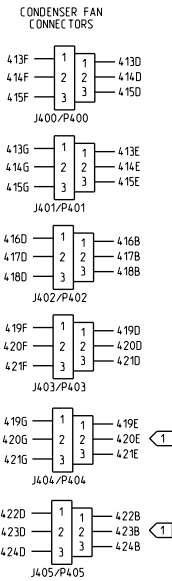
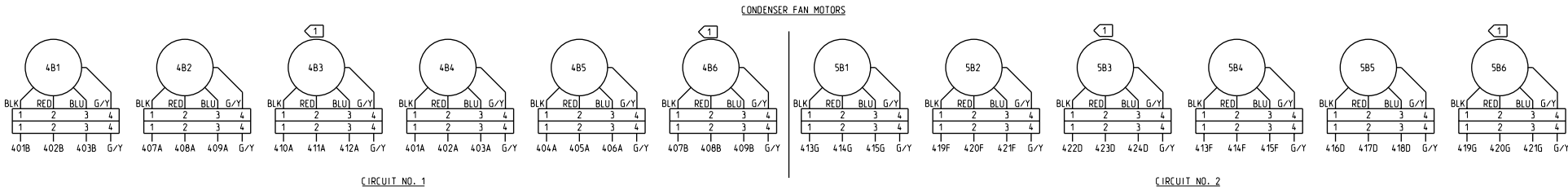
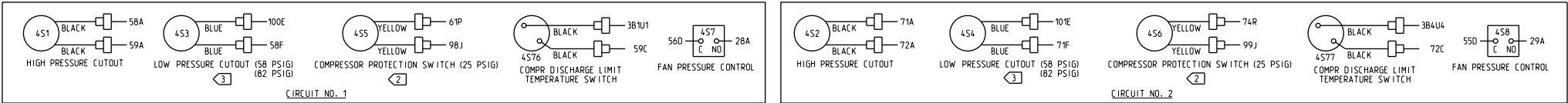


NOTE:
1 4B3, 4B6, 5B3, 5B6 AND ASSOCIATED WIRING ARE NOT USED ON 80 TON UNITS.
2 CAUTION!! DO NOT JUMPER ACROSS SWITCH UNDER ANY CIRCUMSTANCE. 4S5 & 4S6 ARE COMPRESSOR PROTECTION SWITCHES USED FOR COMPRESSOR PROTECTION WHEN A NO REFRIGERANT FLOW CONDITION EXISTS (25 PSIG).
3 "5B PSIG" PRESSURE SWITCH APPLIES TO UNITS WITH NO CONTROLS AND VARIABLE AIR VOLUME CONTROLS. "82 PSIG" PRESSURE SWITCH APPLIES TO UNITS WITH EVAPORATOR CONTROLS.

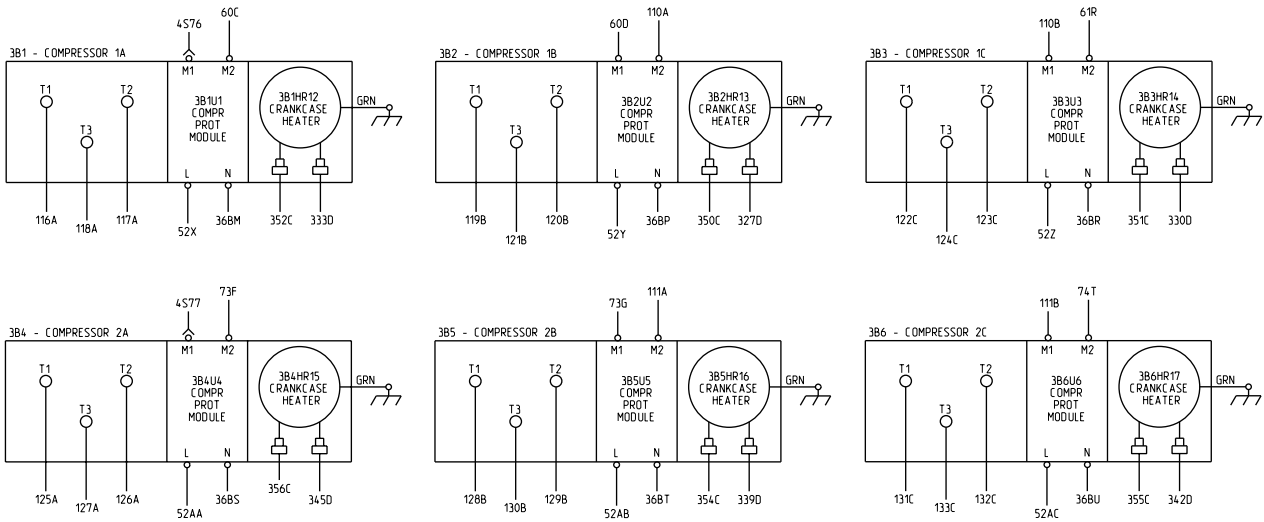
TRANE THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE CONSENT OF TRANE.		FILE NUMBER:	DRAWING NUMBER: 2307-9219	SHEET: 1 OF 1	REV A
DRAWN BY: D. SHANNON	TRANE® DATE: 3-28-11	SPLIT SYSTEM CONDENSING UNIT DIAGRAM CONNECTION - RACEWAY - AREAS 3-4-5 RA 80-120 TON - CONNECTION 3 OF 3			
REPLACES: 2307-9142-D	REVISION DATE: --				
CAD SYSTEM USED: Pro/DETAIL	SIMILAR TO: --				



AREA 4 COMPONENTS EXTERNAL TO CONTROL PANEL AND WITHIN UNIT CABINET



AREA 3 COMPRESSORS, CRANKCASE HEATERS & COMPRESSOR PROTECTION MODULES



IMPORTANT!
DO NOT ENERGIZE UNIT UNTIL CHECK-OUT AND START-UP PROCEDURE HAS BEEN COMPLETED.

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.