

TRANE
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REPLACES: 2306-1836 & 2306-1837
CAD SYSTEM USED: ProE/DETAIL

TRANE® DATE: 08/25/08
REVISION DATE: --
SIMILAR TO: --

FILE NUMBER:
DRAWING NUMBER: 2307-9124
SHEET: 1 OF 1
REV A

AIR COOLED CONDENSING UNIT
DIAGRAM
UNIT & FIELD CONNECTION WIRING
LINE VOLTAGE 200,230,460,575V/60HZ/3PH
CA 20-60 TON

CUSTOMER WIRE SELECTION AND FUSE REPLACEMENT TABLE				
POWER WIRE SELECTION TO MAIN TERMINAL BLOCK (1TB1)				
UNIT VOLTAGE	TERMINAL BLOCK SIZE	CONNECTOR WIRE RANGE		
ALL	175A	(1) #16 -- 2/0		
CONTROL WIRE SELECTION TO CONTROL TERMINAL BLOCK (1TB2) "SEE NOTE 6"				
WIRE GAUGE	OHMS PER 1000 FEET			
18	8			
16	5			
14	3			
12	2			
FUSE REPLACEMENT SELECTION				
FUSE DESCRIPTION	UNIT SIZE	UNIT VOLTAGE	FUSE TYPE	FUSE SIZE
CONTROL CIRCUIT FUSE (1F7)	ALL	ALL	CLASS CC - FNO-R	3.2 AMP

- NOTES:
- ALL WIRING AND DEVICES SHOWN DASHED TO BE SUPPLIED AND INSTALLED BY THE CUSTOMER IN ACCORDANCE WITH NATIONAL AND LOCAL ELECTRICAL CODES.
 - CONDENSER FAN MOTORS PROTECTED UNDER PRIMARY SINGLE-PHASING CONDITIONS.
 - ALL WIRING TO BE N.E.C. CLASS 1 UNLESS OTHERWISE SPECIFIED.
 - CAUTION -- DO NOT ENERGIZE UNIT UNTIL CHECK-OUT AND START-UP PROCEDURES HAVE BEEN COMPLETED.
 - SEE TABLE OF ACCEPTABLE WIRE SIZES FOR CONNECTION TO MAIN UNIT TERMINAL BLOCK (1TB1). USE 60°C WIRE.
 - SIZE CONTROL WIRING SUCH THAT TOTAL WIRE RESISTANCE OF THE RUN DOES NOT EXCEED 6 OHMS. SEE TABLE FOR WIRE SELECTION.
 - REMOVE JUMPERS (1TB2-2,3 & 4, 5 & 6, 7,8 & 9, 10 & 11) AND INTERLOCK COMPRESSOR STAGES AS REQUIRED BY THE APPLICATION.
 - 200/230V UNITS ARE SHIPPED WITH TRANSFORMER (1T1) WIRED FOR 200 VOLT OPERATION. 230 VOLT OPERATION, REQUIRES THAT WIRE "3G" BE MOVED TO "H3" TERMINAL ON TRANSFORMER, AS SHOWN IN INSET "A".
 - 1K8, 1K9, 2B4, 2B5, 4S12 AND ASSOCIATED WIRING ARE USED ON 40 THRU 60 TON UNITS ONLY.
 - 1K7, 1S36, 2B3 AND ASSOCIATED WIRING ARE USED ON 25, 30, 50 AND 60 TON UNITS ONLY.
 - 1K10, 1S37, 2B6 AND ASSOCIATED WIRING ARE USED ON 50 AND 60 TON UNITS ONLY.
 - TRANSFORMER (1T1) PRIMARY (LINE) CONNECTION AS SHOWN IS FOR 460V/60HZ. SEE INSET "A" FOR OTHER VOLTAGE CONNECTIONS.
 - 1S36, 1S37 AND ASSOCIATED WIRING ARE USED WITH LOW AMBIENT OPTION ONLY. REMOVE JUMPER (1TB3-6 & 1TB3-7 AND 1TB3-11 & 1TB3-12) WHEN REQUIRED.
 - WIRES "W40" & "W41" REQUIRED ONLY WITH LOW AMBIENT DAMPER OPTION.

⚠ 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 TOUTS 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.

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.

