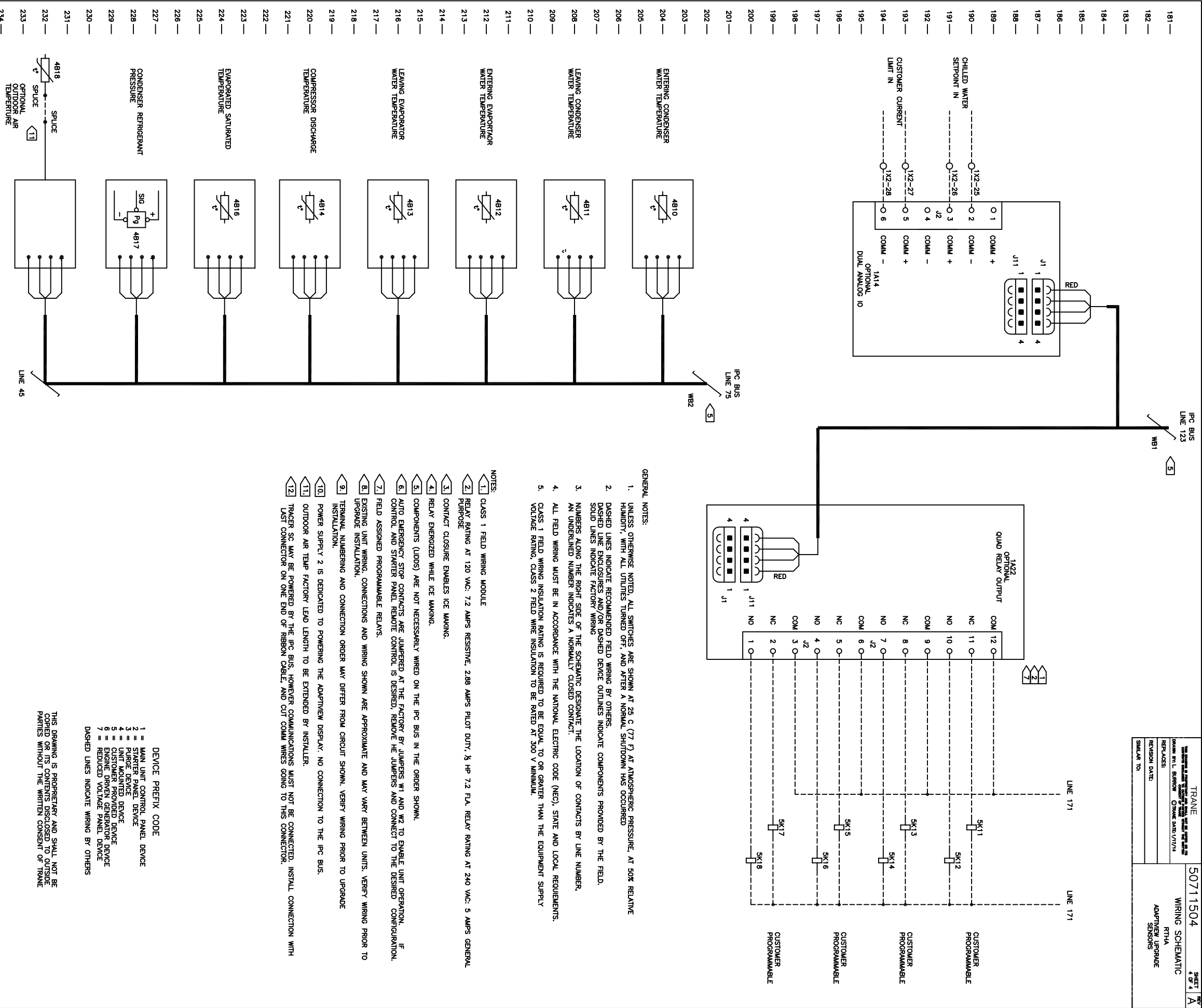




WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRICAL POWER INCLUDING ROUTE AND TRAILER BATTERIES FROM LOCK OUT INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, RETER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

AVERTISSEMENT

TENSION DANGER/USEL

COUPER TOUTES LES TENSIONS ET OUVRI-
RE LES SECTIONNEURS A DISTANCE, PUIS SUI-
VRE LES PROCEDURES DE VERTICILLAGE ET DES
VERIFIEZ QUE TOUTES LES TENSIONS
DES MOTEURS SONT DECHARGES. DANS LE CAS
D'UNITES COMPORTANT DES ENTRAÎNEMENTS
A VITESSE VARIABLE, SE RETOURNER AUX
MANUELS D'ENTRAÎNEMENTS POUR
DECHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE
PRECAUTION PEUT ENTRAINER DES BLESSURES
GRAVES POUVANT ETRE MORTELLES.

⚠
ADVERTENCIA

¡NOTA! PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUIDO LAS DESCONECCIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ENLUTADO ANTES DE TOCAR LOS CABLES DE LOS CILINDROS. HAYAN DESARROLLO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES DE RECONSTRUCCIÓN DEL COMPROBADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA CAUSAR LA MUERTE O SERIOS 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'ÉQUIPEMENT.

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.

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

DEVICES PREFIX CODE

1 =	MAIN UNIT CONTROL PANEL DEVICE
2 =	STARTER PANEL DEVICE
3 =	PURGE DEVICE
4 =	UNIT MOUNTED DEVICE
5 =	CUSTOMER PROVIDED DEVICE
6 =	ENGINE DRIVEN GENERATOR DEVICE
7 =	REDUCED VOLTAGE PANEL DEVICE

DASHED LINES INDICATE WIRING BY OTHERS

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GENERAL NOTES:

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. SOLID LINES INDICATE FACTORY WIRING.
3. NUMBERS ALONG THE RIGHT SIDE OF THE SCHEMATIC DESIGNATE THE LOCATION OF CONTACTS BY LINE NUMBER. AN UNDESLINED NUMBER INDICATES A NORMALLY CLOSED CONTACT.
4. ALL FIELD WIRING MUST BE IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE (NEC), STATE AND LOCAL REQUIREMENTS.
5. CLASS 1 FIELD WIRING INSULATION RATING IS REQUIRED TO BE EQUAL TO OR GREATER THAN THE EQUIPMENT SUPPLY VOLTAGE RATING. CLASS 2 FIELD WIRE INSULATION TO BE RATED AT 300 V MINIMUM.

NOTES:

1. CLASS 1 FIELD WIRING MODULE
2. RELAY RATING AT 120 VAC: 7.2 AMPS RESISTIVE, 2.88 AMPS PILOT DUTY, $\frac{1}{2}$ HP 7.2 FLA. RELAY RATING AT 240 VAC: 5 AMPS GENERAL PURPOSE
3. CONTACT CLOSURE ENABLES ICE MAKING.
4. RELAY ENERGIZED WHILE ICE MAKING.
5. COMPONENTS (UDDS) ARE NOT NECESSARILY WIRED ON THE IPC BUS IN THE ORDER SHOWN.
6. AUTO EMERGENCY STOP CONTROLS ARE JUMPPED AT THE FACTORY BY JUMPPERS W1 AND W2 TO ENABLE UNIT OPERATION. IF CONTROL AND STARTER PANEL REMOTE CONTROL IS DESIRED, REMOVE THE JUMPPERS AND CONNECT TO THE DESIRED CONFIGURATION.
7. FIELD ASSIGNED PROGRAMMABLE RELAYS.
8. EXISTING UNIT WIRING, CONNECTIONS AND WIRING SHOWN ARE APPROXIMATE AND MAY VARY BETWEEN UNITS. VERIFY WIRING PRIOR TO UPGRADE INSTALLATION.
9. TERMINAL NUMBERING AND CONNECTION ORDER MAY DIFFER FROM CIRCUIT SHOWN. VERIFY WIRING PRIOR TO UPGRADE INSTALLATION.
10. POWER SUPPLY 2 IS DEDICATED TO POWERING THE ADAPTVIEW DISPLAY. NO CONNECTION TO THE IPC BUS.
11. OUTDOOR AIR TEMP FACTORY LEAD LENGTH TO BE EXTENDED BY INSTALLER.
12. TRACER SC MAY BE POWERED BY THE IPC BUS, HOWEVER COMMUNICATIONS MUST NOT BE CONNECTED. INSTALL CONNECTION WITH LAST CONNECTOR ON ONE END OF RIBBON CABLE, AND CUT COMM WIRES GOING TO THIS CONNECTOR.

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THE DRAWING IS UNCONTROLLED AND SHALL NOT BE USED FOR CONSTRUCTION OF THE PROJECT WITHOUT THE WRITTEN APPROVAL OF THE PROJECT MANAGER. DRAWN BY: L. BARNWELL CHECKED DATE: 11/11/14 RE-PLACED: _____ REVISION DATE: _____ REVISION TO: _____ SIMILAR TO: _____	50711504	SHEET 4 OF 4	REV
	WIRING SCHEMATIC RT14A ADAPTIVE UPGRADE SENSORS		