NOTES:

1. WIRING SHOWN IS FOR 460V. FOR 575V MOVE ALL WIRES FROM 460V TERMINAL TO 575V TERMINAL ON TNS1 & TNS7. FOR 415V OR 380V ALL WIRES WILL BE CONNECTED TO 400V TAP ON TNS1 & TNS7.
2. WIRING SHOWN IS FOR 460V. FOR 575V MOVE ALL WIRES FROM 460V 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 460V OR 380V. FOR 575V MOVE ALL WIRES FROM H2 TERMINAL TO H3 TERMINAL ON TNS3. FOR 415 V MOVE ALL WIRES FROM H2 TERMINAL TO H3 TERMINAL ON TNS3.
8. FUSE FU5. FU6. FU30. RELAY XFR. AND ASSOCIATED WIRES ARE ONLY USED WITH POWER EXAUST 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.

TRANE		FILE NUMBER: 2313-0127	DRAWING NUMBER: 2313-0139	SHEET: 1 OF 1	REV C
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE CONSENT OF TRANE.		VOYAGER 3 CONTROL BOX CONNECTION YC 40 TON LO HEAT 380-575 VOLT VARIABLE AIR VOLUME			
DRAWN BY: D. SHANNON	TRANE® DATE: 9-11-08				
REPLACES:	REVISION DATE: 1-12-09				
CAD SYSTEM USED: PRO-E	SIMILAR TO: 2309-3463				

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.

PRECAUCIÓN

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

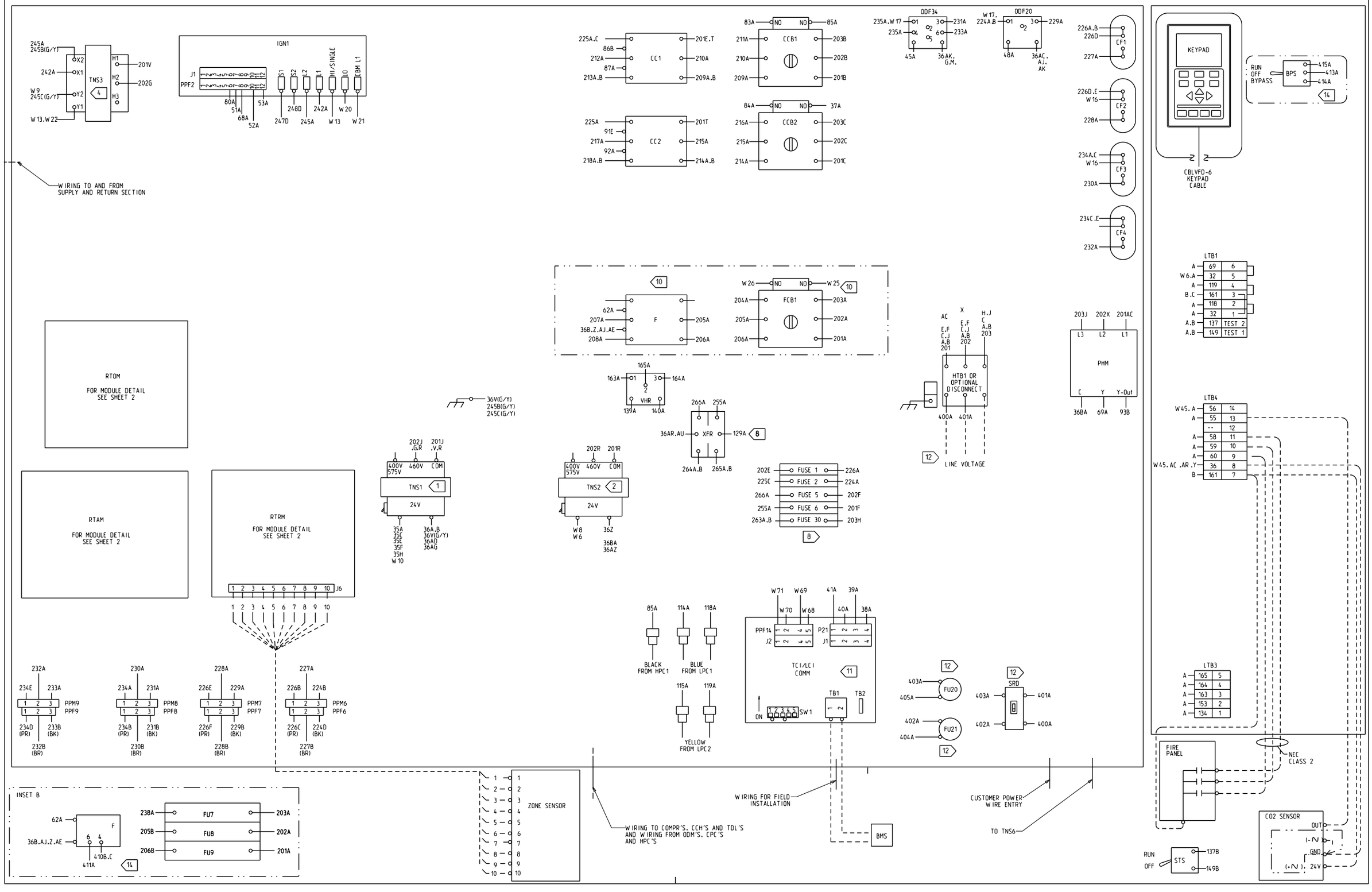
L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

ATTENTION

¡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.

IMPORTANT!

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