

FINISH

ANGLES  $\pm 2.0^\circ$  HOLE  
CONFORMS TO ASME Y14.5M-1994

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### THIRD ANGLE PROJECTION

### DIAGRAM-WIRING

MODELS  
(NOTE 13)

TTA100CD  
TTA120C3  
TTA120C4  
TTA120CW

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NOTES:

1. LOW VOLTAGE WIRING MUST BE 18 AWG MINIMUM.
2. MAXIMUM EXTERNAL LOW VOLTAGE LOAD 1.8 AMP/ 24 V.A.C.. DOES NOT INCLUDE ACCESSORIES, BUT DOES INCLUDE INDOOR BLOWER RELAY.
3. SEE HEATER ASSEMBLY DIAGRAM FOR DETAILS OF HEATER WIRING.
4. CONNECTIONS SHOWN ARE FOR 230V/60HZ/3 PH. WHEN 208V/60 HZ/3 PH OPERATION IS REQUIRED, REMOVE (C/D) WIRE AT UNIT TRANSFORMER AND RECONNECT TO 208V TRANSFORMER TERMINAL.
5. IF EVAPORATOR DEFROST CONTROL (EDC) IS USED IN INDOOR UNIT, REMOVE JUMPER WIRE ON CONDENSER LOW VOLTAGE BOARD BETWEEN TERMINALS "R" AND "C/D".
6. DO NOT JUMPER COMPRESSOR PROTECTION SWITCH (CPS) OR THE HIGH PRESSURE CUT-OUT SWITCH (HCU).
7. ON MODELS WITH RTM BOARDS, INSTALLER MUST MOVE ED WIRE IF AIR HANDLER HAS AN EVAPORATOR DEFROST CONTROL (R) AIR HANDLER LOW VOLTAGE TERMINAL (CONNECTIONS "B2" AND "B1" TO "R" AND "C/D".
8. ALL COMPONENTS WITH PHANTOM LINES AROUND PERIMETER ARE FIELD INSTALLED ACCESSORIES EXCEPT FOR COMMUNICATION INTERFACE BOARD(CM) WHICH MAY BE FACTORY INSTALLED ON SOME MODELS.
9. IF ANY OF THE ORIGINAL WIRE, AS SUPPLIED WITH THIS UNIT, MUST BE REPLACED, REPLACEMENT WIRING OF THE REPLACEMENT WIRE IS RATED AT 600 VOLTS AND 90°C.
10. CUT WIRE 120A TO ENABLE ELECTRIC HEAT.
11. CUT WIRE 100A TO CONFIGURE FOR TWO STAGES OF ELECTRIC HEAT.
12. CONNECTIONS FOR THE 230V/60HZ/3 PH UNIT ARE SHOWN, FOR 400V., 460V., AND 575V. MODELS, SEE TRANSFORMER CONNECTIONS IN INSERT "A" AND "B".
13. UNIT USES 100 WATT "T", "T", "U" OR "W" IN THE 10TH DIGIT USE LITERATURE FOR EXPLANATION OF 10TH DIGIT MODEL DESIGNATION.
14. THE CRANKCASE HEATER IS USED ONLY ON AT1240C3, AT1240C4 AND AT1240C6 MODELS. ON THE AT1240C6 MODEL, THE CRANKCASE HEATERS CONNECT TO THE LINE SIDE OF THE CONTACTORS (CCHB-1 CONNECTS TO CC-B1 AND CC-B3). AND CCHB-2 TO CC-C1 AND CC-C3).
15. INSTALL OPTIONAL REMOTE SENSOR TO TERMINALS S1 AND S2 WHEN REQUIRED. SEE PROGRAMMABLE ZONE SENSOR / PANEL W/NS/LITERATURE FOR OPTION CONFIGURATION.

| WIRE COLOR DESIGNATION |        |      |        |
|------------------------|--------|------|--------|
| ABBR                   | COLOR  | ABBR | COLOR  |
| BK                     | BLACK  | PR   | PURPLE |
| BL                     | BLUE   | RD   | RED    |
| BR                     | BROWN  | WH   | WHITE  |
| GR                     | GREEN  | YL   | YELLOW |
| OR                     | ORANGE |      |        |

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.

COUPER TOUTES LES TENSIONS ET  
OUVRIR LES SECTIONNEURS À DISTANCE.  
PUIS SUIVRE LES PROCÉDURES DE  
VERROUILLAGE ET DES ÉTIQUETTES AVANT  
TOUTE INTERVENTION. VÉRIFIER QUE TOUTES  
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.

NE PAS RESPECTER CES MESURES DE  
PRÉCAUTION PEUT ENTRAÎNER DES  
BLESSURES GRAVES POUVANT ÊTRE  
MORTELLS.

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.

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.

| DEVICE | DESCRIPTION                    | LOC |
|--------|--------------------------------|-----|
| CC     | COMPRESSOR CONTACTOR           | 6   |
| CCH    | CRANKCASE HEATER               | 1   |
| CF     | CONDENSER FAN CAPACITOR        | 1   |
| CHR    | CRANKCASE HEATER               | 1   |
| CN     | CONNECTOR OR WIRE NUT          | 1   |
| CMR    | COMMUNICATION INTERFACE MODULE | 50  |
| CPR    | COMPRESSOR                     | 1   |
| CPS    | COMPRESSOR PROTECTION SWITCH   | 1   |
| EDC    | EVAPORATOR DEFROST CONTROL     | 7   |
| F      | FAN RELAY                      | 1   |
| FTB    | FAN TERMINAL BLOCK             | 1   |
| FU     | FUSE                           | 1   |
| H1-H2  | HEAT RELAYS                    | 3   |
| HPD    | HIGH PRESSURE CUTOUT           | 4   |
| HTB    | HIGH VOLTAGE TERMINAL BLOCK    | 1   |
| IDL    | INTERNAL OVERLOAD              | 1   |
| LDL    | LOW VOLTAGE TERMINAL BLOCK     | 2   |
| ODM    | OUTDOOR FAN MOTOR              | 1   |
| RTM    | RELAY RETIENING RELAY MODULE   | 3   |
| TRM    | TRANSFORMER TRANSFORMER        | 1   |

