

NOTES:

- 1 WIRING SHOWN IS FOR 480V. FOR 575V MOVE ALL WIRES FROM H2 TERMINAL TO 575V TERMINAL ON TNS1. FOR 415V OR 380V ALL WIRES WILL BE CONNECTED TO 400V TAP ON TNS1.
- 2 WIRING SHOWN IS FOR 480V. FOR 575V MOVE ALL WIRES FROM 400V TERMINAL TO 575V TERMINAL ON TNS2. FOR 415V OR 380V ALL WIRES WILL BE CONNECTED TO 400V TAP ON TNS2.
- 4 WIRING SHOWN IS FOR 480V OR 380V. FOR 575V MOVE ALL WIRES FROM H2 TERMINAL TO H3 TERMINAL ON TNS1. FOR 415V OR 380V ALL WIRES WILL BE CONNECTED TO H3 TERMINAL ON TNS2.
- 8 FUSE FUS2, RELAY XFR, CAPACITOR CFS, CFSB AND ASSOCIATED WIRES ARE ONLY USED WITH POWER EXHAUST OPTION.
- 10 WIRING SHOWN FOR F CONTACTOR AND FCBL IS FOR ALL VAV UNITS EXCEPT THOSE WITH VFD. WHEN VARIABLE FREQUENCY DRIVE IS INSTALLED SEE INSET B.
- 11 WIRING SHOWN IS FOR OPTIONAL COMMUNICATION INTERFACE. COMMUNICATION WIRES FROM BMS TO TC1/LC1 ARE TO BE WIRE TIED TO BOTTOM OF THE CONTROL BOX. SEE TC1/LC1 LITERATURE FOR SWITCH SETTINGS.
- 12 FUSE FUS0, FUS1 AND SWITCH SRD ARE USED FOR OPTIONAL FACTORY POWER CONVENIENCE OUTLET. WIRES 400A AND 401A ARE CONNECTED TO FACTORY SUPPLIED DISCONNECT SWITCH.
- 14 MANUAL BYPASS SWITCH AND WIRES 410C, 413A, 414A, 415A OPTIONAL.

METAL PLATE 11 X 17

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

TRANS
A DIVISION OF TRANE
MODEL NUMBER
REPLACES
REVISION DATE
2309-3082
2307-4080

FLU NUMBER
2309-3272
CONTROL BOX CONNECTION FOR
YC 40-50 TON LO HEAT 380-575 VOLT
VARIABLE AIR VOLUME
SHEET 1 OF 2

WARNING
HAZARDOUS VOLTAGE!
DISCONNECT ALL ELECTRIC POWER
INCLUDING REMOTE DISCONNECTS
BEFORE SERVICING.
FAILURE TO DISCONNECT POWER
BEFORE SERVICING CAN CAUSE SEVERE
PERSONAL INJURY OR DEATH.

AVERTISSEMENT
VOLTAGE HASARDEUX!
DECONNECTEZ TOUTES LES SOURCES
ELECTRIQUES INCLUANT LES
DISJONCTEURS SITUES A DISTANCE
AVANT D'EXECUTER L'ENTRETIEN.
FAUTE DE DECONNECTER LA SOURCE
ELECTRIQUE AVANT D'EXECUTER
L'ENTRETIEN PEUT ENTRAINER DES
BLESURES CORPORELLES SEVERES
OU LA MORT.

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.

