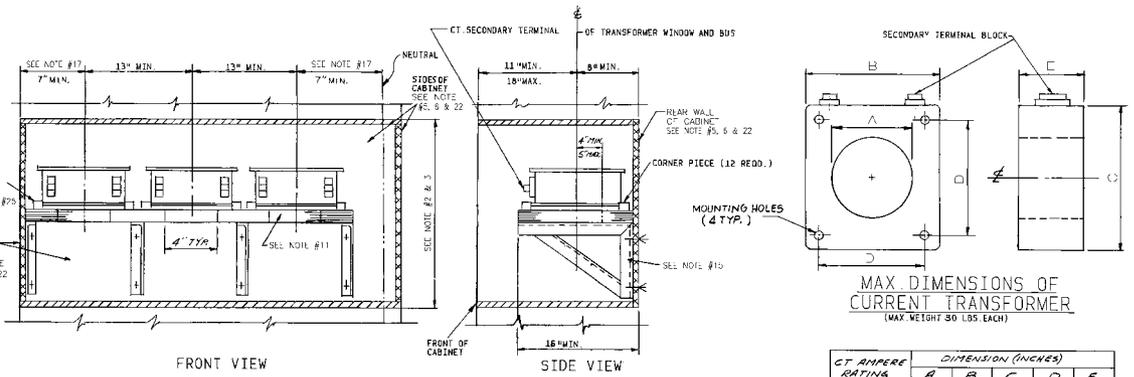
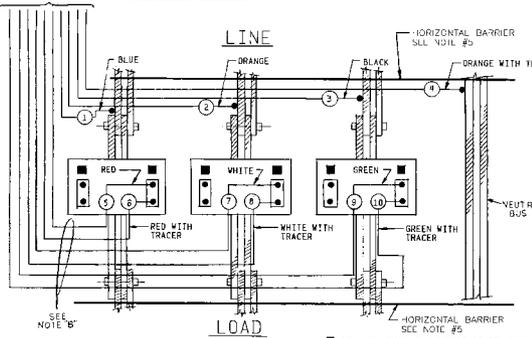
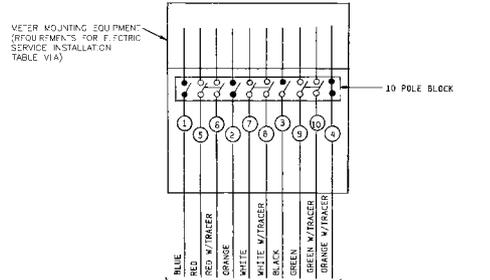
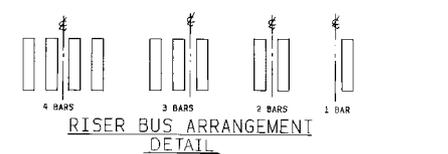


REVISIONS

3/24/1977 46116
 3 TO 4" SIZE
 UPDATED NOTES
 5/2/78 2-9-81
 2/25/81 10
 CIRCLED DIMENSIONS
 OF CURRENT
 TRANSFORMER
 MOUNTING HOLES.
 W.D. 4-19-85
 1/1/81 120
 CLARIFIED NOTE 10
 ADDED NOTE 10
 5/2/81 7-26-83
 1/1/81 121
 CHANGED NOTES
 4 & 5 TO 10.
 NOTES 22, 23, 24,
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CT AMPERE RATING	DIMENSION (INCHES)			
	A	B	C	D E
1000/2000	5 3/4	8 1/2	8 1/4	6 3/4 4
2000/4000	8 1/8	11	11 3/4	8 1/2 4



NOTES: (FOR WIRING)

A- WIRES NOS. 5, 6, 7, 8, 9 & 10 ARE TO BE LEFT WITH SUFFICIENT SLACK TO REACH ANY SET OF SECONDARY TERMINALS, BUT ARE TO BE CONNECTED TO CT'S BY CON EDISON.

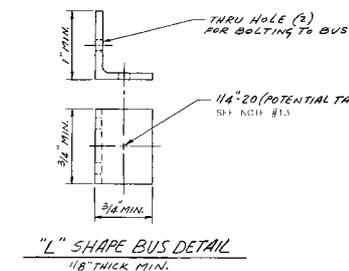
B- TRANSFORMERS ARE SHOWN FOR SERVICE FROM THE TOP. IF SERVICE IS FROM THE BOTTOM, THE TRANSFORMERS ARE TO BE SET WITH THE "LINE" MARKING OF TRANSFORMERS AT THE BOTTOM.

C- ALL WIRING WIRES (CURRENT AND POTENTIAL) SHALL BE CONTINUOUS WITHOUT SPLICES FROM CURRENT TRANSFORMERS TO METERS. THE WIRES SHALL BE INSTALLED IN RIGID CONDUIT OR ELECTRICAL METALLIC TUBING, TROUGH OR TRAY INSTALLATIONS ARE NOT ACCEPTABLE. THE CONDUIT MUST BE CONTINUOUS FROM THE CURRENT TRANSFORMER ENCLOSURE TO THE METER MOUNTING EQUIPMENT.

D- MULTIPLE CONDUCTOR CABLES TO BE #9 AWG. (19 / 22) STRANDED OR #10 AWG. SOLID COPPER WIRE WITH R-OR-T TYPE INSULATION. SINGLE CONDUCTORS ARE TO BE #8 AWG. SOLID COPPER WITH R-OR-T TYPE INSULATION. INSULATED WIRE TONGUE LUGS ARE TO BE USED FOR CONNECTION OF SHANDED WIRES TO THE METAL CONNECTION BLOCK AND TO LINE BUSES. SPADE OR FORK TYPE LUGS ARE NOT ACCEPTABLE.

E- DISTANCE BETWEEN CURRENT TRANSFORMERS AND METER MOUNTING EQUIPMENT IS NOT TO EXCEED 25 FEET.

F- ALL WIRES ARE TO BE COLOR CODED AS SHOWN.



- NOTES:
- THE CUSTOMER OR CONSULTANT SHALL RECEIVE OFFICIAL CON EDISON APPROVAL OF THE MANUFACTURER'S EQUIP. DWG. PRIOR TO THE SWITCHGEAR ASSEMBLY OR INSTALLATION, NONCOMPLIANCE WITH COMPANY RULES AND SPECIFICATIONS MAY CAUSE DELAYS AND NON-APPROVAL.
 - THE INSTALLATION AND SWITCHGEAR SHALL MEET THE NATIONAL AND N.E.C. ELECTRICAL CODES.
 - THE CURRENT TRANSFORMER ENCLOSURE OR COMPARTMENT SHALL BE SEPARATE, SEALABLE, PROPERLY BARRIERED AND ACCESSIBLE SUCH THAT THE CURRENT TRANSFORMERS CAN BE READILY INSTALLED OR CHANGED.
 - CURRENT TRANSFORMERS ARE TO BE INSTALLED ON THE LINE SIDE OF A SERVICE DISCONNECT WHEN A SINGLE CUSTOMER IS TO BE SUPPLIED BY THE SERVICE, WHEN PERMITTED BY REGULATORY AUTHORITIES HAVING JURISDICTION. EXCEPTION: 286/480 VOLT SERVICE REQUIRES A DISCONNECT SWITCH BEFORE THE CT CABINET UNLESS OTHERWISE DIRECTED BY CON EDISON.
 - IN MULTI-COMPARTMENT SWITCHGEAR, THE CURRENT TRANSFORMER COMPARTMENT SHALL BE SEPARATED FROM THE OTHER EQUIPMENT BY HORIZONTAL RESTRICTING BARRIERS TO PREVENT ANY SERVICEABLE PARTS, TOOLS, ETC FROM FALLING INTO A LIVE PART OF EQUIPMENT LOCATED BELOW THE BARRIERS. THE CT CABINET SHALL BE BARRIERED AT LEAST 1/4" FROM THE BARRIER NOT IN CONTACT WITH A RESTRICTING FLANGE AT LEAST 1/4" FROM THE BARRIER. THE BARRIER SHALL BE OF 1/4" THICK NON-METALLIC (EX. GLASS, CERAMIC, POLYETHYLENE, EPOXY, ETC.) OR METALLIC (EX. ALUMINUM) PROVIDER MECHANICAL STRENGTH.
 - THE ENCLOSURE HOUSING THE CURRENT TRANSFORMERS (CTS) SHALL BE CONSTRUCTED OF ALUMINUM INCLUDING THE HATCH AND RED TERMINALS WITH THE EXCEPTED PORTS AND HORIZONTAL RESTRICTIVE BARRIERS.
 - THE SWITCHGEAR SECTION HOUSING THE TRANSFORMER SHALL BE DESIGNED WITH A SEPARATE SEALABLE HINGED DOUBLE DOOR AND THREE WAY CATCH. THE DOOR HANDLE IS TO HAVE FACILITIES TO ACCOMMODATE STANDARD SEALS AND PADLOCKS WITH 5/16" INCH HATCH. THE DOORS ARE TO SPAN THE OVERALL WIDTH OF THE CURRENT TRANSFORMER EQUIPMENT. ADEQUATE SPACE SHALL BE PROVIDED ABOVE AND BELOW BUS JOINTS TO ALLOW DISCONNECTING OF THE BUS WITHOUT THE USE OF SPECIAL TOOLS.
 - AN OPENING IN THE BARRIER OR A SIDEWALL OF THE SWITCHGEAR THROUGH WHICH A FACTORY INSTALLED WIRE, CABLE OR BUS PASSES, OR THROUGH WHICH A FIELD INSTALLED WIRE CAN PASS, SHALL BE PROVIDED WITH A BUSHING TO PREVENT ANY SHARP EDGES IN CONTACT WITH THE WIRE, CABLE OR BUS. A BUSHING OF RUBBER, NEOPRENE OR HOT MOLDED SHELLAC AND TAR COMPOSITION IS NOT ACCEPTABLE. AN ACCEPTABLE BUSHING MAY BE OF GLASS, PORCELAIN, HARD PINE, PHENOLIC COMPOSITION, COLD MOLDED COMPOSITION OR THE OPENING SO FORMED THAT THERE WILL BE NO SHARP EDGES WITH WHICH INSULATED CONDUCTORS MAY COME IN CONTACT.
 - HORIZONTAL BARRIERS SHALL NOT BE VENTILATED.
 - THERE IS TO BE A CLEAR SPACE OF AT LEAST THREE (3) FEET IN FRONT OF THE CURRENT TRANSFORMER ENCLOSURE. IF THE CURRENT TRANSFORMER ENCLOSURE IS NOT LOCATED IN A SEPARATE ROOM BUT IS LOCATED IN AN OPEN FLOOR AREA, AN UNOBSTRUCTED SPACE OF AT LEAST FIVE (5) FEET MUST BE MAINTAINED IN FRONT OF THE EQUIPMENT.
 - THE SHELF SHALL BE DESIGNED TO HAVE 3" HIGH OPENINGS TO FACILITATE THE INSTALLATION AND REPLACEMENT OF CURRENT TRANSFORMERS. THE SHELF SHALL BE MADE OF NON-METALLIC MATERIAL (EX. GLASS, CERAMIC OR EQUIVALENT).
 - MOUNTING OF THE TRANSFORMER MAY BE STAGGERED VERTICALLY, IF CLOSER CENTERS ARE REQUIRED WITH A MINIMUM OF 10 INCHES BETWEEN BUS CENTERS. (SEE MOUNTING DETAIL - B).
 - THE POTENTIAL WIRING ((1), (2), (3), (4)) IS TO BE CONNECTED TO THEIR RESPECTIVE BUS ON THE LINE SIDE AND ADJACENT TO THE CURRENT TRANSFORMERS. FOR COPPER BUS, THE CONNECTORS SHALL USE 1/4"-20 SCREWS AND LOCKWASHERS, FOR ALUMINUM BUS, ZINC COATED SCREWS AND LOCKWASHERS, AND TIN COATED WIRE TERMINALS SHALL BE USED. PREPARE BUS WITH PRENTRONK-A OR EQUIVALENT. THE GREEN HEAD SHALL FACE THE CABINET'S FRONT VIEW BY MEANS OF AN "M" SHAPED BUS OR EQUIVALENT.
 - THE TRANSFORMERS ARE TO BE INSTALLED SO THAT THE POLARITY MARKING ON THE TRANSFORMERS ARE ON THE LINE SIDE AND THE SECONDARY CONNECTIONS ARE READILY ACCESSIBLE.
 - THE SHELF SUPPORTING BRACKETS SHALL BE OF NON-CONDUCTIVE MATERIAL TO SUPPORT THE SHELF AND CURRENT TRANSFORMERS.
 - PHASE BUS BARS, INCLUDING NEUTRAL BUS BARS, SHALL BE ARRANGED FACE TO FACE, THE BUS BARS SMALLER DIMENSIONED EDGE SHALL FACE THE FRONT.
 - A MINIMUM OF 7 INCHES OF SPACE SHALL BE PROVIDED FROM THE CENTER LINE OF THE CURRENT TRANSFORMER WINDOW AND ADJACENT EDGE OF THE NEUTRAL BUS ON ENCLOSURE SIDEWALL.
 - THE NUMBER OF BUS BARS SHALL NOT EXCEED 149 FOUR FOR EACH PHASE.
 - COPPER OR ALUMINUM BUS BARS SHALL BE NOMINALLY 1/4" INCH THICK AND NOT LESS THAN 4 INCHES NOR MORE THAN 6 INCHES WIDE. BUS BAR CONFIGURATIONS SHALL BE FLAT AND RECTANGULAR.
 - BUS BAR CONNECTIONS AND JOINTS SHALL BE INTERLEAVED (NOT STACKED) AND HAVE SPACING BETWEEN BUS APPROXIMATELY THE THICKNESS OF ONE BUS BAR. SEE RISER BUS ARRANGEMENT DETAIL.
 - BOLTED JOINTS SHALL BE PLATED WITH SILVER, TIN, NICKEL OR CADMIUM.
 - THE MINIMUM ELECTRICAL CLEARANCE FOR THE SEPARATION OF LIVE PARTS AND GROUND SHALL BE 0.5 INCHES FOR 250 VOLTS AND 1.0 INCHES FOR ABOVE 250 VOLTS.
 - IN MULTI-COMPARTMENT SWITCHGEAR, SERVICE CABLE CONNECTIONS SHALL NOT BE MADE TO THE BUS WITHIN THE CURRENT TRANSFORMER COMPARTMENT.
 - A BOLTED JOINT IN A BUS BAR SHALL BE ACCESSIBLE FOR TIGHTENING WITHOUT REMOVING INSULATING APPL.
 - THE TRANSFORMERS ARE TO BE POSITIONED ON THE SUPPORTING SHELF BY MEANS OF CORNER PIECES OR OTHER SUITABLE MEANS. FRONT AND REAR HOLD DOWN STRAPS ARE USED ACROSS THE TOP OF THE CT'S. THE SERVICE MAY BE REWORKED TO BE DE-ENERGIZED PRIOR TO REMOVAL OF THE CT'S. THE CT'S MOUNTING HOLES SHALL BE USED IN CONNECTION WITH H.O.D.-DOWN STRAPS.

REFERENCE DRAWING:
 FORM 95 METER SOCKET ENCLOSURE SPEC. NO. M/S 751 ----- 314156

THIS DWG. SUPERSEDES DWG. U-3-26264

MOUNTING DETAILS AND WIRING FOR 1000-4000 AMP. WINDOW TYPE CURRENT TRANSFORMERS

CONSOLIDATED EDISON COMPANY OF N.Y., INC.
 DISTRIBUTION ENGINEERING DEPARTMENT

DATE 5/2/51
 LAST REV. 7/19/01
 SPEC. NO. MES 377
 REV. 23