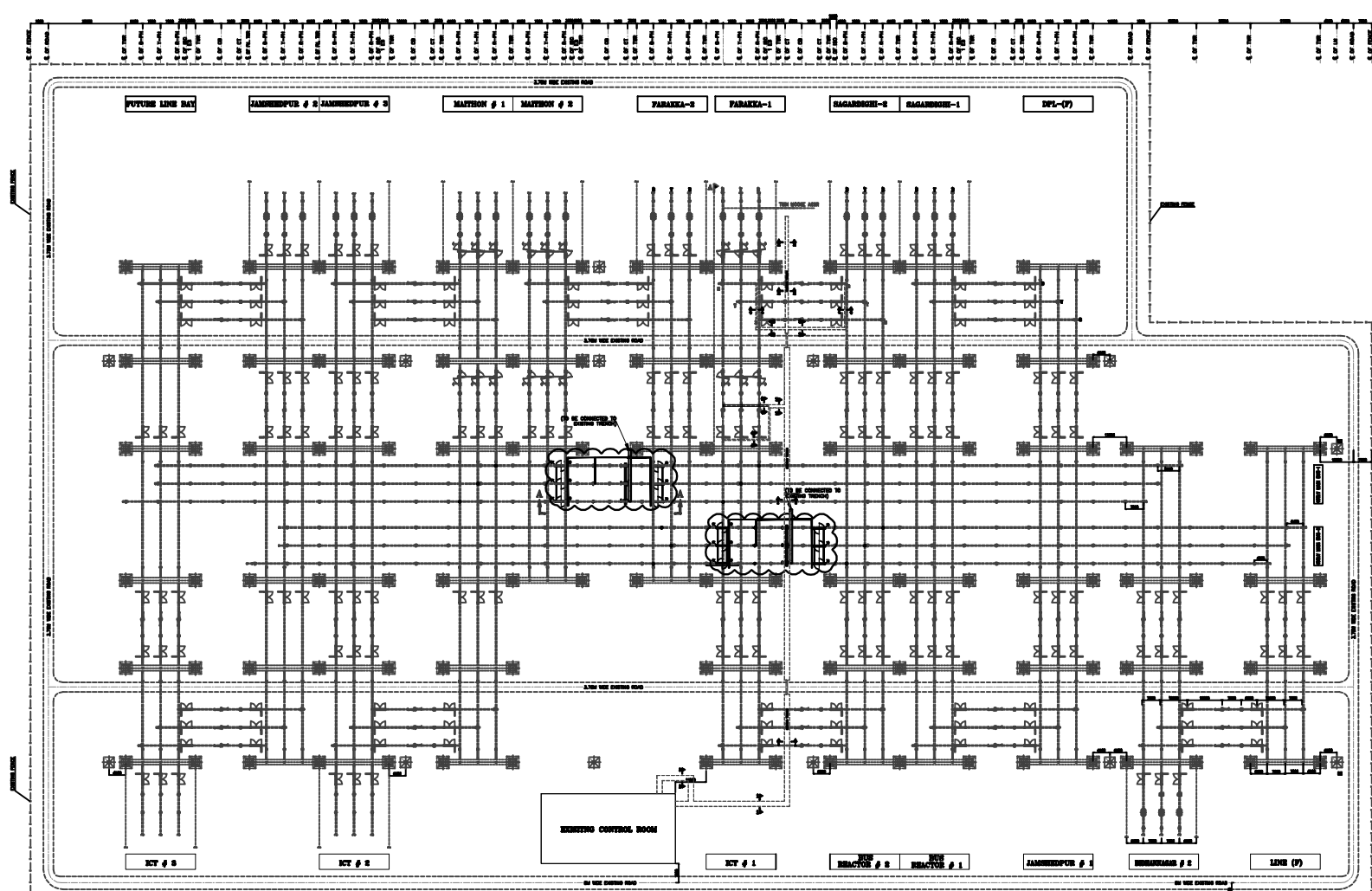




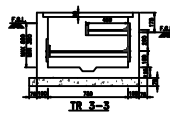
BILL OF QUANTITY - 400V (FOR SPLIT BUS ARRANGEMENT)

ITEM NO.	DESCRIPTION	SYMBOL	QTY.
1	400V, 250A, 40A/1A CIRCUIT BREAKER WITHOUT CLOSING RESISTOR (3-PH)		02
2	400V, 250A, 40A/1A FID RELAY WITH 2 C/P (3-PH)		02
3	400V, 250A, 40A/1A FID RELAY WITH 1 C/P (3-PH)		02
4	400V, 250A, 40A/1A CURRENT TRANSFORMER (1-PH)		02
5	400V COPPER VOLTAGE TRANSFORMER (1-PH) (400V/0V)		02

ARMY REINFORCEMENT OVERALL LAYOUT

SYSTEM PARAMETERS :-	
1. MINIMUM WORKING VOLTAGE	400V
2. MAXIMUM WORKING VOLTAGE	400V
3. MINIMUM FREQUENCY	50Hz
4. MAXIMUM FREQUENCY	50Hz
5. MAXIMUM SHORT CIRCUIT CURRENT (1-PH)	2500A
6. MAXIMUM SHORT CIRCUIT CURRENT (3-PH)	2500A
7. MAXIMUM SHORT CIRCUIT CURRENT (3-PH)	2500A
8. MAXIMUM SHORT CIRCUIT CURRENT (3-PH)	2500A
9. MAXIMUM SHORT CIRCUIT CURRENT (3-PH)	2500A
10. MAXIMUM SHORT CIRCUIT CURRENT (3-PH)	2500A

CLEARANCE TABLE :-	
MINIMUM CLEARANCE TABLE	400V
FRAME TO FRAME (V)	2000mm
FRAME TO EARTH (V)	2000mm
MINIMUM CLEARANCE (V)	2000mm
HEIGHT OF BUS (FROM LINE OF FIRST LEVEL (V))	2000mm
FROM PLUMB LEVEL	2000mm



NOTES:-

1. ALL DIMENSIONS ARE IN MM UNLESS SPECIFIED OTHERWISE.
2. ONLY PART OF THE S/S IS RELEVANT TO THE PRESENT SCOPE IS SHOWN IN THIS DRAWING.
3. DIMENSIONS ARE TO BE TAKEN FROM THE CENTER OF THE BUSBAR.
4. MAIN ENTRANCE IS ASSUMED TO BE ALREADY LAID FOR THE PRESENT SCOPE.
5. PLUMB LEVEL, VARIOUS ABOVE 10.
6. DIMENSIONED ABOVE THIN THIN LAYER OF CONCRETE (POD LAYER NOT DIMENSIONED).
7. THE REQUIRED CLEARANCE IS TO BE MAINTAINED FROM THE TOP OF THE BUSBAR TO THE TOP OF THE CONCRETE LAYER.
8. DIMENSIONED ABOVE THIN THIN LAYER OF CONCRETE (POD LAYER NOT DIMENSIONED).
9. THE REQUIRED CLEARANCE IS TO BE MAINTAINED FROM THE TOP OF THE BUSBAR TO THE TOP OF THE CONCRETE LAYER.

LEGEND TABLE :-

SYMBOL	DESCRIPTION
	BUSBAR
	SWITCHGEAR
	RELAY
	CT
	TRANSFORMER

STANDARD DETAILS :-	
MIN. BUS 1 & 2	MIN. BUS 1 & 2
MIN. BUS 1 & 2	MIN. BUS 1 & 2
MIN. BUS 1 & 2	MIN. BUS 1 & 2

REFERENCE DATA :-	
DATE NO.	DATE
DATE NO.	DATE
DATE NO.	DATE

STANDARD DETAILS :-	
MIN. BUS 1 & 2	MIN. BUS 1 & 2
MIN. BUS 1 & 2	MIN. BUS 1 & 2
MIN. BUS 1 & 2	MIN. BUS 1 & 2

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MIN. BUS 1 & 2	MIN. BUS 1 & 2