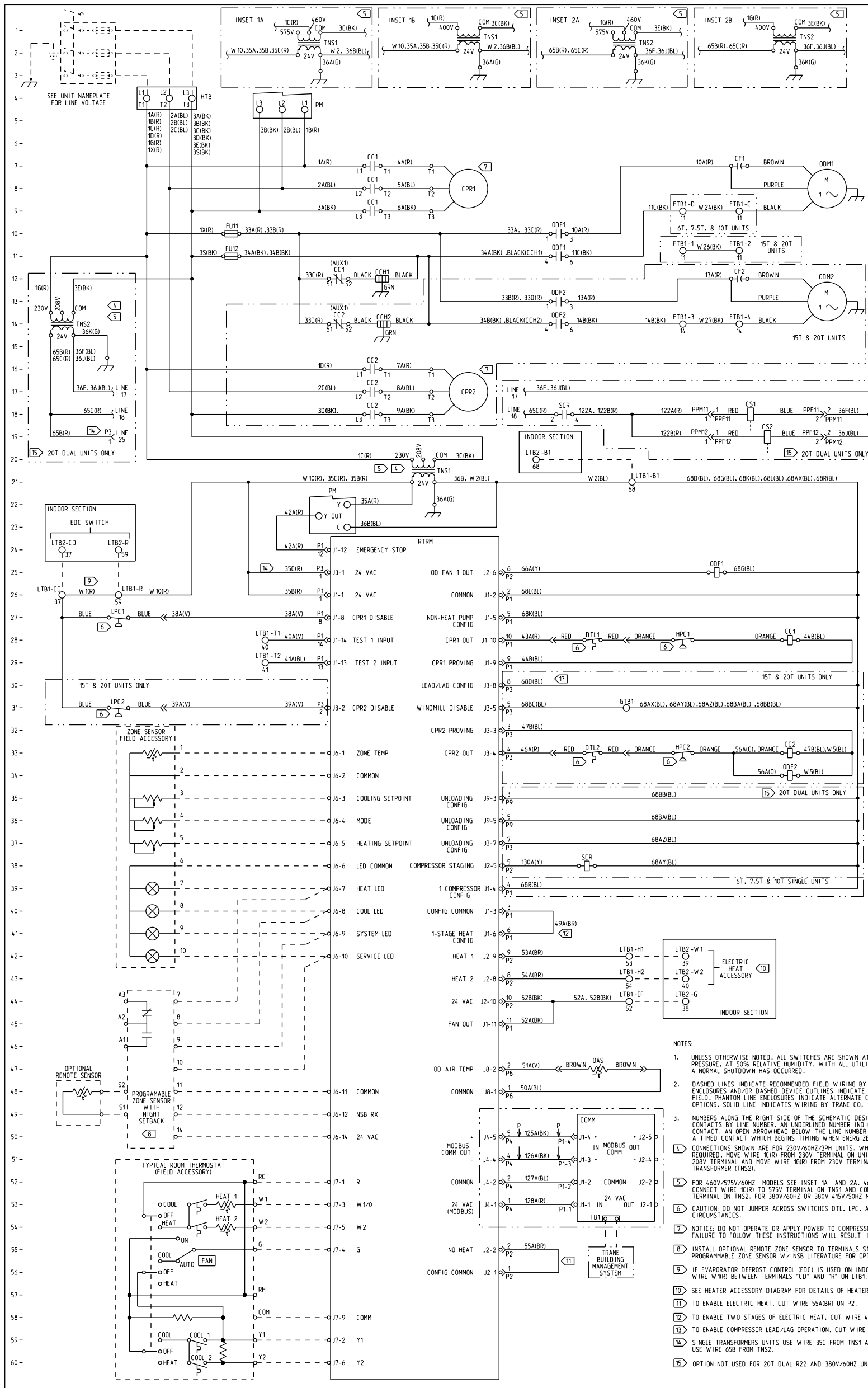




DEVICE	DESCRIPTION	LINE
CC1	COMPRESSOR CONTACTOR	7,8,9,12,28
CC2	COMPRESSOR CONTACTOR	14,16,17,18,33
CCH1	CRANKCASE HEATER	12
CCH2	CRANKCASE HEATER	14
CF1	OUTDOOR FAN CAPACITOR	7
CF2	OUTDOOR FAN CAPACITOR	12
COMM	COMMUNICATION INTERFACE MODULE	50
CPR1	COMPRESSOR	8
CPR2	COMPRESSOR	17
CS1	COMPRESSOR STAGING SOLENOID	18
CS2	COMPRESSOR STAGING SOLENOID	19
DTL1	DISCHARGE TEMPERATURE LIMIT	28
DTL2	DISCHARGE TEMPERATURE LIMIT	33
FU11	FUSE	10
FU12	FUSE	11
GTB1	GROUND TERMINAL BLOCK	31
HPC1	HIGH PRESSURE CUTOFF	28
HPC2	HIGH PRESSURE CUTOFF	33
HTB	HIGH VOLTAGE TERMINAL BLOCK	4
LPC1	LOW PRESSURE CUT OUT	27
LPC2	LOW PRESSURE CUTOFF	31
OAS	OUTDOOR AIR TEMP SENSOR	47
ODF1	OUTDOOR FAN RELAY	10,11,25
ODF2	OUTDOOR FAN RELAY	13,14,34
ODM1	OUTDOOR FAN MOTOR	7
ODM2	OUTDOOR FAN MOTOR	12
PM	PHASE MONITOR	4,22
RTRM	RELIATEL REFRIGERATION MODULE	26
SCR	STAGING COMPRESSOR RELAY	18,38
TNS1	TRANSFORMER - CONDENSER	20
TNS2	TRANSFORMER - CONDENSER	13

ABBR	COLOR	ABBR	COLOR
BL	BLUE	O	ORANGE
BK	BLACK	R	RED
BR	BROWN	V	VIOLET (PURPLE)
G	GREEN	W	WHITE
GY	GRAY (SLATE)	Y	YELLOW

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 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 ENTRAINEMENTS A VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAINEMENT POUR DECHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRECAUTION PEUT ENTRAINER DES BLESSURES GRAVES POUVANT ETRE MORTELLES.

ADVERTENCIA
¡VOLTAJE PELIGROSO!
DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUIDO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CONDENSADORES 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.

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.

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.

- 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 OF THE SCHEMATIC DESIGNATE THE LOCATION OF CONTACTS BY LINE NUMBER. AN UNDERLINED NUMBER INDICATES A NORMALLY CLOSED CONTACT. AN OPEN ARROWHEAD BELOW THE LINE NUMBER POINTING UPWARD INDICATES A TIMED CONTACT WHICH BEGINS TIMING WHEN ENERGIZED.
 - CONNECTIONS SHOWN ARE FOR 230V/60HZ/3PH UNITS. WHEN 208V/60HZ/3PH OPERATION IS REQUIRED, MOVE WIRE 1C(R) FROM 230V TERMINAL ON UNIT TRANSFORMER (TNS1) TO 208V TERMINAL AND MOVE WIRE 1G(R) FROM 230V TERMINAL TO 208V TERMINAL ON TRANSFORMER (TNS2).
 - FOR 460V/575V/60HZ, MODELS SEE INSET 1A AND 2A. 460V SHOWN, FOR 575V MODELS CONNECT WIRE 1C(R) TO 575V TERMINAL ON TNS1 AND CONNECT WIRE 1G(R) TO 575V TERMINAL ON TNS2. FOR 380V/60HZ OR 380V/45V/50HZ MODELS SEE INSET 1B AND INSET 2B.
 - CAUTION: DO NOT JUMPER ACROSS SWITCHES DTL, LPC, AND HPC UNDER ANY CIRCUMSTANCES.
 - NOTICE: DO NOT OPERATE OR APPLY POWER TO COMPRESSORS WHILE UNDER A VACUUM. FAILURE TO FOLLOW THESE INSTRUCTIONS WILL RESULT IN COMPRESSOR FAILURE.
 - INSTALL OPTIONAL REMOTE ZONE SENSOR TO TERMINALS S1 AND S2 WHEN REQUIRED. SEE PROGRAMMABLE ZONE SENSOR W/ NSB LITERATURE FOR OPTION CONFIGURATION.
 - IF EVAPORATOR DEFROST CONTROL (EDC) IS USED ON INDOOR UNIT, REMOVE JUMPER WIRE W1(R) BETWEEN TERMINALS "CD" AND "R" ON LTBI.
 - SEE HEATER ACCESSORY DIAGRAM FOR DETAILS OF HEATER WIRING.
 - TO ENABLE ELECTRIC HEAT, CUT WIRE 55A(BR) ON P2.
 - TO ENABLE TWO STAGES OF ELECTRIC HEAT, CUT WIRE 49A(BR) ON P1.
 - TO ENABLE COMPRESSOR LEAD/LAG OPERATION, CUT WIRE 68D(BL).
 - SINGLE TRANSFORMERS UNITS USE WIRE 35C FROM TNS1 AND DUAL TRANSFORMERS UNITS USE WIRE 65B FROM TNS2.
 - OPTION NOT USED FOR 20T DUAL R22 AND 380V/60HZ UNITS.

DATE	REVISION	BY	APP'D
12/13/2010	1	TRANE	
12/13/2010	2	TRANE	
12/13/2010	3	TRANE	
12/13/2010	4	TRANE	
12/13/2010	5	TRANE	
12/13/2010	6	TRANE	
12/13/2010	7	TRANE	
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12/13/2010	59	TRANE	
12/13/2010	60	TRANE	