

**NOTES:**

1. INSTALLATION SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL CODES.
2. PLEASE REFER TO PRODUCT DOCUMENTATION FOR FURTHER INFORMATION.
3. DRAWING DEPICTS POWER SYSTEM CONNECTIONS AND IS NOT REPRESENTATIVE OF PHYSICAL LAYOUT. PLEASE REFER TO MECHANICAL DRAWINGS FOR MORE SPECIFIC PHYSICAL DATA.
- △ 4. MUST BE 4-WIRE + GROUND WYE SOURCE PROVIDED BY OTHERS.
- △ 5. DASHED LINES BETWEEN UNITS ( - - - ) REPRESENT AC/DC CABLING PROVIDED BY OTHERS.
6. INPUT OVERCURRENT PROTECTION IS BASED ON 80% RATING ANY DEVIATION PLEASE CONTACT Schneider Electric.
7. AC POWER CABLING IS 4-WIRE + GROUND AT 208VAC, 3Ø.
- △ 8. 3-WIRE + GROUND; DC AND AC CABLES MUST BE IN SEPARATE CONDUITS.
9. UPS INPUT AND OUTPUT CABLES MUST BE IN SEPARATE CONDUITS.
10. POWER WIRING AND CONTROL WIRING MUST BE IN SEPARATE CONDUITS.
- △ 11. XR BATTERY CABINET IS ALSO AVAILABLE WITHOUT BREAKER, WITH DC FUSES ONLY.
12. XR BATTERY CABINET CAN NOT BE BAYED TO UPS. XR BATTERY CABINET CAN BE BAYED TO ANOTHER XR CABINET, WITH A BAYING KIT. BAYING KIT HAS TO BE PURCHASED AS AN OPTION. UP TO 4 XR BATTERY CABINETS CAN BE CONNECTED TO UPS TO EXTEND BACKUP TIME.
13. SINGLE MAINS INSTALLATION IS A DEFAULT; FOR DUAL MAINS OPTION REFER TO DRAWING# SUVTR20KF2-SD FOR DETAILS.
- △ 14. TOTAL UPS OUTPUT CURRENT IS 55.5A.

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.

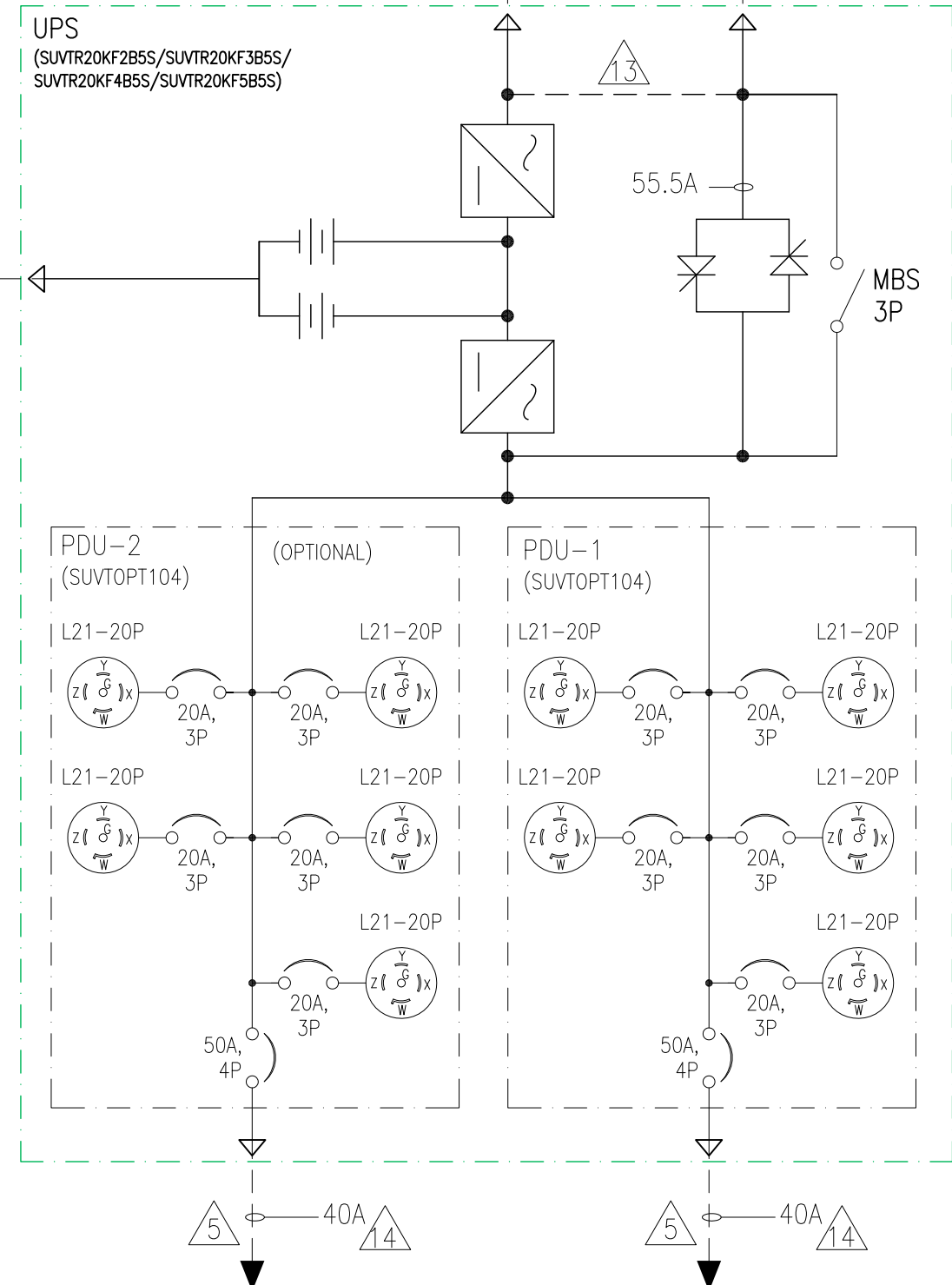
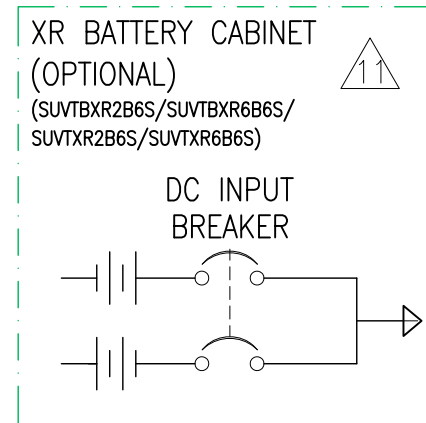


TITLE: SMART-UPS VT ISX  
INPUT: 208V, 3Ø, SINGLE MAIN  
OUTPUT: 208V, 20kVA w/ PDU  
SYSTEM SINGLE-LINE DIAGRAM

PROJECT: STD SUBMITTAL DRAWING SHEET 1 OF 2

DWG NO: SUVTR20KF1-SD  
DRAWN BY: BALAMURUGAN'S CUNHA  
ENGINEER: M MAISSY  
APPROVED BY: B SHERIDAN

REV. 1  
PROJ ANGLE N/A



UPS SYSTEM OUTPUT  
20kVA, 208V, 3 $\phi$ , 4W+GND

**NOTES:**

1. INSTALLATION SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL CODES.
2. PLEASE REFER TO PRODUCT DOCUMENTATION FOR FURTHER INFORMATION.
3. DRAWING DEPICTS POWER SYSTEM CONNECTIONS AND IS NOT REPRESENTATIVE OF PHYSICAL LAYOUT. PLEASE REFER TO MECHANICAL DRAWINGS FOR MORE SPECIFIC PHYSICAL DATA.
- △ 4. MUST BE 4-WIRE + GROUND WYE SOURCE PROVIDED BY OTHERS.
- △ 5. DASHED LINES BETWEEN UNITS ( - - - ) REPRESENT AC/DC CABLING PROVIDED BY OTHERS.
6. INPUT OVERCURRENT PROTECTION IS BASED ON 80% RATING ANY DEVIATION PLEASE CONTACT Schneider Electric.
7. AC POWER CABLING IS 4-WIRE + GROUND AT 208VAC, 3 $\phi$ .
- △ 8. 3-WIRE + GROUND; DC AND AC CABLES MUST BE IN SEPARATE CONDUITS.
9. UPS INPUT AND OUTPUT CABLES MUST BE IN SEPARATE CONDUITS.
10. POWER WIRING AND CONTROL WIRING MUST BE IN SEPARATE CONDUITS.
- △ 11. XR BATTERY CABINET IS ALSO AVAILABLE WITHOUT BREAKER, WITH DC FUSES ONLY.
12. XR BATTERY CABINET CAN NOT BE BAYED TO UPS. XR BATTERY CABINET CAN BE BAYED TO ANOTHER XR CABINET, WITH A BAYING KIT. BAYING KIT HAS TO BE PURCHASED AS AN OPTION. UP TO 4 XR BATTERY CABINETS CAN BE CONNECTED TO UPS TO EXTEND BACKUP TIME.
- △ 13. FOR DUAL MAINS INSTALLATION 3-BRIDGE BUS BARS BETWEEN MAIN AND BYPASS INPUTS HAVE TO BE REMOVED.
- △ 14. TOTAL UPS OUTPUT CURRENT IS 55.5A.
- △ 15. BYPASS INPUT SHALL BE PROVIDED VIA UTILITY SOURCE OR OTHER NON-SYNCRONIZED SOURCE, CONTACT Schneider Electric IF DUAL SOURCES ARE BOTH SEPARATELY DERIVED POWER SYSTEMS.

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: SMART-UPS VT ISX  
INPUT: 208V, 3 $\phi$ , DUAL MAINS  
OUTPUT: 208V, 20kVA w/ PDU  
SYSTEM SINGLE-LINE DIAGRAM

PROJECT: STD SUBMITTAL DRAWING SHEET 2 OF 2

DWG NO: SUVTR20KF2-SD	REV. 1
DRAWN BY: BALAMURIGAN'S CUNHA	09-JUL-14
ENGINEER: M MAISSY	09-JUL-14
APPROVED BY: B SHERIDAN	09-JUL-14
	PROJ ANGLE N/A