 2V1 | ISOLATION VALVE | 44 |
| 2RSC | REFRIGERANT SENSOR | 14 |
| 3B2 | EVAP FAN MOTOR (ECM) | 6,9 |
| 3S3 | CONDENSATE OVERFLOW | 30 |
| 3RSB | REFRIGERANT SENSOR | 14 |
| 4RT2 | ENTERING WATER SENSOR | 40 |
| TP1 | FIELD CONNECTION | 20 |

| CONTROL DIAGNOSTIC CODES (1U1) | | | |
|---|---|---|---|
| LED1 COLOR=GRN | LED2 COLOR=RED | LED3 COLOR=RED | CONTROLLER MODE |
| OFF | OFF | OFF | CONTROL OFF |
| ON | OFF | OFF | NORMAL / COMP OFF |
| ON | OFF | FLASH | ANTI-SHORT CYCLE |
| ON | OFF | ON | NORMAL / COMP ON |
| FLASH | ON | OFF | BURNOUT CONDITION |
| ON | FLASH | ON | SOFT LOCKOUT LP |
| ON | FLASH | FLASH | SOFT LOCKOUT HP |
| ON | ON | ON | MANUAL LOCKOUT LP |
| ON | ON | FLASH | MANUAL LOCKOUT HP |
| ON | FLASH | OFF | MANUAL LOCKOUT CONDENSATE LEVEL |
| ON | ON | OFF | COMPRESSOR DISABLE |

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.

10 WIRE 2A MUST PASS THROUGH DEVICE CENTER 2 TIMES FOR PROPER OPERATION

**⚠ 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 VARAIBLE, 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.

| | | |
|---|---|---|
| DESIGNER: SULTHAN MOHIDDIN | **TRANE ®** | WSHP SCHEMATIC DIAGRAM DLX HP BLRLS EH, LDS 3PH GE/EX |
| ENGINEER: M COOMBS | | |
| TRANE © DATE: 31-JAN-2024 | | |
| REPLACES: | | |
| SIMILAR TO: | THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE. | |
| REVISION DATE: 13-FEB-2025 | | |
| REVISED BY: SULTHAN MOHIDDIN | | |
| APPROVED BY: M COOMBS | | |
| CAD SYSTEM USED: CREO SCHEMATICS | | |

| MASTER NUMBER: | DRAWING NUMBER: | SHEET: | REV |
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