

**WARNING!**  
 THE FOLLOWING TABLE LISTS THE PARAMETERS THAT ARE SET DIFFERENT FROM THE DRIVE DEFAULT SETTINGS. ADDITIONAL PARAMETER SETTINGS MAY BE REQUIRED FOR YOUR APPLICATION.

DRIVE PARAMETER SETTINGS

| PARAMETER # | NAME              | SETTING | VALUE              |
|-------------|-------------------|---------|--------------------|
| 0-02        | MOTOR SPEED UNIT  | 1       | HZ                 |
| 0-03        | REGIONAL SETTINGS | 1       | NORTH AMERICA      |
| 1-03        | TORQUE CHAR.      | 1       | VARIABLE TORQUE    |
| 5-02        | TERMINAL 29 TYPE  | 1       | OUTPUT             |
| 5-31        | TERMINAL 29       | 5       | RUNNING            |
| 14-20       | RESET MODE        | 13      | INFINITE AUTO REST |

- NOTES:
- \* INDICATES COMPONENTS NOT SUPPLIED BY MANUFACTURER.
  - REFER TO THE INSTALLATION AND OPERATION MANUAL FOR DRIVE FUNCTIONS AND PARAMETER SETTINGS.
  - FEEDER CIRCUIT PROTECTION, INPUT POWER AND MOTOR WIRING MUST BE SELECTED IN ACCORDANCE WITH THE N.E.C., ANY APPLICATION LOCAL CODES AND THE LOAD CURRENT RATING.
  - REPLACE JUMPER 'J1' WITH NORMALLY CLOSED SAFETY INTERLOCK CONTACT AS NECESSARY. CONTACT MUST BE RATED 1/4 HP @ 120VAC MINIMUM.
  - PANEL MAY REQUIRE DERATING, CONSULT DRIVE MANUAL OR FACTORY FOR FOLLOWING CONDITIONS:
    - HIGHER SWITCHING FREQUENCY THAN DRIVE DEFAULT
    - HIGHER THAN PANEL LISTED AMBIENT TEMPERATURES
    - ELEVATION ABOVE 3300 FEET (1000 METERS)
    - LONG MOTOR LEAD LENGTHS
  - WHEN MOTOR OVERLOADS SIZES ARE DIFFERENT, MOTOR 1 WILL BE THE LARGER OF THE TWO MOTORS

|     |         |       |   |     |   |       |      |  |  |
|-----|---------|-------|---|-----|---|-------|------|--|--|
| B   |         |       | -NOTICE-<br>THIS DRAWING IS PROPRIETARY AND SHALL NOT BE COPIED OR ITS CONTENTS DISCLOSED TO OUTSIDE PARTIES WITHOUT THE WRITTEN CONSENT OF THE TRANE COMPANY | DRN | NAME<br>NEMA 3R,208V,2C<br>,MAIN & DRIVE DISC, MAIN & DRIVE FUSE<br>,3MB1,IR,DUAL MOTOR,2 FAN |       |      | THE TRANE COMPANY<br>A DIVISION OF<br>AMERICAN STANDARD INC. |  |
| A   | SP10119 | 11/10 |   | DTM | APR   | MODEL | PAGE |  |  |
| DR  | SP10076 | 09/10 |   | DTM | TR200   | 1     | A    | 185B3322   |  |
| REV | ECN     | DATE  |   |     |   |       |      |  |  |

WIRE COLOR SCHEME  
 BLACK - LINE VOLTAGE  
 RED - AC CONTROL  
 WHITE - AC GROUNDED  
 CIRCUIT CONDUCTOR  
 BLUE - DC CONTROL  
 GREEN - CHASSIS GROUND

TERMINAL IDENTIFICATION

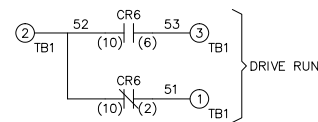
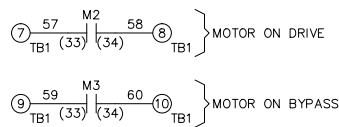
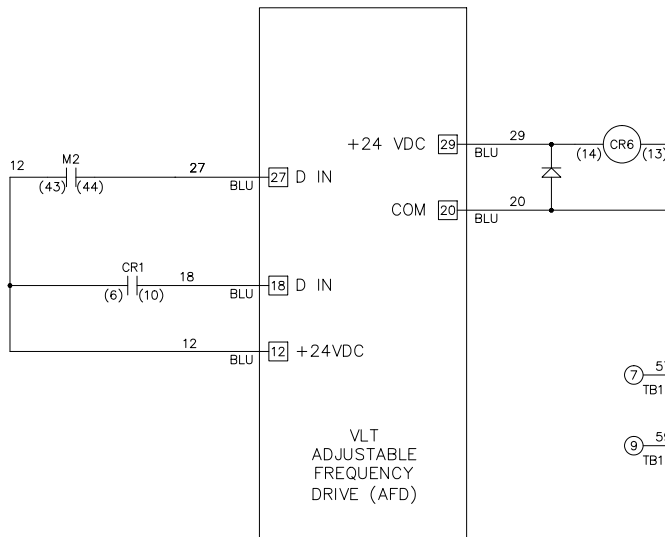
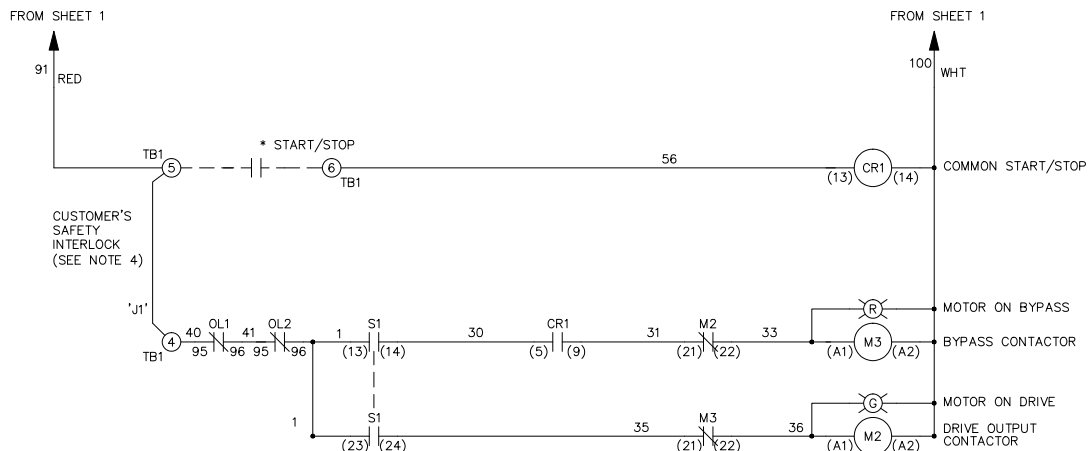
□ - DRIVE TERMINAL  
 ⊗ - CUSTOMER TERMINAL

CUSTOMER DRY CONTACT RATINGS

| RELAY    | CONTACT RATING                  |
|----------|---------------------------------|
| CR1, CR6 | 5A @ 120VAC<br>1/10 HP @ 120VAC |
| M2, M3   | 10A @ 120/240VAC                |

CONTACT SEQUENCE CHART FOR S1  
 X INDICATES CONTACT CLOSED

| POSITION | DRIVE | OFF | BYPASS |
|----------|-------|-----|--------|
| 13-14    |       |     | X      |
| 23-24    | X     |     |        |



|     |         |       |   |     |  |       |        |  |     |          |
|-----|---------|-------|---|-----|--|-------|--------|--|-----|----------|
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| A   | SP10119 | 11/10 |   | DTM | APR  | MODEL | PAGE   | SIZE   | DWG |          |
| DR  | SP10076 | 09/10 |   | DTM |  | TR200 | 2 OF 2 | A  | NO. | 185B3322 |
| REV | ECN     | DATE  |   |     |  |       |        |  |     |          |