NOTES:

1. WIRING SHOWN IS FOR 230V. FOR 208V MOVE ALL WIRES FROM 230V TERMINAL TO 208V TERMINAL ON TNS1.
2. WIRING SHOWN IS FOR 230V. FOR 208V MOVE ALL WIRES FROM 230V TERMINAL TO 208V TERMINAL ON TNS2.
3. WIRING SHOWN IS FOR 230V. FOR 208V MOVE ALL WIRES FROM 230V TERMINAL TO 208V TERMINAL ON TNS5.
4. WIRING SHOWN IS FOR 230V. FOR 208V MOVE ALL WIRES FROM H3 TERMINAL TO H2 TERMINAL ON TNS3.
8. FUSE FU5.FU6.FU30. RELAY XFR. AND ASSOCIATED WIRES ARE ONLY USED WITH POWER EXHAUST OPTION.
10. WIRING SHOWN FOR F CONTACTOR AND FCB1 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 TCI/LCI ARE TO BE WIRE TIED TO BOTTOM OF THE CONTROL BOX. SEE TCI/LCI LITERATURE FOR SWITCH SETTINGS.
12. FUSE FU20. FU21 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.

⚠ 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.

TRANE			
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE CONSENT OF TRANE.	FILE NUMBER: 2309-3559	DRAWING NUMBER: 2309-3562	SHEET: 1 OF 1 / REV A
DRAWN BY: D. GOUTAM	TRANE® DATE: 11/30/07	VOYAGER 3 CONTROL BOX CONNECTION FOR YC 27.5-35 TON LO HEAT 208-230 VOLT VARIABLE AIR VOLUME MOD GAS HEAT	
REPLACES:	REVISION DATE:		
CAD SYSTEM USED: PRO/E	SIMILAR TO: 2309-3264		

IMPORTANT!

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

METAL PLATE 11 X 17

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

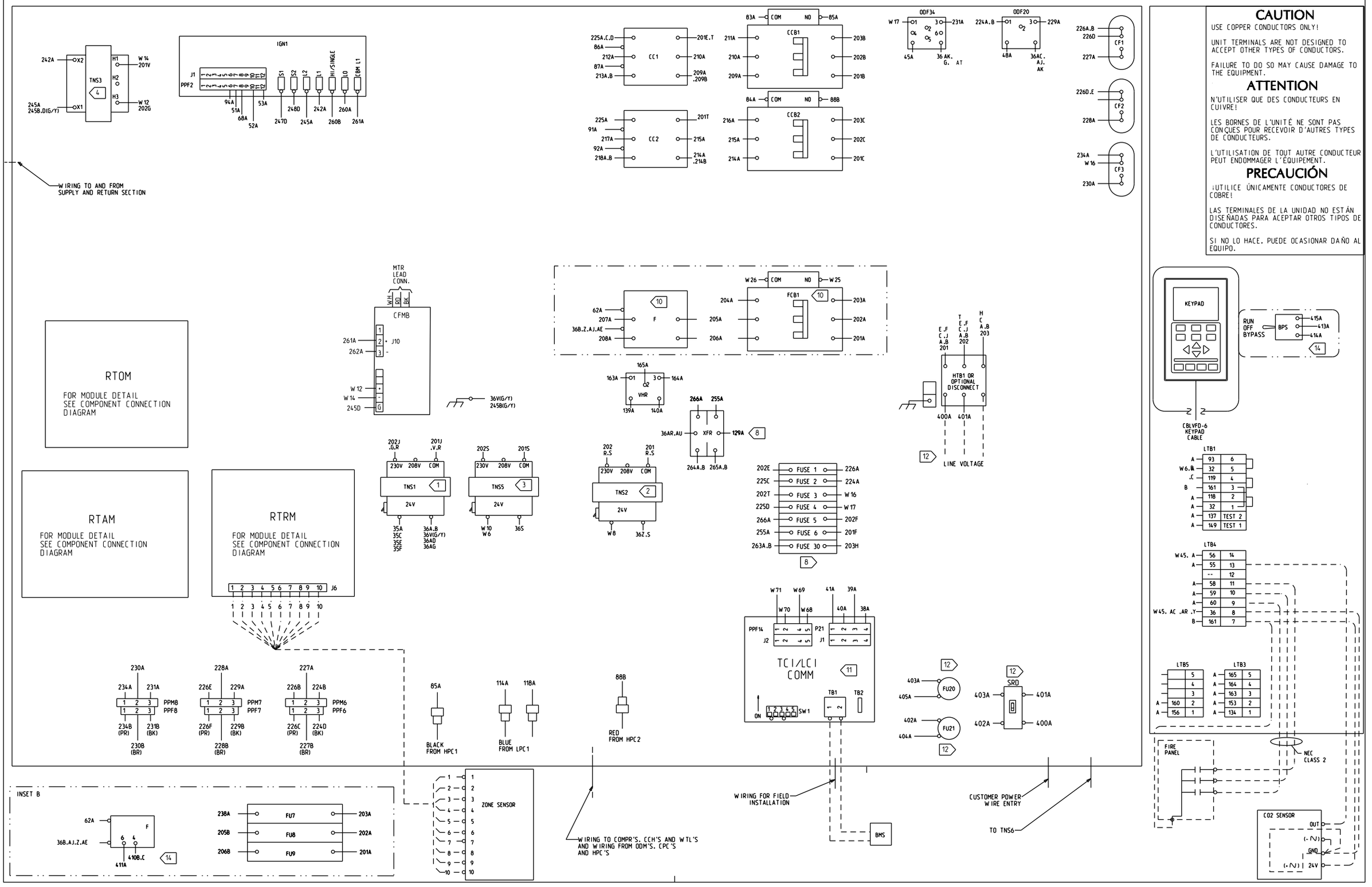
N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

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.