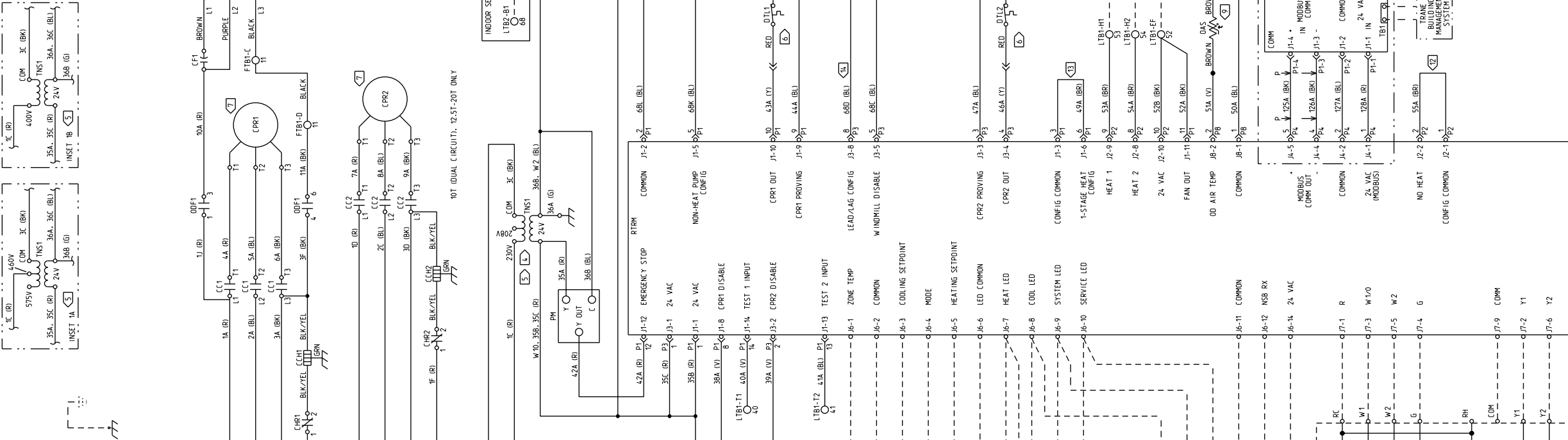
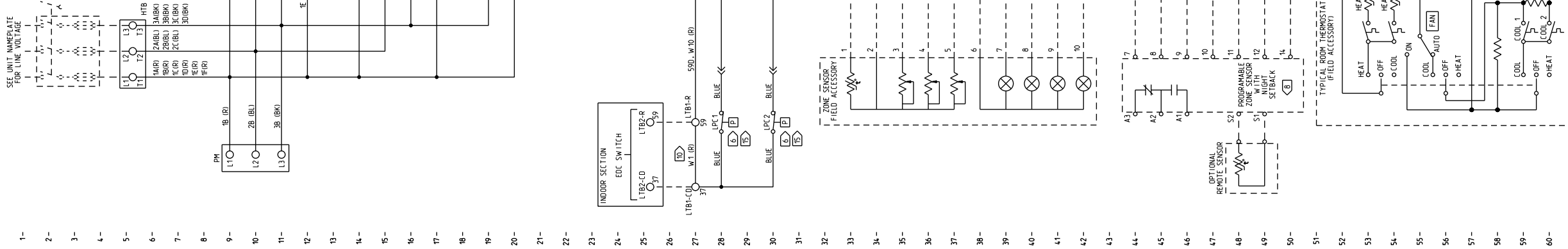
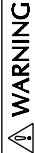


DEVICE	DESCRIPTION	LINE
CC1	COMPRESSOR CONTACTOR	9,10,11,29
CC2	COMPRESSOR CONTACTOR	14,15,16,40
CH1	CRANKCASE HEATER	17
CH2	CRANKCASE HEATER	12
CF1	OUTDOOR FAN CAPACITOR	8
CH1	CRANKCASE HEATER RELAY	12,24,30
CH2	CRANKCASE HEATER RELAY	17,23,39
COMM	COMMUNICATION INTERFACE MODULE	50
CPR1	COMPRESSOR	10
CPR2	COMPRESSOR	15
DTL1	DISCHARGE TEMPERATURE LIMIT	30
DTL2	DISCHARGE TEMPERATURE LIMIT	39
FTB1	FAN TERMINAL BLOCK	10,12,18
HPC1	HIGH PRESSURE CUTOUT	30
HPC2	HIGH PRESSURE CUTOUT	39
HTB	HIGH VOLTAGE TERMINAL BLOCK	5
IPC1	LOW PRESSURE CUTOUT	28
IPC2	LOW PRESSURE CUTOUT	30
LTB1	LOW VOLTAGE TERMINAL BLOCK	21,27,29,32,43,44,45
LTB2	LOW VOLTAGE TERMINAL BLOCK	20,25,43,44,45
OAS	OUTDOOR AIR TEMP SENSOR	47
ODF1	OUTDOOR FAN RELAY	8,12,24
ODM1	OUTDOOR FAN MOTOR	8
PM	PHASE MONITOR	9,22
RTRM	RELIATEL REFRIGERATION MODULE	26
TNS1	TRANSFORMER - CONDENSER	20

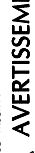
WIRE COLOR DESIGNATION	WIRE COLOR	ABBV	COLOR
BL	BLUE	B	ORANGE
BK	BLACK	R	RED
BR	BROWN	V	VIOLET (PURPLE)
G	GREEN	W	WHITE
GY	GRAY (SLATE)	Y	YELLOW



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. SERVICING MUST BE DONE 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 A DISTANCE. PUIS SUIVRE LES PROCEDURES DE VERROUILLAGE ET DES ETIQUETTES AVANT TOUTE INTERVENTION. VERIFIER QUE TOUTES LES CONDENSATrices SONT DECHARGES DANS LE CAS D'UNITES COMPORTANT DES ENTRAÎNEMENTS A VITESSE VARIABLE. SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DECHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRECAUTION PEUT ENTRAINER DES BLESSURES GRAVES POUVANT ETRE MORTELLES.



ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGIA ELÉCTRICA. ABRA LAS SECCIONES A DISTANCIA. SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGURESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAGE ALMACENADO. PARA LAS UNIDADES CON VELOCIDAD VARIABLE, VERIFIQUE QUE LAS CONDENSADORAS SE HAYAN DESCARGADO. 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.

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.

- UNLESS OTHERWISE NOTED, ALL SWITCHES ARE SHOWN AT 25 °C (77 °F) AT ATMOSPHERIC PRESSURE. USE THE FOLLOWING WITH ALL UTILITIES TURNED OFF, AND AFTER A NORMAL SHUTDOWN HAS OCCURRED.
- DASHED LINES INDICATE RECOMMENDED FIELD WIRING BY OTHERS. DASHED LINE FIELD WIRING IS NOT RECOMMENDED. FIELD WIRING IS NOT RECOMMENDED BY THE FIELD - PHANTOM LINE ENCLOSURES INDICATE ALTERNATE CIRCUITRY OR AVAILABLE SALES OPTIONS. SOLID LINE INDICATES WIRING BY TRANE CO.
- NUMBERS ALONG THE RIGHT SIDE OF THE SCHEMATIC DESIGNATE THE LOCATION OF CONTACTS BY LINE NUMBER. AN UNDERLINED NUMBER INDICATES A NORMALLY CLOSED CONTACT. AN OPEN ARROWHEAD BELOW THE LINE NUMBER POINTING UPWARD INDICATES A TIMED CONTACT WHICH BEGINS TIMING WHEN ENERGIZED.
- CONNECTIONS SHOWN ARE FOR 230V/60HZ/3PH UNITS. WHEN 208V/60HZ/3PH OPERATION IS REQUIRED, MOVE WIRES 1C (R) FROM 230V TERMINAL ON UNIT TRANSFORMERS (TNS1) TO 208V TERMINAL.
- CONNECTIONS SHOWN ARE FOR 230V/60HZ/3PH UNITS. FOR 460V/60HZ/3PH MODELS, SEE INSET 'A'. FOR 275V/60HZ/3PH MODELS, CONNECT WIRE 1C (R) TO THE 575V TERMINAL ON TNS1. FOR 380-45V/50HZ/3PH MODELS, SEE INSET 'B'.
- CAUTION: DO NOT JUMPER ACROSS SWITCHES DTL1, DTL2, IPC1, IPC2, HPC1 AND HPC2 UNDER ANY CIRCUMSTANCES.
- NOTICE: DO NOT OPERATE OR APPLY POWER TO COMPRESSORS WHILE UNDER A VACUUM. FAILURE TO FOLLOW THESE INSTRUCTIONS WILL RESULT IN COMPRESSOR FAILURE.
- INSTALL OPTIONAL REMOTE ZONE SENSOR TO TERMINALS S1 AND S2 WHEN REQUIRED - SEE PROGRAMMABLE ZONE SENSOR W7 NSB LITERATURE FOR OPTION CONFIGURATION.
- THE OAS ON 1ST AND 20T UNITS IS CONNECTED AS SHOWN. ON SMALLER UNITS, WIRES 50A AND 51A ARE NOT PRESENT AND THE BROWN LEADS ARE CONNECTED DIRECTLY TO THE RTM.
- IF EVAPORATOR DEFROST CONTROL (EDC) IS USED ON INDOOR UNIT, REMOVE JUMPER WIRE W1 (R) BETWEEN TERMINALS 'C' AND 'R' ON LTB1.
- SEE HEATER ACCESSORY DIAGRAM FOR DETAILS OF HEATER WIRING.
- TO ENABLE ELECTRIC HEAT, CUT WIRE 55A (BR) ON P2.
- TO ENABLE TWO STAGES OF ELECTRIC HEAT, CUT WIRE 49A (BR) ON P1.
- TO ENABLE COMPRESSOR LEAD/AG OPERATION, CUT WIRE 68D (BL).
- SUBSTITUTE WITH YELLOW LEADS ON THE IPC1 AND IPC2 FOR TTA TO TONE - MODEL UNITS ONLY.

FILE NUMBER:	DRAWING NUMBER:	SHEET:	REV
	2313-04.35	1 OF 1	C
CONDENSER UNIT - COOLING ONLY W / RELIATEL 10T (DUAL CIRCUIT) & 12.5T (ALL VOLTAGES)			
ODYSSEY DIAGRAM			
THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO ANY OTHER PARTIES WITHOUT THE CONSENT OF TRANE.	TRANE DATE: 4/06/09		
DRAWN BY: K. EDWARDS	REVISION DATE:		
CAD SYSTEM USED: PRO/0 DIAGRAM	SIMILAR TO:		