



**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.      | 3       | AUTO ENERGY OPTIM VT |
| 5-02        | TERMINAL 29 TYPE  | 1       | OUTPUT               |
| 5-11        | TERMINAL 19       | 52      | RUN PERMISSIVE       |
| 5-31        | TERMINAL 29       | 5       | RUNNING              |
| 5-40[0]     | RELAY 1           | 160     | NO ALARM             |
| 5-40[1]     | RELAY 2           | 167     | START COMMAND        |
| 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

|     |         |       |   |     |  |        |      |  |  |
|-----|---------|-------|---|-----|--|--------|------|--|--|
| 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   |        |      | THE TRANE COMPANY<br>A DIVISION OF<br>AMERICAN STANDARD INC. |  |
| A   | SP10119 | 11/10 |   | DTM | NEMA 3R,240V,3C<br>,MAIN FUSE DISC, DRIVE FUSE<br>,3MB2,SINGLE MOTOR,1 FAN |        |      |  |  |
| DR  | SP10076 | 09/10 |   | APR | MODEL  | PAGE   | SIZE | DWG NO.  |  |
| REV | ECN     | DATE  |   | DTM | TR200  | 1 OF 2 | A    | 185B2730   |  |

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

| TERMINAL IDENTIFICATION |                     |
|-------------------------|---------------------|
| (X)                     | - DRIVE TERMINAL    |
| (X)                     | - CUSTOMER TERMINAL |

CUSTOMER DRY CONTACT RATINGS

| RELAY                   | CONTACT RATING                  |
|-------------------------|---------------------------------|
| CR1, CR2, CR6, CR8, CR9 | 5A @ 120VAC<br>1/10 HP @ 120VAC |
| M1, M2, M3              | 10A @ 120/240VAC                |
| UV                      | 8A @ 120VAC<br>1/3 HP @ 120VAC  |
| TD1                     | 4A @ 250VAC                     |
| DRIVE RELAY 1 & 2       | 2A @ 240VAC                     |

| CONTACT SEQUENCE CHART FOR S1 |       |     |        |      |
|-------------------------------|-------|-----|--------|------|
| X INDICATES CONTACT CLOSED    |       |     |        |      |
| CONTACT \ POSITION            | DRIVE | OFF | BYPASS | TEST |
| 1-2                           | X     |     |        | X    |
| 3-4                           |       |     | X      | X    |
| 5-6                           | X     |     |        |      |
| 7-8                           |       |     |        | X    |



|     |         |       |
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DRN  
*DTM*  
APR  
*DTM*

NAME  
NEMA 3R,240V,3C  
,MAIN FUSE DISC, DRIVE FUSE  
,3MB2,SINGLE MOTOR,1 FAN  
MODEL TR200

THE TRANE COMPANY  
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