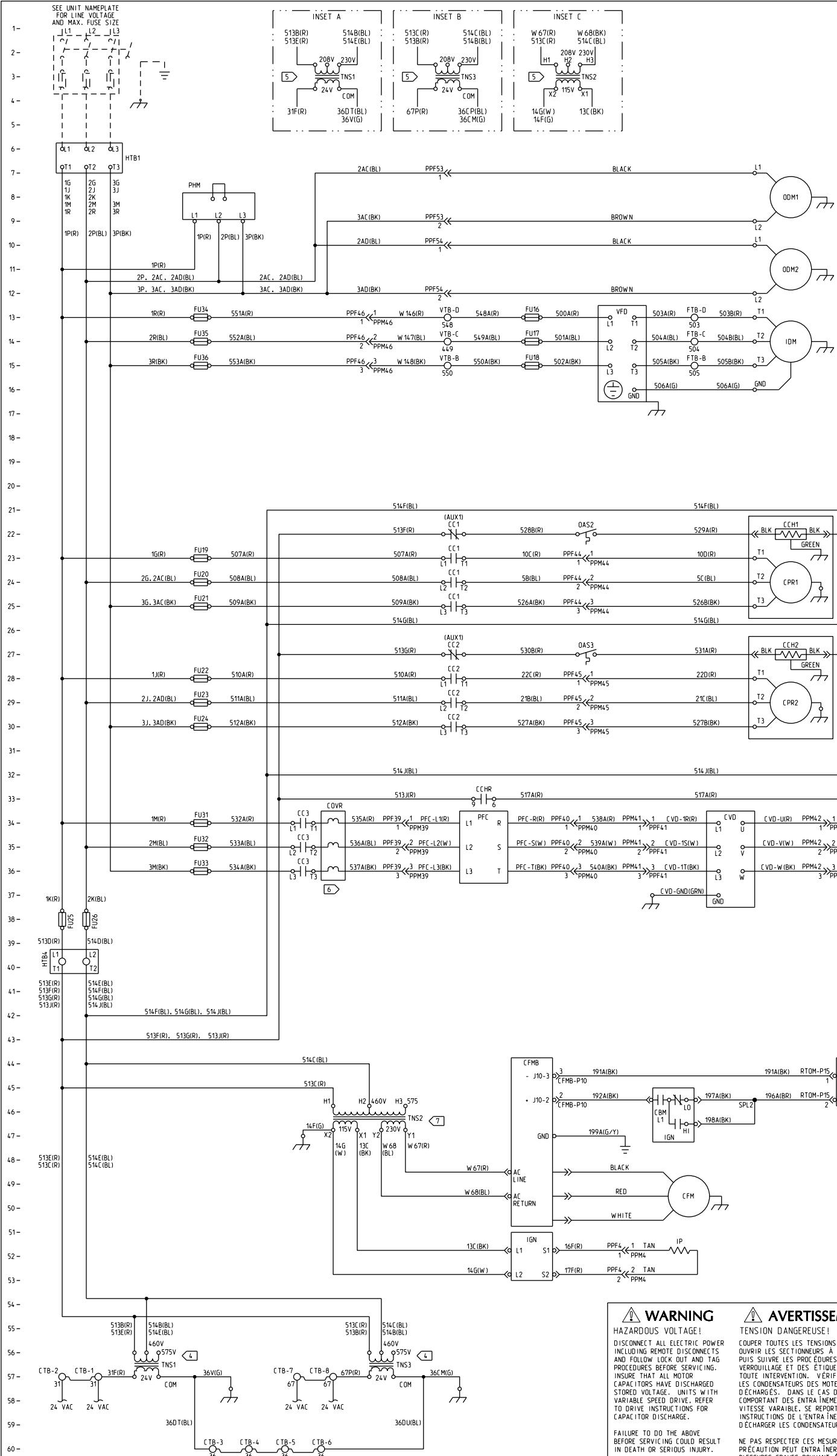




DEVICE DESIGN	LEGEND	
	DESCRIPTION	LINE NUMBER
CC1	CONTACTOR - COMPRESSOR #1	22,23,24,25
CC2	CONTACTOR - COMPRESSOR #2	27,28,29,30
CC3	CONTACTOR - COMPRESSOR VARIABLE SPEED	34,35,36
CCH1	HEATER - CRANKCASE #1	22
CCH2	HEATER - CRANKCASE #2	27
CCH3	HEATER - CRANKCASE #3	33
CCHR	CRANKCASE HEATER RELAY	33
CFM	COMBUSTION FAN MOTOR	47,48
CFMB	COMBUSTION FAN MOTOR BOARD	47
CFR	COMBUSTION FAN RELAY	45,46,48
COVR	OVERLOAD - COMPRESSOR VARIABLE SPEED	34
CPR1	COMPRESSOR #1	23
CPR2	COMPRESSOR #2	28
CPR3	COMPRESSOR - VARIABLE SPEED	34
CTB	TERMINAL BLOCK - 24V FACTORY	57,60
CVD	VARIABLE FREQUENCY DRIVE - COMPRESSOR #3	34
FTB	TERMINAL BLOCK - FAN POWER	13,14,15
FU16	FUSE-IDM	13
FU17	FUSE-IDM	14
FU18	FUSE-IDM	15
FU19	FUSE - COMPRESSOR #1	23
FU20	FUSE - COMPRESSOR #1	24
FU21	FUSE - COMPRESSOR #1	25
FU22	FUSE - COMPRESSOR #2	28
FU23	FUSE - COMPRESSOR #2	29
FU24	FUSE - COMPRESSOR #2	30
FU25	FUSE - SINGLE PHASE BRANCH FEEDER	38
FU26	FUSE - SINGLE PHASE BRANCH FEEDER	38
FU31	FUSE - COMPRESSOR #3	34
FU32	FUSE - COMPRESSOR #3	35
FU33	FUSE - COMPRESSOR #3	36
FU34	FUSE - IDM	13
FU35	FUSE - IDM	14
FU36	FUSE - IDM	15
HTB1	TERMINAL BLOCK - HIGH VOLTAGE	6
HTB4	TERMINAL BLOCK - HIGH VOLTAGE	40
IDM	MOTOR - INDOOR	13
IGN	IGNITION MODULE	45,48,52
IP	IGNITION PROBE	52
OAS2	OUTDOOR AIR TEMP SWITCH	22
OAS3	OUTDOOR AIR TEMP SWITCH	27
ODM1	OUTDOOR MOTOR - 1	7
ODM2	OUTDOOR MOTOR - 2	10
PFC	POWER FACTOR CORRECTION	34
PHM	MODULE - PHASE MONITOR	9
RTOM	OPTIONS MODULE	45
TNS1	TRANSFORMER - CONTROL'S POWER	56
TNS2	TRANSFORMER - IGNITION	46
TNS3	TRANSFORMER - CONTROL'S POWER	56
VFD	VARIABLE FREQUENCY DRIVE - IDM	13,14,15
VTB	TERMINAL BLOCK - VFD	13,14,15

- 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 MARGIN OF THE SCHEMATIC DESIGNATE, BY LINE NUMBER, THE LOCATION OF CONTACTS ENERGIZED BY COIL AN UNDERLINED NUMBER INDICATES A NORMALLY CLOSED CONTACT. AN OPEN ARROWHEAD POINTING UPWARD BELOW THE LINE NUMBER INDICATES A TIMING CONTACT WHICH BEGINS TIMING WHEN ENERGIZED.
- 4 WIRING SHOWN IS FOR 460V UNITS. FOR 208-230V WIRING, SEE INSET A AND INSET B.
- 5 WIRING SHOWN IS FOR 230V UNITS. FOR 208V, MOVE ALL WIRES FROM THE 230V TERMINAL TO THE 208V TERMINAL.
- 6 SEE "OVERLOAD SETTING" TABLE FOR VOLTAGE-SPECIFIC SETTINGS FOR DEVICE "COVR".
- 7 WIRING SHOWN IS FOR 460V UNITS. FOR 208-230V WIRING, SEE INSET C.

WIRE COLOR DESIGNATION			
ABBR	COLOR	ABBR	COLOR
BK	BLACK	V.(PR)	PURPLE
BL	BLUE	R	RED
BR	BROWN	TN	TAN
G	GREEN	W	WHITE
O	ORANGE	Y	YELLOW

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'EQUIPEMENT.

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.

OVERLOAD SETTING	
UNIT VOLTAGE	SETTING
208-230V	16A
460V	10A

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 A DISTANCE. PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUTS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAINEMENTS A 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 DESCONECIONES 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.

TRANSFORMER RATIO: 240V/208V/230V/460V

POWER SCHEMATIC DIAGRAM

MODULATED SPEED COMPRESSOR W/ SUPPLY FAN VFD

FILE NUMBER: 2313-1522

DRAWING NUMBER: 2313-1525

SHEET: 1 OF 1

REV: B