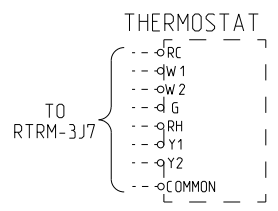


1. ALL WIRING AND DEVICES SHOWN DASHED TO BE SUPPLIED AND INSTALLED BY THE CUSTOMER IN ACCORDANCE WITH LOCAL AND NATIONAL ELECTRICAL CODES. PHANTOM LINE ENCLOSURES INDICATE ALTERNATE CIRCUITRY OR AVAILABLE SALES OPTIONS.
2. IF ANY OF THE ORIGINAL WIRE, AS SUPPLIED WITH THIS UNIT, MUST BE REPLACED, REPLACE WITH APPLIANCE WIRING MATERIAL RATED AT 105°C.
3. THREE PHASE MOTORS ARE PROTECTED UNDER PRIMARY SINGLE PHASING CONDITIONS. ALL MOTORS HAVE INTERNAL OVERLOAD PROTECTION. COMPRESSORS HAVE INTERNAL THERMAL PROTECTION.

- 4 CONNECTIONS SHOWN ARE FOR 460V/60HZ/3PH UNITS. WHEN 380V/60HZ/3PH OR 575V/60HZ/3PH OPERATION IS REQUIRED, MOVE WIRE W4 FROM THE 460V TERMINAL ON TNS1 TO THE 400V/575V TERMINAL.
- 5 CONNECTIONS SHOWN ARE FOR 380V/60HZ/3PH OR 380V/50HZ/3PH OR 460V/60HZ/3PH UNITS. WHEN 575V/60HZ/3PH OPERATION IS REQUIRED, REMOVE WIRE TNS2-BLU-PRI FROM CC1-L2 AND CONNECT WIRE TNS2-BLK-PRI TO CC1-L2.
- 6 CCH2 CONDUCTORS ARE IDENTIFIED BY BROWN TAPE PLACED NEAR WIRE TERMINATIONS INSIDE CONTROL PANEL.
- 7 CONNECTIONS SHOWN INCLUDE OPTIONAL COMM, ECA, AND RTOM. PLUG 3P4 IS NOT CONNECTED UNLESS ECA OR RTOM IS INSTALLED. IF ECA OR RTOM IS INSTALLED WITHOUT COMM, 3P4 IS CONNECTED TO RTRM-3J4. IF ECA IS INSTALLED WITHOUT RTOM, 5P2 IS CONNECTED TO PPF30. REFER TO ACCOMPANYING LITERATURE FOR PROPER CONNECTION/COMBINATION OF OPTIONAL COMPONENTS.
- 8 OPTIONAL MAS, RAS, RHS, OHS, AND ASSOCIATED WIRING NOT USED WITH MOTORIZED OUTSIDE AIR DAMPER.
- 9 CONNECTIONS SHOWN ARE FOR 2-STAGE GAS HEAT OPERATION. WHEN 1-STAGE OPERATION IS REQUIRED, WIRE 21A IS NOT CONNECTED TO IGN. WIRE 123B IS NOT CONNECTED TO GV. WIRE 129A (IF PRESENT) IS CUT AND ISOLATED. AND GV PINS 1 AND 3 ARE JUMPED WITH WIRE W37 (NOT SHOWN, 50HZ ONLY).

- 10 COMPONENTS 3P2, 5P8, 5P9, 5P10, NLTB, LTB 7-14, RHV AND ASSOCIATED WIRING ARE PRESENT ONLY WITH DEHUMIDIFICATION OPTION.
- 11 SEE CO2 & VENT. OVERRIDE ACCESSORY DIAGRAM FOR ADDITIONAL WIRING.
- 12 CUT AND ISOLATE WIRE 124G IF DEHUMIDIFICATION OPTION IS INSTALLED.
- 13 WIRE TNS2-GRN-YEL IS NOT PRESENT IF TNS2 IS AN AUTOTRANSFORMER.
- 14 CUT PHM JUMPER FOR 50 HZ.
- 15 TNS1 MAY OCCASIONALLY BE INSTALLED ROTATED 180 DEGREES FROM THE ORIENTATION SHOWN. THE BREAKER ON TNS1 SHOULD ALWAYS BE FACING THE FRONT OF THE UNIT.



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 A DISTANCE. PUIS SUIVRE LES PROCEDURES DE VERROUILLAGE ET DES ETIQUETTES AVANT TOUTE INTERVENTION. VERIFIER QUE TOUTS LES CONDENSATEURS DES MOTEURS SONT DECHARGES. DANS LE CAS D'UNITES COMPORTANT DES ENTRAINEMENTS A VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAINEMENT POUR DECHARGER LES CONDENSATEURS.

NE PAS RESPECTER LES MESURES DE PRECAUTION PEUT ENTRAINER DES BLESSURES GRAVES POURANT ETRE MORTELLES.

ADVERTENCIA

¡VOLTAGE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUIDO LAS DESCONECIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGURESE 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.

TRANE

THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE

DRAWN BY: J. Woosley

DATE: 11 Jun 2001

DO NOT SCALE PRINT

THIRD ANGLE PROJECTION

4366-1532

DIAGRAM

CONNECTION PRINT

YSC(092,102)E(4,W)

REL IATEL

REV

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IMPORTANT

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

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 TIPOUS 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.

