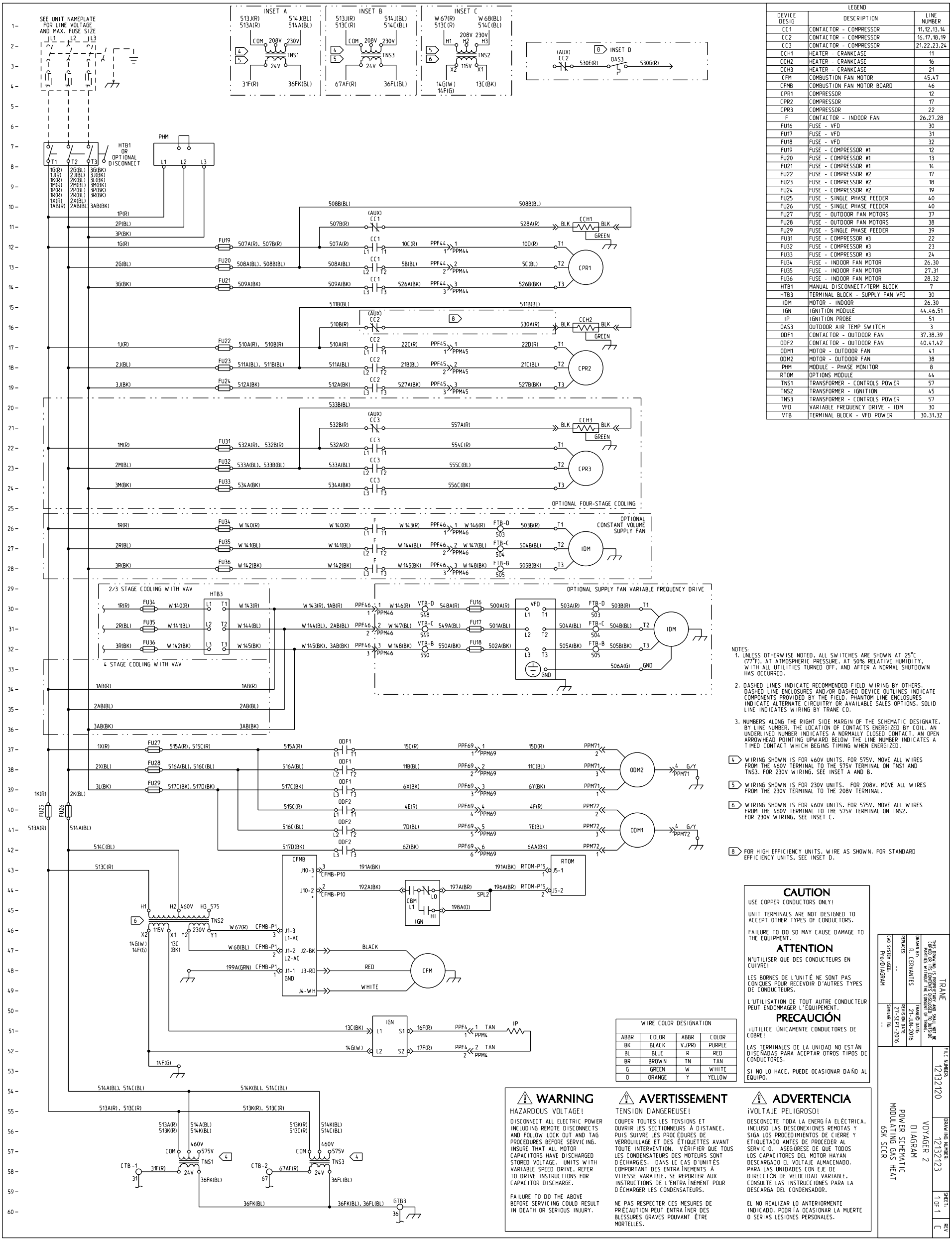

LEGEND		
DEVICE DESIG	DESCRIPTION	LINE NUMBER
CC1	CONTACTOR - COMPRESSOR	11.12.13.14
CC2	CONTACTOR - COMPRESSOR	16.17.18.19
CC3	CONTACTOR - COMPRESSOR	21.22.23.24
CCH1	HEATER - CRANKCASE	11
CCH2	HEATER - CRANKCASE	16
CCH3	HEATER - CRANKCASE	21
CFM	COMBUSTION FAN MOTOR	45.47
CFMB	COMBUSTION FAN MOTOR BOARD	46
CPR1	COMPRESSOR	12
CPR2	COMPRESSOR	17
CPR3	COMPRESSOR	22
F	CONTACTOR - INDOOR FAN	26.27.28
FU16	FUSE - VFD	30
FU17	FUSE - VFD	31
FU18	FUSE - VFD	32
FU19	FUSE - COMPRESSOR #1	12
FU20	FUSE - COMPRESSOR #1	13
FU21	FUSE - COMPRESSOR #1	14
FU22	FUSE - COMPRESSOR #2	17
FU23	FUSE - COMPRESSOR #2	18
FU24	FUSE - COMPRESSOR #2	19
FU25	FUSE - SINGLE PHASE FEEDER	40
FU26	FUSE - SINGLE PHASE FEEDER	40
FU27	FUSE - OUTDOOR FAN MOTORS	37
FU28	FUSE - OUTDOOR FAN MOTORS	38
FU29	FUSE - SINGLE PHASE FEEDER	39
FU31	FUSE - COMPRESSOR #3	22
FU32	FUSE - COMPRESSOR #3	23
FU33	FUSE - COMPRESSOR #3	24
FU34	FUSE - INDOOR FAN MOTOR	26.30
FU35	FUSE - INDOOR FAN MOTOR	27.31
FU36	FUSE - INDOOR FAN MOTOR	28.32
HTB1	MANUAL DISCONNECT/TERM BLOCK	7
HTB3	TERMINAL BLOCK - SUPPLY FAN VFD	30
IDM	MOTOR - INDOOR	26.30
IGN	IGNITION MODULE	44.46.51
IP	IGNITION PROBE	51
OAS3	OUTDOOR AIR TEMP SWITCH	3
ODF1	CONTACTOR - OUTDOOR FAN	37.38.39
ODF2	CONTACTOR - OUTDOOR FAN	40.41.42
ODM1	MOTOR - OUTDOOR FAN	41
ODM2	MOTOR - OUTDOOR FAN	38
PHM	MODULE - PHASE MONITOR	8
RTOM	OPTIONS MODULE	44
TNS1	TRANSFORMER - CONTROLS POWER	57
TNS2	TRANSFORMER - IGNITION	45
TNS3	TRANSFORMER - CONTROLS POWER	57
VFD	VARIABLE FREQUENCY DRIVE - IDM	30
VTB	TERMINAL BLOCK - VFD POWER	30.31.32

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 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 TIMED CONTACT WHICH BEGINS TIMING WHEN ENERGIZED.

4 WIRING SHOWN IS FOR 460V UNITS. FOR 575V, MOVE ALL WIRES FROM THE 460V TERMINAL TO THE 575V TERMINAL ON TNS1 AND TNS3. FOR 230V WIRING, SEE INSET A AND B.

5 WIRING SHOWN IS FOR 230V UNITS. FOR 208V, MOVE ALL WIRES FROM THE 230V TERMINAL TO THE 208V TERMINAL.

6 WIRING SHOWN IS FOR 460V UNITS. FOR 575V, MOVE ALL WIRES FROM THE 460V TERMINAL TO THE 575V TERMINAL ON TNS2. FOR 230V WIRING, SEE INSET C.

8 FOR HIGH EFFICIENCY UNITS, WIRE AS SHOWN. FOR STANDARD EFFICIENCY UNITS, SEE INSET D.

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'ÉQUIPEMENT.

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.

⚠ 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 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 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.

DRAWN BY: R. CERVANTES
TRANE® DATE: 21-JUN-2016
REVISION DATE: 27-SEP1-2016
CAD SYSTEM USED: Pro/DIAGRAM
REPLACES: --
SIMILAR TO: --

POWER SCHEMATIC
MODULATING GAS HEAT
65K SCCR

VOYAGER 2
DIAGRAM

FILE NUMBER: 12132120
DRAWING NUMBER: 12132123
SHEET: 1 OF 1
REV: C