

- ① WIRING SHOWN IS FOR 230V. FOR 208V MOVE ALL WIRES FROM 230V TERMINAL TO 208V TERMINAL.
- ② FUSES FUS, FUG, FU30, RELAY XFR AND ASSOCIATED WIRES ARE USED WITH OPTIONAL POWERED EXHAUST ONLY.
- ③ WIRES 400A (RD) AND 401A (BL) ARE CONNECTED TO FACTORY SUPPLIED DISCONNECT SWITCH.
- ④ WIRE THE COMMUNICATION WIRES FROM BMS TO TC1/CL1/BC1 TO BOTTOM OF CONTROL BOX. SEE TC1/CL1/BC1 LITERATURE FOR SWITCH SETTINGS.
- ⑤ WIRING SHOWN IS FOR UNITS WITHOUT OPTIONAL DEHUMIDIFICATION. FOR DEHUMIDIFICATION CONNECTIONS, SEE INSET A.

☐ MANUAL BYPASS SWITCH AND WIRES 413A, 414A, 415A OPTIONAL.

- 9 WIRES 35E, 51A, 52A, 53A & 68A ARE USED WITH LOW HEAT ONLY. FOR HIGH HEAT OPTION, THEY ARE REPLACED BY WIRES 35D, 51B, 52B, 53B AND 68B.
- 10 WIRES 36BM, & 250B (GY) ARE USED WITH HIGH HEAT OPTION ONLY.
- 11 FIELD INSTALLED BACNET TERMINATOR JUMPER IS REQUIRED FOR TERMINATION AT EACH END OF THE WIRED BACNET COMMUNICATIONS LINK.
- 12 WIRES FROM THERMOSTAT OR WCI.

14 WIRES 36BU AND 36BV ARE USED ON TRAQ UNITS ONLY.
WIRE 36AU AND 33B ARE USED FOR TRAQ/STATITRAK OR
FRESH AIR TRACKING.

15 WIRE 36BE USED FOR REHEAT ONLY.

16 WIRE 36BN IS USED ON MODULATING GAS HEAT
UNITS ONLY.

TRANE THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE CONSENT OF TRANE.		FILE NUMBER: 2131-1318	DRAWING NUMBER: 2131-1250	SHEET: 1 of 1	REV A
VOYAGER 3					
CONTROL BOX CONNECTION PRINT					
DRAWN BY: R. JOHNSON	TRANE @ DATE: 7/30/12	50 TON 208V-230V			
REPLACES: 2131-0756	REVISION DATE: --	SINGLE ZONE VARIABLE AIR VOLUME			
CAD SYSTEM USED: PRO/DETAIL	SIMILAR TO:	2 STAGE GAS HEAT			

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.

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.

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.

