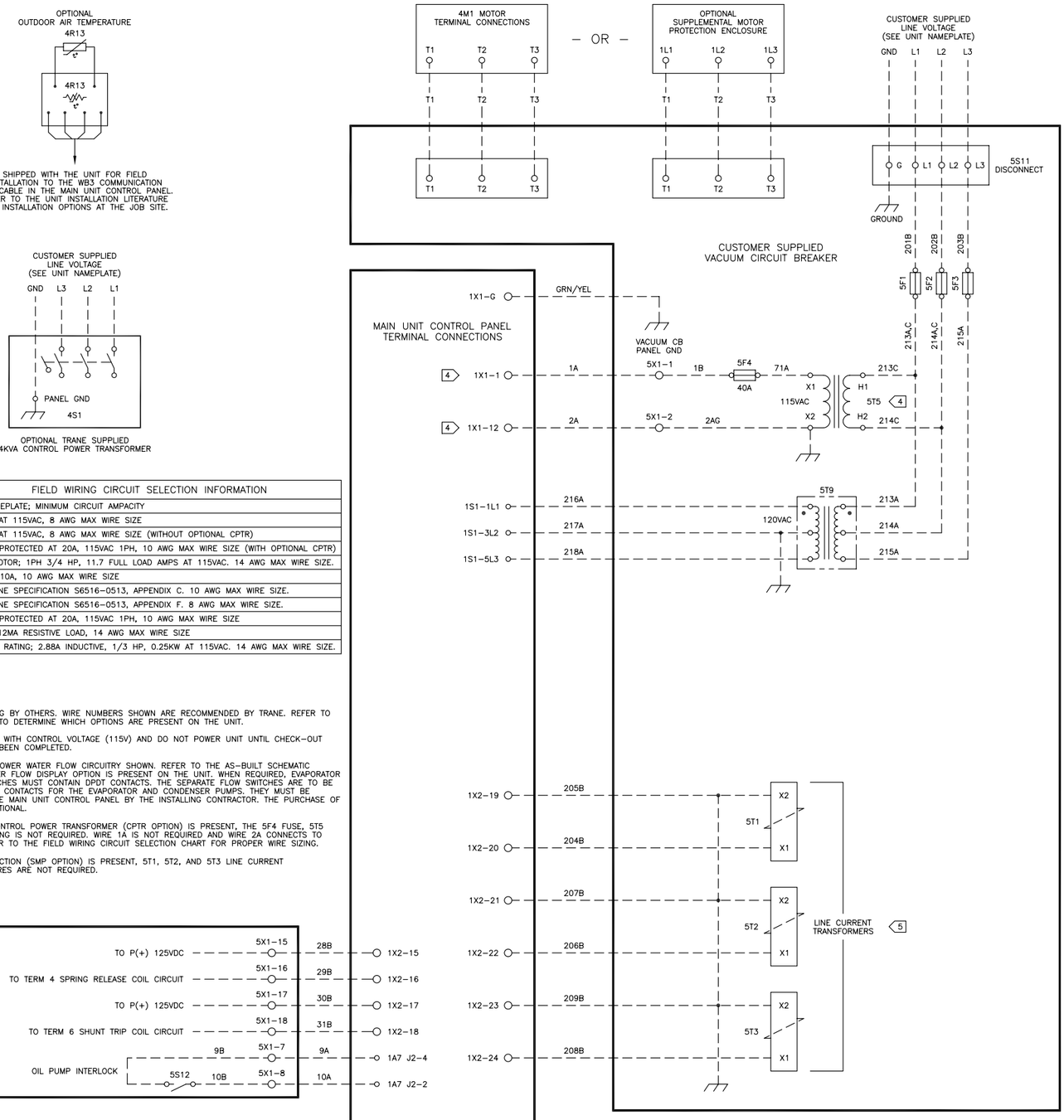

WIRE NO OR DEVICE	FIELD WIRING CIRCUIT SELECTION INFORMATION
SUPPLY AND MOTOR LEADS	SEE NAMEPLATE; MINIMUM CIRCUIT AMPACITY
1A*	4000VA AT 115VAC, 8 AWG MAX WIRE SIZE
2A* AND GRN/YEL	4000VA AT 115VAC, 8 AWG MAX WIRE SIZE (WITHOUT OPTIONAL CPTR)
2A* AND GRN/YEL	CIRCUIT PROTECTED AT 20A, 115VAC 1PH, 10 AWG MAX WIRE SIZE (WITH OPTIONAL CPTR)
9A* AND 10A*	PUMP MOTOR; 1PH 3/4 HP, 11.7 FULL LOAD AMPS AT 115VAC. 14 AWG MAX WIRE SIZE.
28B*, 29B*, 30B* AND 31B*	125VDC 10A, 10 AWG MAX WIRE SIZE
204B THRU 209B	SEE TRANE SPECIFICATION S6516–0513, APPENDIX C. 10 AWG MAX WIRE SIZE.
216A, 217A AND 218A	SEE TRANE SPECIFICATION S6516–0513, APPENDIX F. 8 AWG MAX WIRE SIZE.
5S1* AND 5S2*	CIRCUIT PROTECTED AT 20A, 115VAC 1PH, 10 AWG MAX WIRE SIZE
5S3 THRU 5S8	24VDC, 12MA RESISTIVE LOAD, 14 AWG MAX WIRE SIZE
ALL REMAINING LLID TERMINALS	CONTACT RATING; 2.88A INDUCTIVE, 1/3 HP, 0.25KW AT 115VAC. 14 AWG MAX WIRE SIZE.

* TAPPED CONTROL CONDUCTORS

NOTES:

1. DASHED LINES INDICATE FIELD WIRING BY OTHERS. WIRE NUMBERS SHOWN ARE RECOMMENDED BY TRANE. REFER TO THE AS–BUILT SCHEMATIC DIAGRAM TO DETERMINE WHICH OPTIONS ARE PRESENT ON THE UNIT.
2. DO NOT ROUTE LOW VOLTAGE (30V) WITH CONTROL VOLTAGE (115V) AND DO NOT POWER UNIT UNTIL CHECK–OUT AND START–UP PROCEDURES HAVE BEEN COMPLETED.

3 ALL CUSTOMER SUPPLIED CHILLED/TOWER WATER FLOW CIRCUITRY SHOWN. REFER TO THE AS–BUILT SCHEMATIC DIAGRAM TO DETERMINE WHICH WATER FLOW DISPLAY OPTION IS PRESENT ON THE UNIT. WHEN REQUIRED, EVAPORATOR AND CONDENSER WATER FLOW SWITCHES MUST CONTAIN DPDT CONTACTS. THE SEPARATE FLOW SWITCHES ARE TO BE RUN IN SERIES WITH SEPARATE AUX CONTACTS FOR THE EVAPORATOR AND CONDENSER PUMPS. THEY MUST BE INSTALLED AND WIRED TO THE TRANE MAIN UNIT CONTROL PANEL BY THE INSTALLING CONTRACTOR. THE PURCHASE OF FLOW SWITCHES FROM TRANE IS OPTIONAL.

4 STANDARD WIRING SHOWN. WHEN CONTROL POWER TRANSFORMER (CPTR OPTION) IS PRESENT, THE 5F4 FUSE, 5T5 TRANSFORMER AND ASSOCIATED WIRING IS NOT REQUIRED. WIRE 1A IS NOT REQUIRED AND WIRE 2A CONNECTS TO 1X1–13 INSTEAD OF 1X1–12. REFER TO THE FIELD WIRING CIRCUIT SELECTION CHART FOR PROPER WIRE SIZING.

5 WHEN SUPPLEMENTAL MOTOR PROTECTION (SMP OPTION) IS PRESENT, 5T1, 5T2, AND 5T3 LINE CURRENT TRANSFORMERS AND ASSOCIATED WIRES ARE NOT REQUIRED.

⚠ 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.

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.

TRANE
THIS DRAWING IS PROPRIETARY TO TRANE AND IS LOANED SUBJECT TO RETURN ON REQUEST. REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED.
DRAWN BY: R. DUCK DATE: 06 AUG 2007
REPLACES:
REVISION DATE:
SIMILAR TO: 2309–2196

CONNECTION DIAGRAM
UNIT FIELD WIRING
CUSTOMER SUPPLIED VACUUM CIRCUIT BREAKER
CVHE–CVHF–CVHG UNITS

2311–0566
SHEET 1 OF 1
REV A