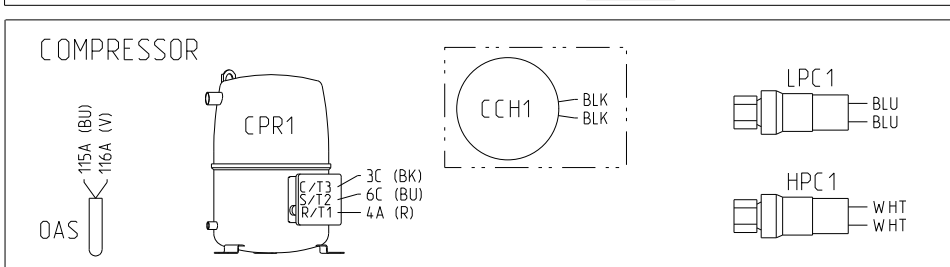
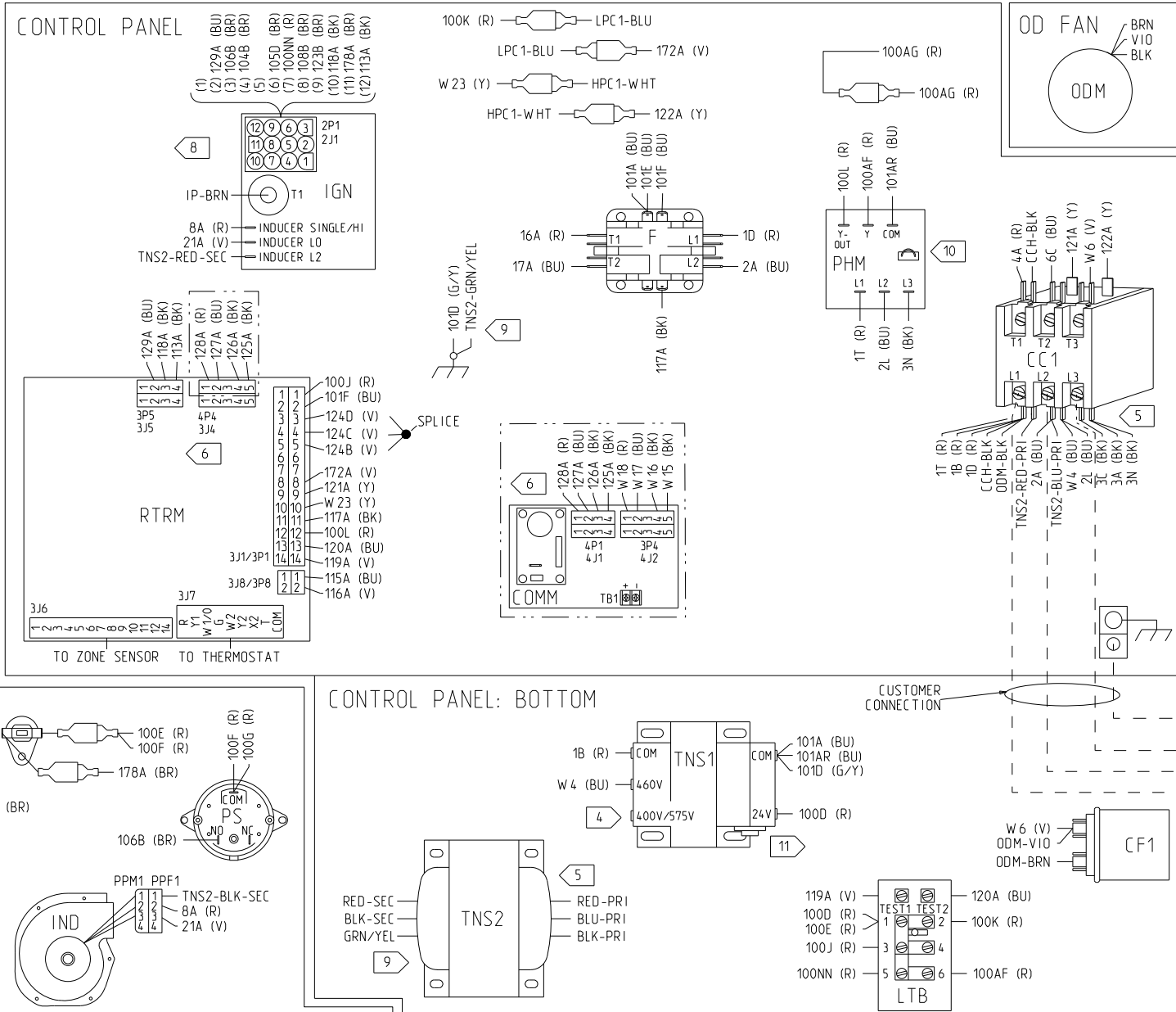
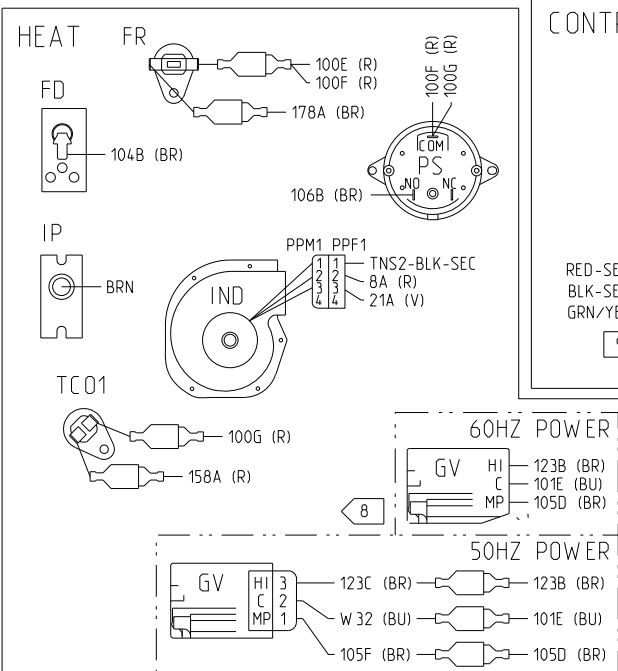
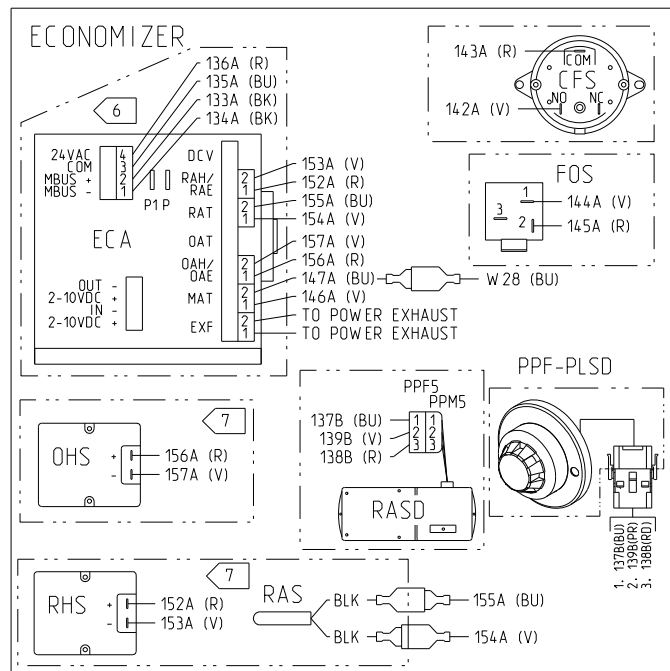
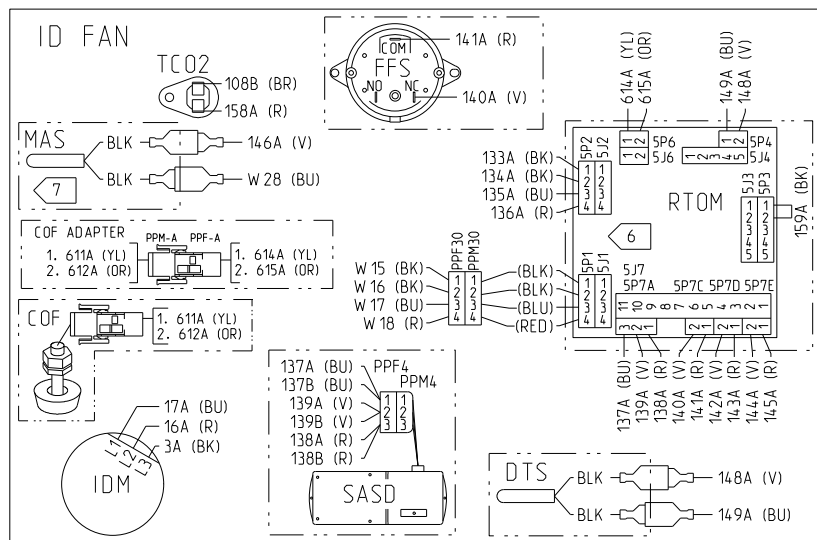


- 4 CONNECTIONS SHOWN ARE FOR 460V/60HZ/3PH UNITS. WHEN 380V/60HZ/3PH OR 575V/60HZ/3PH OPERATION IS REQUIRED, MOVE WIRE W4 FROM THE 460V TERMINAL ON TNS1 TO THE 400V/575V TERMINAL.
- 5 CONNECTIONS SHOWN ARE FOR 380V/60HZ/3PH OR 460V/60HZ/3PH UNITS. WHEN 575V/60HZ/3PH OPERATION IS REQUIRED, REMOVE WIRE TNS2-BLU-PR1 FROM CC1-L2 AND CONNECT WIRE TNS2-BLK-PR1 TO CC1-L2.
- 6 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.
- 7 OPTIONAL MAS, RAS, RHS, OHS, AND ASSOCIATED WIRING NOT USED WITH MOTORIZED OUTSIDE AIR DAMPER.
- 8 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 JUMPERED WITH WIRE W37 (NOT SHOWN, 50HZ ONLY).
- 9 WIRE TNS2-GRN/YEL IS NOT PRESENT IF TNS2 IS AN AUTOTRANSFORMER.
- 10 CUT PHM JUMPER FOR 50 HZ.
- 11 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	 AVERTISSEMENT	 ADVERTENCIA
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.	TENSION DANGEREUSE! COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS A DISTANCE. PUIS SUIVRE LES PROCÉDURES DE VERIFICATION ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUTS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRÂINEMENTS A VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS. NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.	¡VOLTAJE PELIGROSO! DESCONECTE TODA LA ENERGÍA ELÉCTRICA. INCLUIDO LAS DESCONECIONES 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.

TRANE THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF TRANE		4366-1540	REV P
DRAWN BY: © TRANE K. Vickmark	DATE: 20Jul2001	DIAGRAM CONNECTION PRINT Y(S,H)C(072,090)E(4,W) RELIA TEL	
DO NOT SCALE PRINT	THIRD ANGLE PROJECTION 		

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 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.

