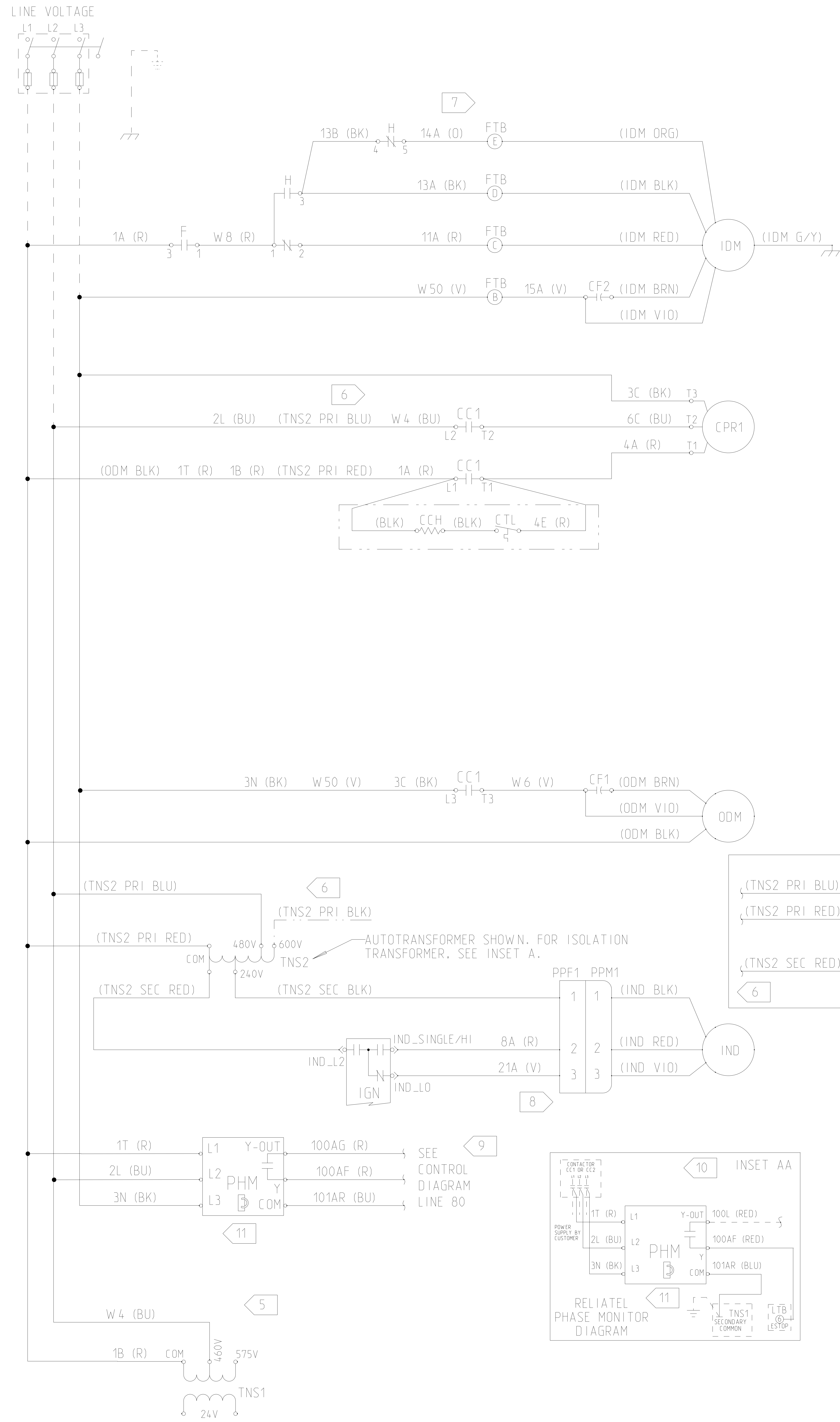




1. UNLESS OTHERWISE NOTED, ALL SWITCHES ARE SHOWN AT 25°C (77°F), AT ATMOSPHERIC PRESSURE, AT 50% RELATIVE HUMIDITY WITH ALL UTILITIES TURNED OFF AND AFTER A NORMAL SHUTDOWN HAS OCCURRED.
2. DASHED LINES INDICATE RECOMMENDED FIELD WIRING BY OTHERS. DASHED LINE ENCLOSURES AND/OR DASHED DEVICE OUTLINES INDICATE COMPONENTS PROVIDED BY THE FIELD. PHANTOM LINE ENCLOSURES INDICATE ALTERNATE CIRCUITRY OR AVAILABLE SALES OPTIONS.
3. NUMBERS ALONG THE RIGHT SIDE OF THE SCHEMATIC DESIGNATE THE LOCATION OF CONTACTS BY LINE NUMBER. AN UNDERLINED NUMBER INDICATES A NORMALLY CLOSED CONTACT.
4. THREE-PHASE MOTORS ARE PROTECTED UNDER PRIMARY SINGLE PHASING CONDITIONS. ALL MOTORS HAVE INTERNAL OVERLOAD PROTECTION AND COMPRESSORS HAVE INTERNAL THERMAL PROTECTION.
- 5 CONNECTIONS SHOWN ARE FOR 460V/60HZ/3PH UNITS. WHEN 575V/60HZ/3PH OPERATION IS REQUIRED, MOVE WIRE W4(BLU) FROM THE 460V TERMINAL ON TNS1 TO THE 575V TERMINAL.
- 6 CONNECTIONS SHOWN ARE FOR 460V/60HZ/3PH UNITS. WHEN 575V/60HZ/3PH OPERATION IS REQUIRED, REMOVE WIRE (TNS2 PRI BLU) FROM CC1-L2 AND CONNECT WIRE (TNS2 PRI BLK) TO CC1-L2.
- 7 CONNECTIONS SHOWN ARE FOR LOW SPEED OPERATION (COOLING) AND HIGH SPEED OPERATION (HEATING). WHEN HIGH SPEED COOLING IS REQUIRED, REMOVE WIRE 14A(ORG) FROM FTB-E AND TAPE, AND MOVE WIRE 11A(RED) FROM FTB-C TO FTB-D.
- 8 (FUTURE) CONNECTIONS SHOWN ARE FOR DUAL-STAGE GAS HEAT OPERATION. WHEN SINGLE-STAGE OPERATION IS REQUIRED, WIRE 21A(VIO) IS NOT CONNECTED TO IGN AND WIRE (IND VIO) IS NOT PRESENT.
- 9 (FUTURE) PHASE MONITOR CONNECTIONS SHOWN ARE FOR ELECTRO-MECHANICAL CONTROLS. FOR RELIA TEL CONTROLS, SEE INSET AA.
- 10 PHASE MONITOR CONNECTIONS FOR RELIA TEL CONTROLS. MOVE 100L FROM LTB1-6 TO PHM Y-OUT. CONNECT 100AF TO LTB1-6. CONNECT WIRE 101AR TO TNS1 SECONDARY COM AND WIRE 100AG IS NOT USED.
- 11 CUT JUMPER FOR 50 HZ.

REF	DESCRIPTION	LINE
CC1	COMPRESSOR CONTACTOR	17,19,31
CCH	CRANKCASE HEATER	21
CF1	OD MOTOR CAPACITOR	31
CF2	ID MOTOR CAPACITOR	12
CPR1	COMPRESSOR	17
CTL	COIL TEMP LIMIT SWITCH	21
F	FAN RELAY	9
FTB	FAN TERMINAL BLOCK	6,8,10,12
H	HEAT RELAY	6,10
IDM	ID FAN MOTOR	10
IND	INDUCER MOTOR	41
ODM	OD FAN MOTOR	32
PHM	PHASE MONITOR	45
TNS1	LOW VOLTAGE TRANSFORMER	53
TNS2	INDUCER AUTOTRANSFORMER	37

COLOR	ABBR	COLOR	ABBR
BLACK	BK	ORANGE	O
BLUE	BU	RED	R
BROWN	BR	VIOLET (PURPLE)	V
GRAY (SLATE)	GY	WHITE	W
GREEN/YELLOW	G/Y	YELLOW	Y

⚠ 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.

⚠ 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'EQUIPEMENT.

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.

IMPORTANT

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

A DIVISION OF TRANE

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DRAWN BY: K. VICKMORF © DATE: 23Aug2000

DO NOT SCALE PRINT

SIMILAR TO:

THIRD ANGLE PROJECTION

4366-1004

DIAGRAM

POWER - GAS HEAT, 3 TON, 460V/575V PWR, STD-DD IDM

J