



**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 NEMA 3R,208V,2C<br>,MAIN CB, DRIVE DISC, DRIVE FUSE<br>,3MB2,CONTACT MOTOR SELECT,4 FAN |       |       |      | THE TRANE COMPANY<br>A DIVISION OF<br>AMERICAN STANDARD INC. |         |          |
| A   | SP10119 | 11/10 |   | DTM | APR  | MODEL | TR200 | PAGE | 1 OF 2   | SIZE    | A        |
| DR  | SP10076 | 09/10 |   | DTM |  |       |       |      |  | DWG NO. | 185B4040 |
| REV | ECN     | DATE  |   |     |  |       |       |      |  |         |          |

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

| TERMINAL IDENTIFICATION |                     |
|-------------------------|---------------------|
| X                       | - DRIVE TERMINAL    |
| ⊗                       | - CUSTOMER TERMINAL |

| CUSTOMER DRY CONTACT RATINGS |                                 |
|------------------------------|---------------------------------|
| RELAY                        | CONTACT RATING                  |
| CR1, CR2, CR6, CR8, CR9      | 5A @ 120VAC<br>1/10 HP @ 120VAC |
| M2, M3, M4, M5               | 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<br>X INDICATES CONTACT CLOSED |       |     |        |
|---|-------|-----|--------|
| POSITION  | DRIVE | OFF | BYPASS |
| 13-14   |       |     | X      |
| 23-24   | X     |     |        |

| CONTACT SEQUENCE CHART FOR S2<br>X INDICATES CONTACT CLOSED |         |      |         |
|---|---------|------|---------|
| POSITION  | MOTOR 1 | AUTO | MOTOR 2 |
| 11-12   | X       | X    |         |
| 13-14   |         |      | X       |
| 21-22   |         | X    | X       |
| 23-24   | X       |      |         |



|     |         |       |   |     |   |       |      |   |         |          |
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