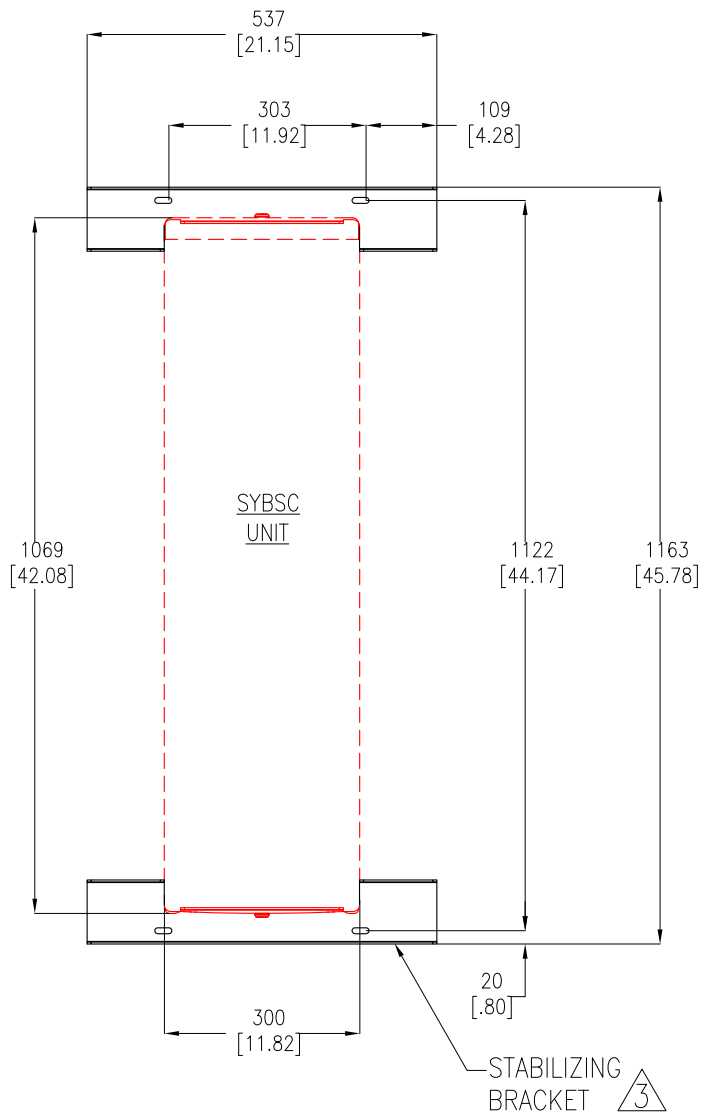


- NOTES:
1. INSTALLATION SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL CODES.
 2. PLEASE REFER TO PRODUCT DOCUMENTATION FOR FURTHER DETAILS
 3. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN MILLIMETERS [INCHES].
 4. CABLE ENTRY IS FROM TOP OR BOTTOM OF UNIT.
 5. FRONT SERVICE ACCESS IS REQUIRED.
 6. NET WEIGHT OF UNIT 148.6 kg [327.0 LBS].
 7. SIDE CAR SHALL BE BAYED WITH BATTERY UNIT. USE BAYING KIT DURING INSTALLATION.

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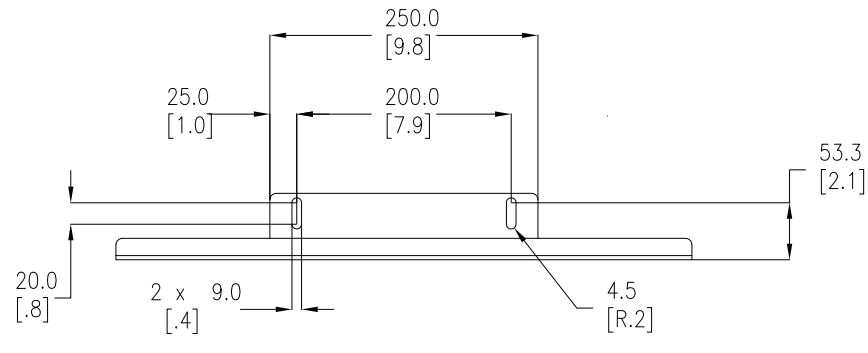


TITLE:	SYMETRA PX BATTERY ENCLOSURE SIDE CAR TOP/BOTTOM CABLE ENTRY 400/480V, 3PH, 250/500KW MAIN MECHANICAL	DWG NO:	SYBSC250K500-MM1	REV:	2
DRAWN:	K NAGENDRA	12-OCT-09	ENGINEER:	T MULLER	12-OCT-09
APPROVE:	SHERIDAN/F DOSA/C LARSEN/S WAGH	12-OCT-09	PROJECT:	SUBMITTAL DRAWINGS	SHEET 1 OF 5

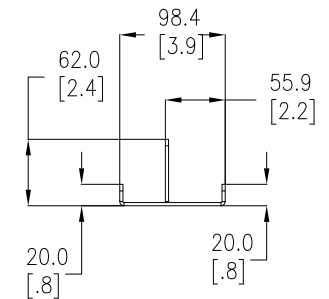


FOOT PRINT
(Enlarged)

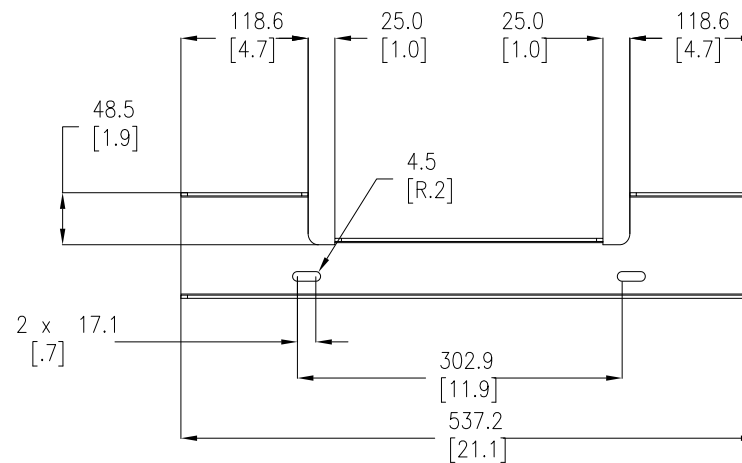
STABILIZING BRACKET (QTY-2)



FRONT VIEW



LEFT SIDE VIEW



TOP VIEW

NOTES:

1. INSTALLATION SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL CODES.
2. PLEASE REFER TO PRODUCT DOCUMENTATION FOR FURTHER DETAILS
- △3. PROVIDED WITH SKU. 30" REAR CLEARANCE IS REQUIRED FOR INSTALLATION.
4. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN MILLIMETERS [INCHES].

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Schneider Electric

TITLE: SYMMETRA PX
BATTERY ENCLOSURE SIDE CAR
TOP/BOTTOM CABLE ENTRY
400/480V, 3PH, 250/500KW
STABILIZING BRACKET

DWG NO: SYBSC250K500-MM2

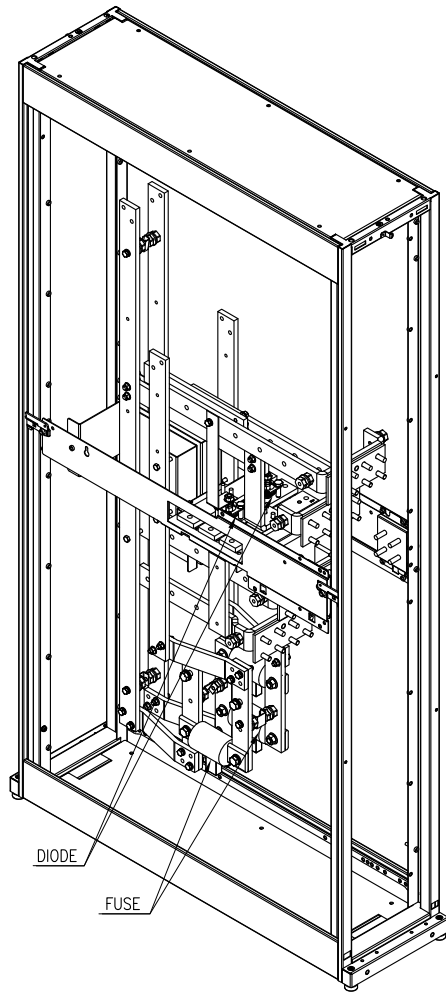
REV. 2

DRAWN: V BUSH 30-JUN-10
ENGINEER: T MULLER 30-JUN-10

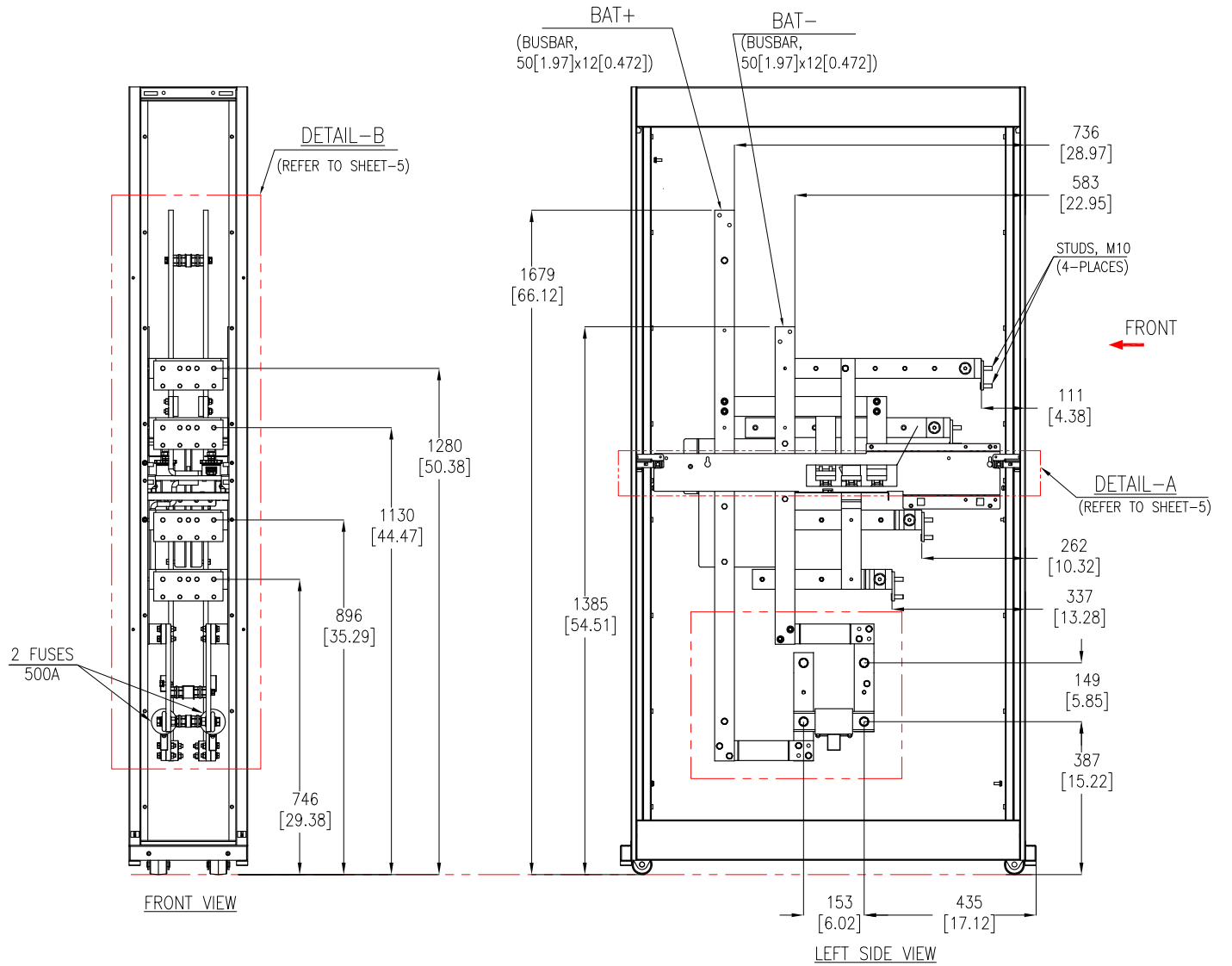
FIRST ANGLE PROJ

PROJECT: SUBMITTAL DRAWINGS SHEET 2 OF 5

APPROVED: SHERIDAN/F DOSA/C LARSEN/S WAGH 30-JUN-10



INTERNAL-ISOMETRIC VIEW



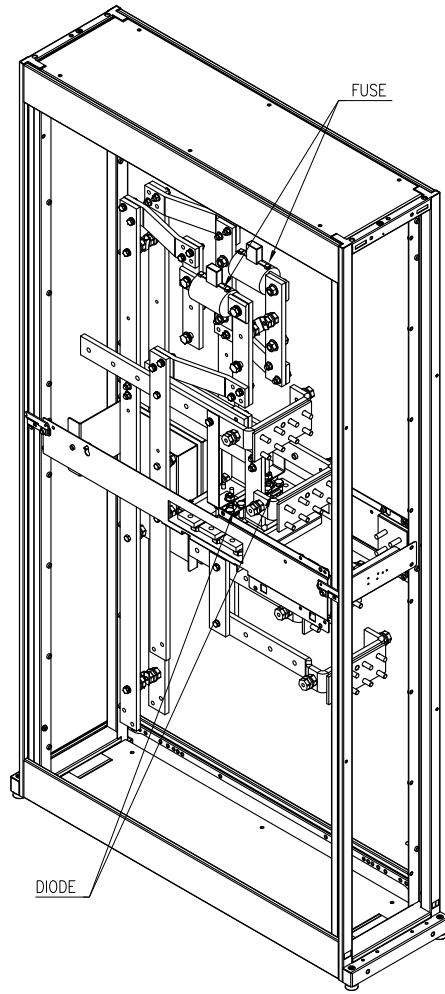
TOP CABLE ENTRY OPTION

- NOTES:
1. INSTALLATION SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL CODES.
 2. PLEASE REFER TO PRODUCT DOCUMENTATION FOR FURTHER DETAILS
 3. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN MILLIMETERS [INCHES].

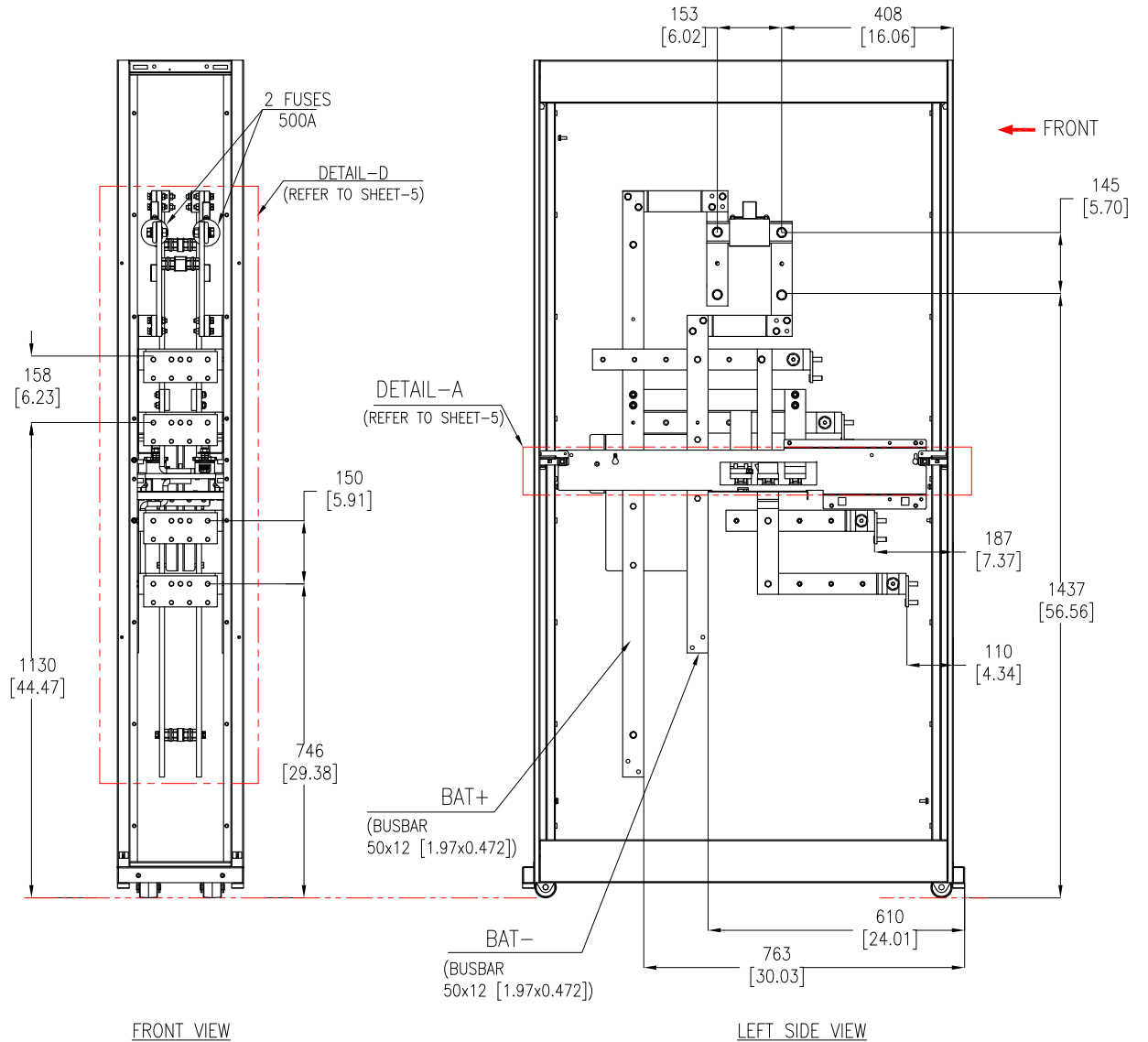
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TITLE:	SYMMETRA PX BATTERY ENCLOSURE SIDE CAR TOP/BOTTOM CABLE ENTRY 400/480V, 3PH, 250/500KW INTERNAL VIEW-1	DWG NO:	SYBSC250K500-ME1	REV.	2
PROJECT:	SUBMITTAL DRAWINGS	DRAWN:	K NAGENDRA	12-OCT-09	FIRST ANGLE
SHEET	3 OF 5	ENGINEER:	T MULLER	12-OCT-09	PROJ
		APPROVED:	B SHERIDAN/F DOSA/C LARSEN/S WAGH	12-OCT-09	



INTERNAL-ISOMETRIC VIEW



FRONT VIEW

LEFT SIDE VIEW

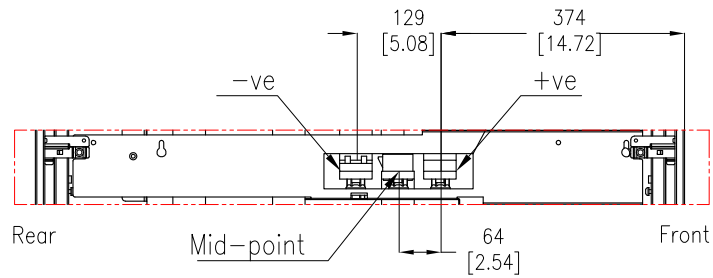
BOTTOM CABLE ENTRY OPTION

- NOTES:
1. INSTALLATION SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL CODES.
 2. PLEASE REFER TO PRODUCT DOCUMENTATION FOR FURTHER DETAILS
 3. UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE IN MILLIMETERS [INCHES].

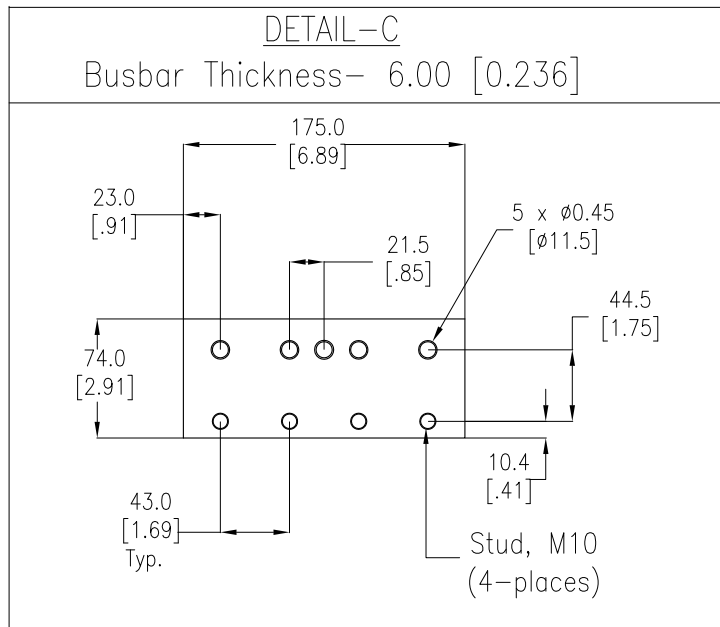
THIS DRAWING AND SPECIFICATIONS HEREIN ARE THE PROPERTY OF SCHNEIDER ELECTRIC AND SHALL NOT BE COPIED, REPRODUCED OR USED IN WHOLE OR IN PART, AS THE BASIS FOR THE MANUFACTURE OR SALE OF ITEMS WITHOUT WRITTEN PERMISSION FROM SCHNEIDER ELECTRIC. THIS DRAWING IS BASED UPON LATEST AVAILABLE INFORMATION AND IS SUBJECT TO CHANGE WITHOUT NOTICE.



TITLE:	SYMMETRA PX BATTERY ENCLOSURE SIDE CAR TOP/BOTTOM CABLE ENTRY 400/480V, 3PH, 250/500KW INTERNAL VIEW-2	DWG NO:	SYBSC250K500-ME2	REV:	2
PROJECT:	SUBMITTAL DRAWINGS	SHEET	4 OF 5	ENGINEER:	T MULLER
APPROVED:	SHERIDAN/F DOSA/C LARSEN/S WAGH	DATE:	12-OCT-09	DATE:	12-OCT-09
				DATE:	12-OCT-09
				DATE:	12-OCT-09

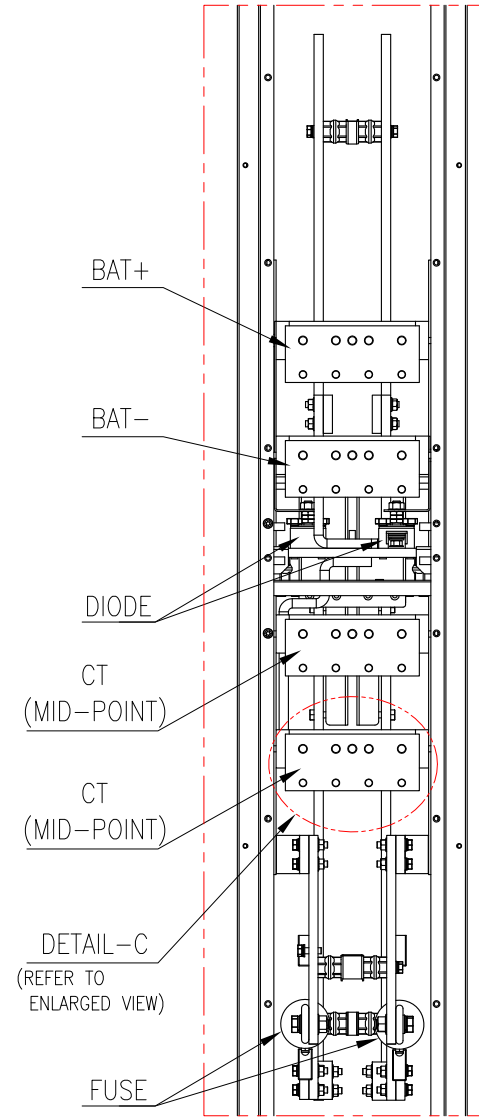


DETAIL-A (Enlarged view)
Left side view



DETAIL-C

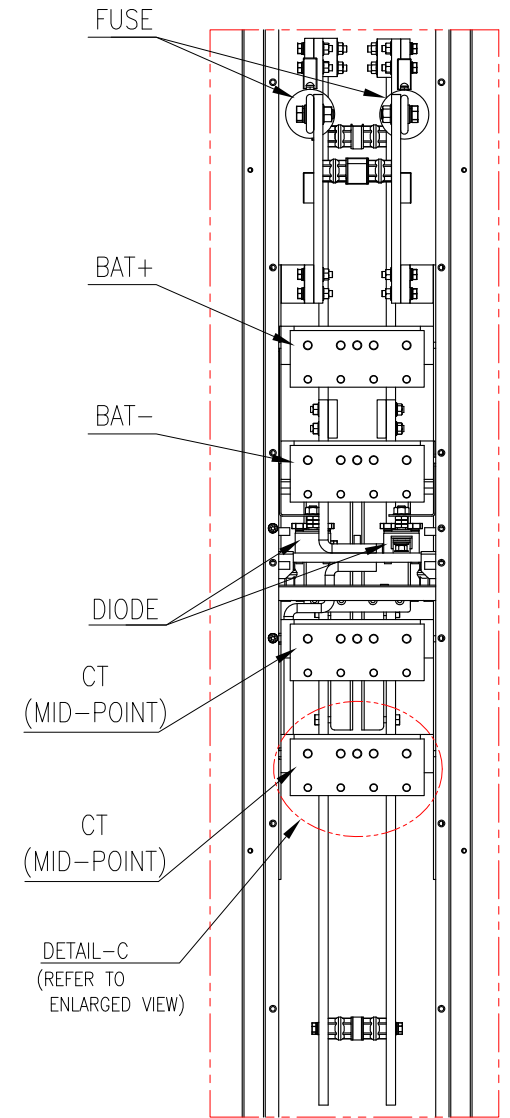
Busbar Thickness - 6.00 [0.236]



DETAIL-C
(REFER TO ENLARGED VIEW)

DETAIL-B
(Enlarged View)

Battery Cable Connection Details



DETAIL-C
(REFER TO ENLARGED VIEW)

DETAIL-D
(Enlarged View)

Battery Cable Connection Details

NOTES:

1. INSTALLATION SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL CODES.
2. PLEASE REFER TO PRODUCT DOCUMENTATION FOR FURTHER DETAILS.
3. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN MILLIMETERS [INCHES].
4. SOME MECHANICAL DETAILS HAVE BEEN OMITTED FOR CLARITY.

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TITLE: SYMMETRA PX
BATTERY ENCLOSURE SIDE CAR
TOP/BOTTOM CABLE ENTRY
400/480V, 3PH, 250/500KW
INTERNAL-DETAILS

PROJECT: SUBMITTAL DRAWINGS SHEET 5 OF 5

DWG NO: SYBSC250K500-ME3
DRAWN: K NAGENDRA
ENGINEER: T MULLER

APPROVED: B SHERMAN/F DOSA/C LARSEN/S WAGH

REV: 2
12-OCT-09
12-OCT-09
FIRST ANGLE PROJ