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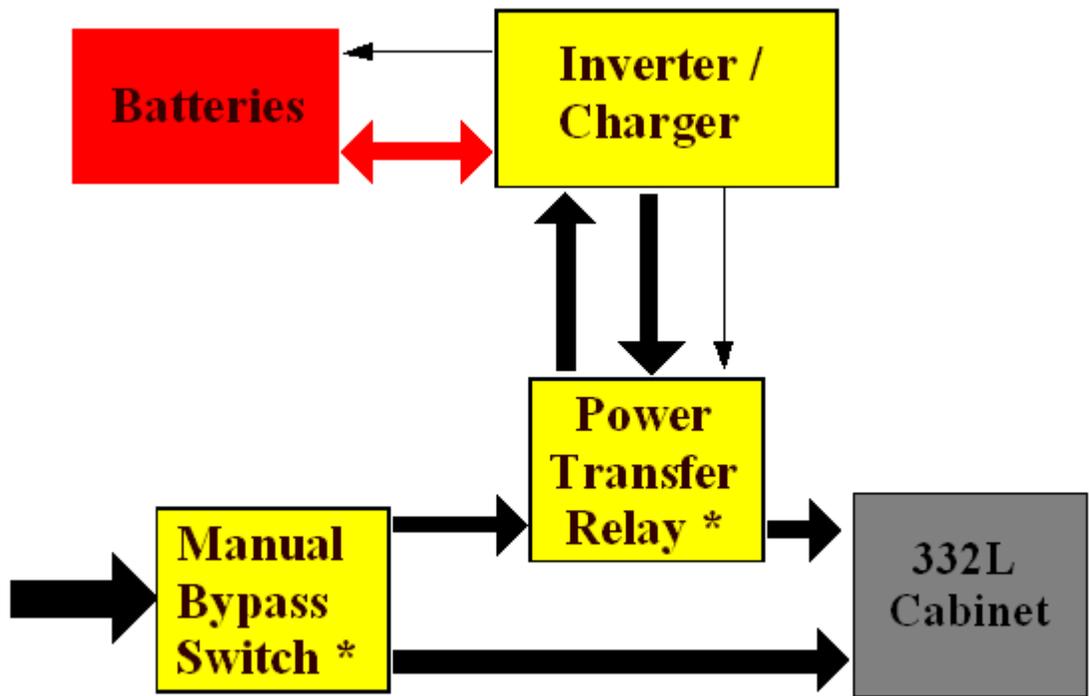
BATTERY BACKUP SYSTEM

ROUTE: 07-LA-1-11.1



SPECIFICATIONS FOR BATTERY BACK-UP SYSTEM

**TEES
CHAPTER 4**



July 7, 2009

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**



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CHAPTER 4
BATTERY BACKUP SYSTEM
SPECIFICATIONS

CHAPTER 4-SECTION A GLOSSARY

AC	Alternating Current
ANSI	American National Standards Institute
AWG	American Wire Gage
BBS	Battery Backup System
E-BBS	External Battery Backup System Cabinet
DC	Direct Current
IEEE	Institute of Electrical and Electronics Engineers
EIA	Electronic Industries Association
ITE	Institute of Transportation Engineers
KVA	Kilovolt-Ampere
LED	Light Emitting Diode
LCD	Liquid Chrystal Display
NEMA	National Electrical Manufacturers Association
NC	Normally Close
NO	Normally Open
OD	Outside Diameter
PTR	Power Transfer Relay
UL	Underwriters Laboratories
TB	Terminal Block
THD	Total Harmonic Distortion
UV	Ultraviolet Light
VDC	Volts DC
VA	Voltage Ampere
VAC	Voltage Alternating Current

CHAPTER 4-SECTION 1 GENERAL

4.1.1 Minimum Requirements

This specification establishes the minimum requirements for a complete emergency battery backup system for use with Light Emitting Diode (LED) Traffic Signal Modules.

The BBS shall be designed for outdoor applications in accordance with the Caltrans Transportation Electrical Equipment Specifications (TEES), dated March 12, 2009, Chapter 1 requirements.

4.1.2 Battery Backup System Configuration

The Battery Backup System (BBS) shall include, but not be limited to the following:

Inverter/Charger, Power Transfer Relay, a separate manually operated non-electronic Bypass Switch (See **A4-1 – BBS Block Diagram**) and all necessary hardware and interconnect wiring.

4.1.3 System Reliability

The BBS shall provide reliable emergency power to a traffic signal system (Vehicle and Pedestrian Traffic) in the event of a power failure or interruption.

The BBS shall be capable of providing power for full run-time operation for an “LED-only” intersection (all colors: red, yellow, green and pedestrian heads) or flashing mode operation for an intersection using Red LED’s.

CHAPTER 4-SECTION 2 OPERATION

4.2.1 Compatibility

The BBS shall be compatible with NEMA, Caltrans 332L Cabinets, Model 170E Controllers, Model 2070 Controllers and cabinet components for full time operation.

4.2.2 Run-Time

The BBS shall provide a minimum two (2) hours of full run-time operation for an “LED-only” intersection.

4.2.3 Output Capacity

The BBS shall be able to provide a minimum of 1000W @ +25°C, continuous active output capacity, with 80% minimum inverter efficiency while running in Backup Mode (on batteries).

4.2.4 Output Voltage

When operating in Backup mode, the BBS output shall be 120 VAC \pm 5 VAC, pure sine wave output, \leq 3% THD, 60 Hz \pm 0.05 Hz.

4.2.5 DC System Voltage

The BBS DC system voltage shall be either 24 VDC or 48 VDC.

4.2.6 Transfer Time

The maximum transfer time allowed, from disruption of normal utility line voltage to stabilized Backup Mode line voltage, shall be no greater than 40 milliseconds. The same maximum allowable transfer time shall also apply when switching from Backup Mode line voltage back to utility line voltage.

4.2.7 Operating Temperature

The operating temperature for the inverter/charger, power transfer relay and manual bypass switch shall be -37°C to $+74^{\circ}\text{C}$. Additionally, all components and parts used shall, at the very least, be rated for that temperature range.

4.2.8 AC Feedback

The BBS shall be equipped to prevent a malfunction feedback to the cabinet or from feeding back to the utility service.

4.2.8.1 Feedback Level

In the event that the AC service feeding the BBS is severed, or there is a utility black-out, the AC voltage measured at the AC inputs to the BBS (Line to Neutral), shall be less than 1 VAC.

4.2.9 Surge Protection

The BBS shall have lightning surge protection compliant with IEEE/ANSI C.62.41 and must be able to withstand 2000 volt surges applied 50 times across line and neutral. These surges shall not cause the BBS to transfer to Backup mode.

4.2.10 Power & Control Connections

The BBS shall be easily installed, replaced, or removed by using easily removable cables for AC input , AC output, DC input, external transfer relay control and battery temperature sense.

4.2.10.1 AC Connection

The AC input and output shall be panel mounted plug / receptacles that allow no possibility of accidental exposure to dangerous voltages (male receptacle for AC Input and female receptacle for AC Output). The receptacles shall utilize some form of locking mechanism or hold down clamps to in order to prevent any accidental disconnects.

4.2.10.2 DC Connection

The DC connection shall be a recessed one or two piece Anderson style receptacle.

4.2.10.3 Relay / Temperature Probe Connections

The external power transfer relay control and the battery temperature sense inputs shall be heavy duty panel-mounted style connectors.

4.2.10.4 General Connections

All connections shall provide mechanically and electrically secure connections without the use of a screwdriver. The only exception will be the 18-position Relay Terminal Block which shall require a small screwdriver for holding down the relay wires.

4.2.11 Relay / Switch Ratings

The Power Transfer Relay and Manual Bypass Switches shall be rated at 240VAC/30 amps, minimum.

4.2.12 Unit Failure

In the event of inverter/charger failure, battery failure or complete battery discharge, the power transfer relay shall revert to the NC (and de-energized) state, where utility line power is connected to the cabinet.

4.2.13 Overload

The BBS must be able to shutdown in order to protect against internal damage in the event of an overload at the output.

4.2.14 Bypass

Placing the Manual Bypass Switch into “Bypass” shall cut AC Utility power to the Inverter/Charger and route it directly to the **332L Cabinet**. In this condition, if the

inverter is then disabled and the batteries disconnected from the system, the Inverter/Charger unit shall be completely de-energized and shall be safe to remove from the intersection system, while still allowing the intersection to function normally.

CHAPTER 4-SECTION 3 FUNCIONALITY, DISPLAYS AND CONTROLS

4.3.1 STANDBY Mode

The BBS shall be provided with a STANDBY mode. In this mode, the utility AC voltage shall be passed directly to the output. The system will transfer to Backup mode at user defined, low and high cutoff voltage level transfer set points that are adjustable between 90 and 135 VAC (the default shall be 100 and 130 VAC). The BBS will automatically apply a 5 VAC difference for the return transfer points.

4.3.1.1 Low & High Cutoff

When the BBS is in STANDBY mode (Buck / Boost is Disabled), the BBS shall bypass the utility line power whenever the utility line voltage is outside of the transfer set points (± 2 VAC).

4.3.1.2 Low Restore

In cases of low (below the low voltage transfer set point), or absent utility line voltage, when the utility line voltage has been restored at or above $5 \text{ VAC} \pm 2 \text{ VAC}$ of the low transfer set point for more than 30 seconds (or the user configured line qualify time), the BBS shall transfer from Backup Mode back to Utility Line Mode.

4.3.1.3 High Restore

In cases of high (above the high voltage transfer set point) utility line voltage, when the utility line voltage has been restored at or below $5 \text{ VAC} \pm 2 \text{ VAC}$ of the high transfer set point for more than 30 seconds (or the user configured line qualify time), the BBS shall transfer from Backup Mode back to Utility Line Mode.

4.3.2 Buck / Boost “Line-Interactive” Mode

The Buck / Boost mode of the BBS shall have a minimum range of 90 – 150 VAC. There shall not be any user configurable transfer set point for the Buck / Boost mode. Whenever Buck / Boost mode is selected, the output of the system shall be regulated between 100 – 130 VAC. When the output of the system can no longer be maintained within that range, the BBS shall transfer to Backup Mode.

4.3.3 Line Qualify Time

The BBS shall have a user adjustable line qualify time. There will be a minimum of three (3) settings possible. The minimum settings shall be 3 seconds, 10 seconds, and 30 seconds. The default value shall be 30 seconds.

4.3.4 Display

The BBS shall have a backlit LCD type display that is easily seen in both bright sunlight and in darkness. The screen shall be large enough to display the following minimum information on a continuous basis; operating mode (STANDBY, Buck/Boost), utility input voltage, BBS output voltage, charger status, percent battery charge, battery voltage, BBS status (Standby, Backup, Buck, Boost), any alarms and faults, and relay status information.

4.3.5 Keypad

The BBS shall use a well defined keypad that includes arrow, enter and escape keys so that the user can efficiently navigate the menu system to make system programming changes and gather other status information.

4.3.6 Status LED's

In addition to the LCD display the BBS shall be provided with discrete status LED indicators. As a minimum, the Red "Fault" LED indicator shall be provided. The purpose of the indicators is to draw the user's attention to the LCD.

4.3.6.1 Green "Output" LED

This LED will be ON any time that the output of the BBS is modified, either by Backup Mode, or by Buck / Boost Modes.

4.3.6.2 Red "Fault" LED

This LED will be ON any time that there are any faults in the system.

4.3.6.3 Yellow "Alarm" LED

This LED will be ON any time that there are any alarms in the system.

4.3.7 Event Log & Counters

The BBS shall keep track of the number of times that the unit was in Backup, Buck and Boost modes and the total number of hours and minutes that the unit has operated in those modes since last reset. This information shall be displayed through the LCD and shall be available for viewing via the EIA-232 port and the Ethernet Interface.

The BBS shall also keep a running event log with the latest events. For each event, the log shall contain as a minimum, a date/time stamp, the current operating mode, and what the event was.

4.3.8 Programmable Relay Contacts

The BBS shall provide the user with six (6) programmable dry relay contacts. These relay contacts shall be rated for a minimum of 1 amp @ 125 VAC. When any relay is energized, it shall show up on the main screen of the LCD. As a minimum, the programming options will be, On Battery, Low Battery, Timer, Alarm, Fault, and Off.

4.3.8.1 On Battery Relay Contacts

The dry relay contacts that are configured for "On Battery" shall only energize when the Inverter is operating in Backup Mode.

4.3.8.2 Timer Relay Contacts

The BBS shall have a timer that will energize the dry relay contacts (when configured for “Timer”) after the user configured time has elapsed. This timer is started when the BBS in the Backup mode. The user can configure the timer from 0 to 480 minutes, in a minimum of 15 minute increments. The default setting will be 120 minutes.

4.3.8.3 Low Battery Relay Contacts

The BBS shall have an adjustable low battery relay setting. This setting shall be adjustable so that the user can set the point at which the low battery relay energizes. This setting applies to any dry contact relay that is configured for “Low Battery”.

4.3.8.4 Relay Contact Terminals

The relay contacts shall be made available on the front panel of the BBS via an 18-position, screw hold-down, printed circuit board mounted terminal block. Additional terminals are allowed so long as they are adequately identified and labeled.

4.3.8.4.1 Terminal Type

The relay contact terminal blocks shall conform to On-Shore Technology, type ED2200/22, or Phoenix Contact type FRONT 2,5-H/SA 5, or WECO type 180-A-111, or equivalent. The spacing between each terminal shall be 0.197” (5 mm), with the hold-down screw and wire entrance both on the same face, facing forward and in the horizontal axis. See [A4-3](#) for additional information.

4.3.8.4.2 Contacts

Each relay shall have their own common and their own set of normally open (NO) and normally closed (NC) terminals. The terminals for each relay shall be oriented as NO-C-NC, on the terminal block.

4.3.8.4.3 Labeling

The contacts of the terminal block shall be labeled 1...18, left to right. Additionally, each set of contacts shall be labeled with the NO-C-NC designation, as well as C1...C6, again, from left to right. Any remaining contacts on the terminal block shall be labeled as “Spare”, unless used for some other purpose, in which case they shall be labeled as to their actual use.

4.3.9 Ventilation

There shall be adequate clearance in front of all BBS intakes and exhaust vents, and fans. Specifically, any venting on the back panel must be able to maintain adequate

airflow through the Inverter/Charger, by utilizing a method to prevent the back panel from being placed directly against the cabinet enclosure.

4.3.10 Battery Voltage Jacks

There shall be standard meter probe (0.08") input jacks (+RED) and (– BLACK) made available on the BBS front panel used to measure battery voltage externally.

4.3.11 Circuit Breakers

The BBS shall be equipped with both Input and Output AC circuit breakers, and with either a DC circuit breaker or fused battery harness.

4.3.12 Battery Charger

The BBS shall have an integral charger. The charger shall be a 3-step “Smart Charger” utilizing bulk, absorption and float charging techniques, appropriate for the battery type. The charger must prevent destructive discharge and overcharge.

4.3.12.1 Battery Type

The BBS shall operate with “AGM” type batteries.

4.3.12.2 Temperature Compensation

The integral 3-Step “Smart Charger” shall use temperature compensation. The charging system shall compensate over a range of 2.5 – 4.0 mV/cell/°C.

4.3.12.3 Temperature Probe

A temperature sensor probe which plugs into the front panel of the BBS shall be used to monitor the internal temperature of the batteries. The temperature sensor wiring shall be at least 6’6” in length. The sensor shall be imbedded in a heavy duty 3/8” ring lug which can then be attached to one of the battery terminal posts.

4.3.12.4 Battery Temperature

The batteries shall not be recharged whenever the battery temperature exceeds 50°C.

CHAPTER 4-SECTION 4 BATTERY HARNESS

4.4.1 Wiring Type

All battery harness interconnect wiring shall be via a two-part modular harness consisting of UL Style 1015 CSA TEW or Welding Style Cable, or equivalent. Wiring shall be of proper gauge with respect to design current and with sufficient strand count for flexibility and ease of handling.

4.4.2 Power Pole Connectors

Cable assembly shall be equipped with insulated, mating, one or two-piece Power Pole style connectors. When two-piece Power Pole style connectors are used, the positive terminal (+) shall be red, and the negative terminal (-) shall be black. Additionally, the two-piece connectors shall use a locking pin to prevent the connectors from separating.

4.4.3 Harness Construction

The Battery Harness and all Power Pole connectors shall be assembled to ensure proper polarity and circuit configuration throughout the entire harness.

4.4.4 Harness Part I – Battery Side

Part I of the harness shall consist of appropriate lengths (~12") of appropriately colored (black for negative terminal, red for positive terminal), cable with 3/8" ring lug terminals on one end, for connecting to the battery terminals, and the appropriately colored one or two-piece power pole connector on the other side.

4.4.5 Harness Part II – BBS Side

Part II of the harness shall consist of multiple insulated power pole connectors for mating to the battery side harness (Part I), and a single insulated power pole connector for connecting to the BBS unit.

4.4.6 Harness Length

The harness length shall be a minimum of 12 inches between batteries and 72 inches between BBS unit and the first battery.

CHAPTER 4-SECTION 5 MOUNTING AND CONFIGURATION

4.5.1 EIA 19" Rack

All references mad to EIA rail or EIA 19" rack shall conform to Electronic Industries Standards EIA-310-D, Racks, Panels, and Associated Equipment with 10-32 "Universal Spacing" threaded holes.

4.5.2 Mounting Method and Space

The BBS shall be able to be shelf mounted or rack mounted on an EIA rail. The available space (Caltrans External BBS Cabinet) is 17.75 inches wide, 10.25 inches deep, and 12" high.

4.5.3 BBS Dimensions

The entire BBS, including the Inverter/Charger, Power Transfer Relay and Bypass Switch Assembly must be able to fit on the EIA rail and shelf in the dimensions specified above. Inverter/Charger dimensions shall be no greater than 17.5"W x 10.25"D x 6.0"H and with EIA mounting brackets attached must be able to install on the EIA rails.

4.5.4 Included Hardware

All necessary hardware for mounting shall be included in the bid price of the BBS. This shall include EIA mounting brackets, bolt and washers, cable ties, and adhesive backed panel-mount style cable tie holders.

4.5.4.1 Bolt and Washer Requirements

Bolts and washers shall meet the following requirements:

Screw Type:	Pan Head Phillips machine screw
Size and Thread Pitch:	10-32
Material:	18-8 stainless steel (Type 316 stainless steel is acceptable as an alternate)
Washer:	Use one flat washer (18-8 stainless steel) under the head of each 10-32 screw

4.5.4.2 Cable Ties and Cable Tie Holders

The amount and size of cable ties and the adhesive backed panel-mount style cable tie holders shall be adequate for the wire size of the particular BBS and be of sufficient quantity to neatly dress the full length of provided wire inside of External BBS Cabinet and/or 332A Cabinet.

4.5.5 Interconnect Wiring

All interconnect wiring shall be provided between Power Transfer Relay, Bypass Switch, and 332A Cabinet Terminal Service Block. This wiring shall be no less than 9' of UL Style 1015 CSA TEW with the following characteristics:

AWG Rating: 10 AWG

Stranding: 105 strands of 30 AWG tinned copper
Rating: 600 V, 105°C, PVC Insulation

4.5.6 Relay Contact Wiring

Three (3) sets of relay contact wiring shall be provided. Each set shall be two twisted insulated conductors of UL Style 1015 CSA TEW 18 AWG wire, same ratings as above, except 16 strands of 30 AWG tinned copper.

4.5.7 Transfer Relay / Bypass Switch

The Power Transfer Relay and Bypass Switch Assemblies may either be discreet from one another, or they may be combined into one assembly.

4.5.8 Transfer Relay

There is also the option of the Power Transfer Relay being internal to the Inverter portion of the BBS. The Bypass Switch will always remain a separate and discreet assembly.

CHAPTER 4-SECTION 6 COMMUNICATIONS

4.6.1 Serial and Network Communications Interface

The BBS shall have Serial and Ethernet communications interfaces for user configuration and management. The user serial port shall be an EIA-232 (DB9-Female) connector. The Ethernet Port shall be an RJ45, EIA 568B Pin Out connector.

4.6.2 User Configuration Menus

All BBS Configuration and System menus shall be accessible and programmable from the RS-232 port and from the Ethernet port as listed in 4.6.3. Additionally, all log files shall be available through these ports.

4.6.3 Network Configuration

The BBS shall support the following features:

Provide TCP and UDP over IP protocol communications and support the following applications layer protocols FTP, Telnet, and HTTP. The BBS shall be SNMP compliant.

Subnet masks for Class A, B, and C networks (See Table Below):

Network Class	Host BITS	Subnet Mask	Example IP Address
A	24	255.0.0.0	10.0.0.100
B	16	255.255.0.0	172.31.0.100
B	8	255.255.255.0	192.168.0.100

The BBS shall be provided with Web-Based-Interface (WBI). The WBI shall allow the user to set Network Configuration Parameters and all system configurations using a Web Browser.

As a minimum a user shall be able to do the following via the Web Browser:

- 1 View Logs
- 2 Change Modes of Operation
- 3 Configure Email Alarms
- 4 Adjust Line Qualify Time Per. Section 4.3.3
- 5 Program Relay Contacts Per. Section 4.3.8
- 6 Configure Network Parameters

The BBS shall have a default IP Address of 192.168.1.51, Subnet Mask as 255.255.255.0 with username as "admin" and password as "user".

CHAPTER 4-SECTION 7 WARRANTY

4.7.1 Terms and Conditions

Manufacturers shall provide a five (5) year warranty. The first three (3) years shall be termed the “Advanced Replacement Program”. Under this program, the manufacturer will send out a replacement within two business days of the call notifying them of an issue. The replacement unit may be either a new unit or a re-manufactured unit that is up to the latest revision. The last two years of the warranty will be factory-repair warranty for parts and labor on the BBS.

CHAPTER 4-SECTION 8 QUALITY ASSURANCE

4.8.1 Quality Assurance

Each BBS shall be manufactured in accordance with a manufacturer Quality Assurance (QA) program. The QA program shall include two Quality Assurance procedures: (1) Design QA (see 7.4 below) and (2) Production QA. The Production QA shall include statistically controlled routine tests to ensure minimum performance levels of BBS units built to meet this specification and a documented process of how problems are to be resolved.

4.8.1.1 QA Process

QA process and test results documentation shall be kept on file for a minimum period of seven years.

4.8.1.2 QA Approval

Battery Backup System designs not satisfying Design QA Testing and Production QA Testing requirements shall not be labeled, advertised, or sold as conforming to this specification.

4.8.2 Design Qualification Testing

The manufacturer, or an independent testing lab hired by the manufacturer, shall perform Design Qualification Testing on new BBS system(s) offered, and when any major design change has been implemented on an existing design. A major design change is defined as any modification, either in material, electrical, physical or theoretical, that changes any performance characteristics of the system, or results in a different circuit configuration. Where a dispute arises in determining if a system is a new design or if the system has had a major design change, the State will make the final determination if Design Qualification Testing is required prior to production consideration.

4.8.2.1 Submittals

A quantity of two units for each design shall be submitted for Design Qualification Testing.

Test units shall be submitted to Caltrans TransLab, Electrical Testing Branch after the manufacturer's testing is complete.

4.8.2.2 Test Data Submittal

Manufacturer's testing data shall be submitted with test units for Caltrans verification Design Qualification Testing.

4.8.2.3 Burn-In

The sample systems shall be energized for a minimum of 5 hours, at full rated load, at temperatures of +74 °C and –37 °C, excluding batteries, before performing any design qualification testing.

Any failure of the BBS, which renders the unit non-compliant with the specification after burn-in, shall be cause for rejection.

4.8.2.4 Testing

For Design Qualification Testing, as a minimum, the following will be tested for compliance to the specifications:

- a. Minimum of two hours of run time while operating in Backup Mode, at full load.
- b. Proper operations of all relay contacts
- c. Inverter output voltage, frequency, harmonic distortion, and efficiency, when in Backup Mode.
- d. All power transfer voltage levels and all modes of operation.
- e. Power transfer time from loss of utility line voltage to stabilized inverter line voltage from batteries.
- f. Backfeed voltage to utility when in Backup Mode.
- g. IEEE/ANSI C.62.41 compliance.
- h. Battery charger operation.
- i. Event counter and runtime meter accuracy.
- j. User ability to control, monitor, get reports, and configure the system through the standard RS-232 and Ethernet ports.
- k. Complete physical inspection of the system for quality workmanship.

4.8.3 Production Quality Control Testing

Production Quality Control tests shall consist of all of the above listed tests and shall be performed on each new system prior to shipment. Failure to meet requirements of any of these tests shall be cause for rejection. The manufacturer shall retain test results for seven years.

4.8.3.1 100-Hour Burn-In-Period

Each BBS shall be given a minimum 100-hour burn-in period to eliminate any premature failures. The burn-in period can be a combination of running in Backup Mode with a full load and running in Charger Mode.

4.8.3.2 Visual Inspection

Each system shall be visually inspected for any exterior physical damage or assembly anomalies. Any defects shall be cause for rejection.

4.8.4 Caltrans Quality Assurance Testing

Caltrans will perform random sample testing on all shipments, consistent with ANSI/ASQC Z1.4-1993 Sampling Procedures and Tables for Inspection by Attributes.

4.8.4.1 Sample Testing

Sample testing will normally be completed within 30 days after delivery to the Caltrans Laboratory, barring deficiencies in the shipment, which would reset the clock.

All parameters of the specification may be tested on the shipment sample.

4.8.4.2 Number of Units

The number of units tested (sample size) shall be determined by the quantity in the shipment. The sample size and acceptance or rejection of the shipment shall conform to ANSI/ASQC Z1.4.

**CHAPTER 4-SECTION 9
BBS INVERTER/CHARGER DETAILS**

4.9.1	BBS System Block Diagram	Appendix
4.9.2	BBS Utility Power Connection Diagram	A4-1
4.9.3	BBS Relay Contact Terminal Block	A4-2
		A4-3

CHAPTER 4-SECTION 10 EXTERNAL BBS CABINET

4.10.1 External BBS Cabinet

The External BBS (E-BBS) Cabinet shall be used for housing batteries and/or BBS, which includes inverter/charger unit, power transfer relay, manually operated bypass switch, any other control panels, and all wiring and harnesses.

4.10.2 E-BBS Materials

The E-BBS Cabinet shall be a NEMA 3R rated cabinet that can be mounted to the side of the [Model 332L Cabinet](#).

The E-BBS Cabinet shall conform to TEES, March 12, 2009 Chapter 6, Section 2- Housings for the construction and finish of the cabinet, in the following specific areas:

Material used and the thickness of material

Anodic coating, for both the housing shell and door

Welds

Door Frames and gasketing

Door latch and locking mechanism

Door hinges and catches – in addition, hinge may also be continuous stainless steel piano hinge

Door louvered vents and filter assembly

Thermostatically controlled fan

4.10.3 E-BBS Cabinet Mounting Hardware

The E-BBS Cabinet must include all bolts, washers, nuts, and cabinet-to-cabinet coupler fittings necessary for mounting it to the Model 332L Cabinet.

Fasteners for the E-BBS Cabinet must include:

(8) cabinet mounting bolts that are 18-8 stainless steel hex head, fully threaded, and 3/8" – 16 x 1"

(2) washers per bolt designed for 3/8" bolt and are 18-8 stainless steel 1-inch OD round flat type

(1) K-lock nut per bolt that are 18-8 stainless steel, Hex nut, assembled with free-spinning tooth washer, 3/8" – 16 screw size

4.10.3.1 E-BBS Cabinet to Model 332L Cabinet Coupling

E-BBS Cabinet to Model 332L Cabinet coupling must include a conduit for power connections between the 2 cabinets.

Couplings must include:

- 2-inch nylon-insulated steel chase nipple
- 2-inch sealing, steel locknut
- 2-inch nylon-insulated steel bushing

4.10.4 E-BBS Cabinet Shelves

Four shelves shall be provided. There shall be a minimum of 304.8mm (12") clearance between shelves. Each shelf shall be a minimum of 263.65mm (10.38") x 635.0mm (25"), and capable of supporting a minimum of 57Kg (125 lbs.) Shelf edges shall be turned down on all four sides for support and to provide a flat top surface. Shelves shall be predrilled with EIA rail mounting holes.

4.10.4.1 E-BBS Cabinet Bottom Shelf

The bottom shelf shall be removable.

4.10.5 EIA Angle Rails

Two EIA angle rails, along with all necessary mounting hardware (4 sets of 10-32 stainless steel bolts and nuts with captive washers), shall be provided with the E-BBS Cabinet, and shall be preinstalled in the top shelf position.

4.10.5.1 Rail Symmetry

EIA angle rails shall be symmetric to allow for installation on either right or left sides of the cabinet. Shelf mounting holes and bracket shall allow EIA rail installation at any other shelf position.

4.10.5.2 Rail Thickness

The EIA angle rail nominal thickness shall be either 3.4163mm (0.1345") plated steel or 2.667mm (0.105") stainless steel.

4.10.5.3 Rail Mounting Bracket

The EIA rail Mounting Bracket shall be of continuous, one-piece design bolted into the cabinet to provide adequate support for rail-mounted equipment.

4.10.5.4 Screw Posts

Pressed-in, flush-head threaded screw posts shall be inserted into the front face of the cabinet enclosure top sill. These threaded posts shall be used to mount both the fan panel and the EIA rail mounting bracket. The screw posts shall be 10-32 thread size PEM Studs

4.10.6 AC-Operated Fan

Fan must be AC-operated from the same line output as the Model 332L Cabinet. A 2-position terminal block must be provided on the fan panel, along with 10 feet of connected hookup wire.

**CHAPTER 4-SECTION 11
E-BBS CABINET DETAILS**

4.11.1 E-BBS Cabinet

4.11.2 EIA Rail Mounting and Angle Bracket Details B

4.11.3 EIA Rail Mounting and Angle Bracket Details C

Appendix

B4-1

B4-2

B4-3

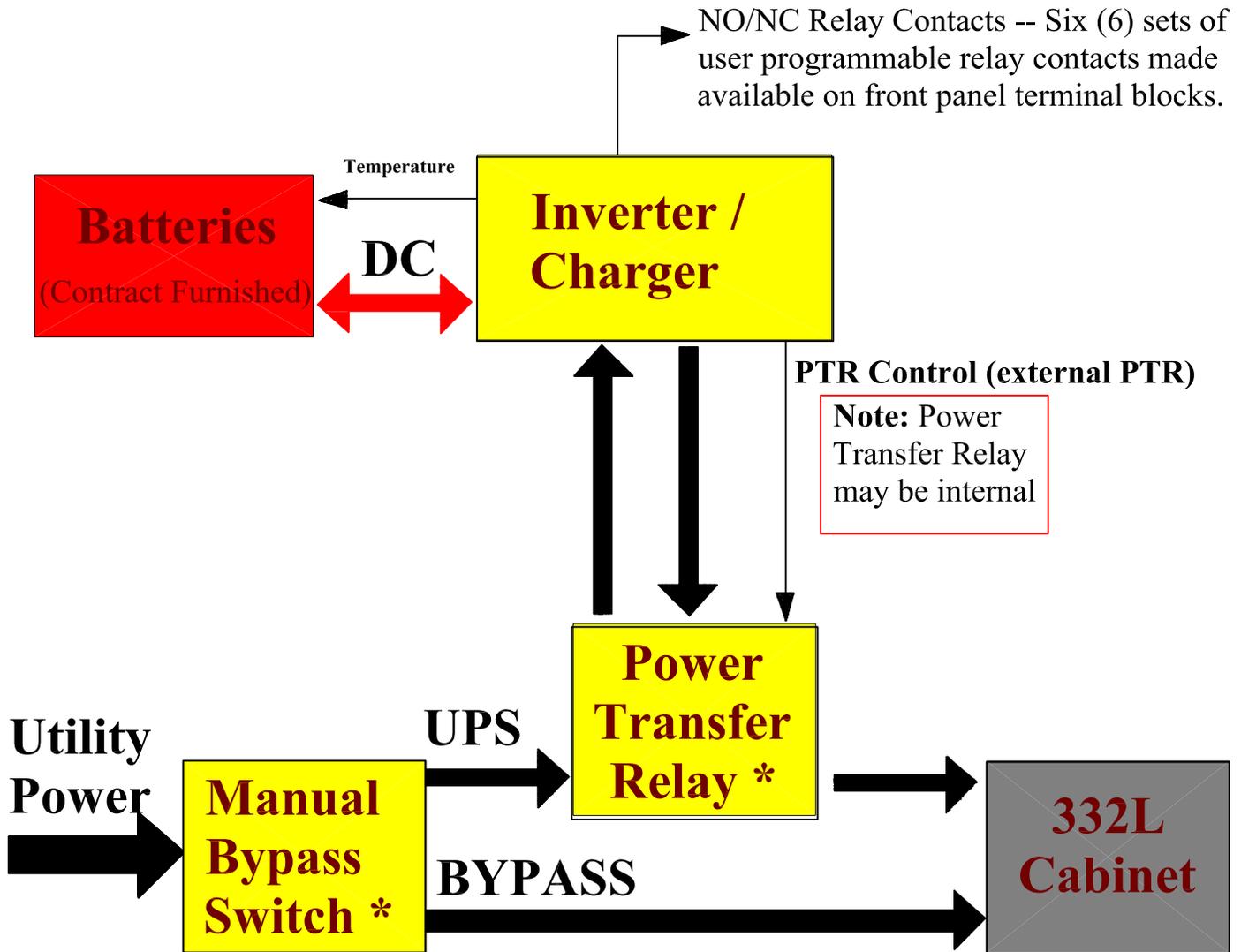
**APPENDIX A & B
CHAPTER 4 DETAILS**

APPENDIX A
BBS INVERTER/CHARGER DETAILS

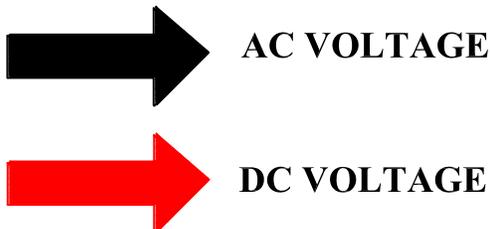
BBS System Block Diagram
BBS Utility Power Connection Diagram
BBS Relay Contact Terminal Block

A4-1
A4-2
A4-3

Battery Back Up System (BBS) Block Diagram

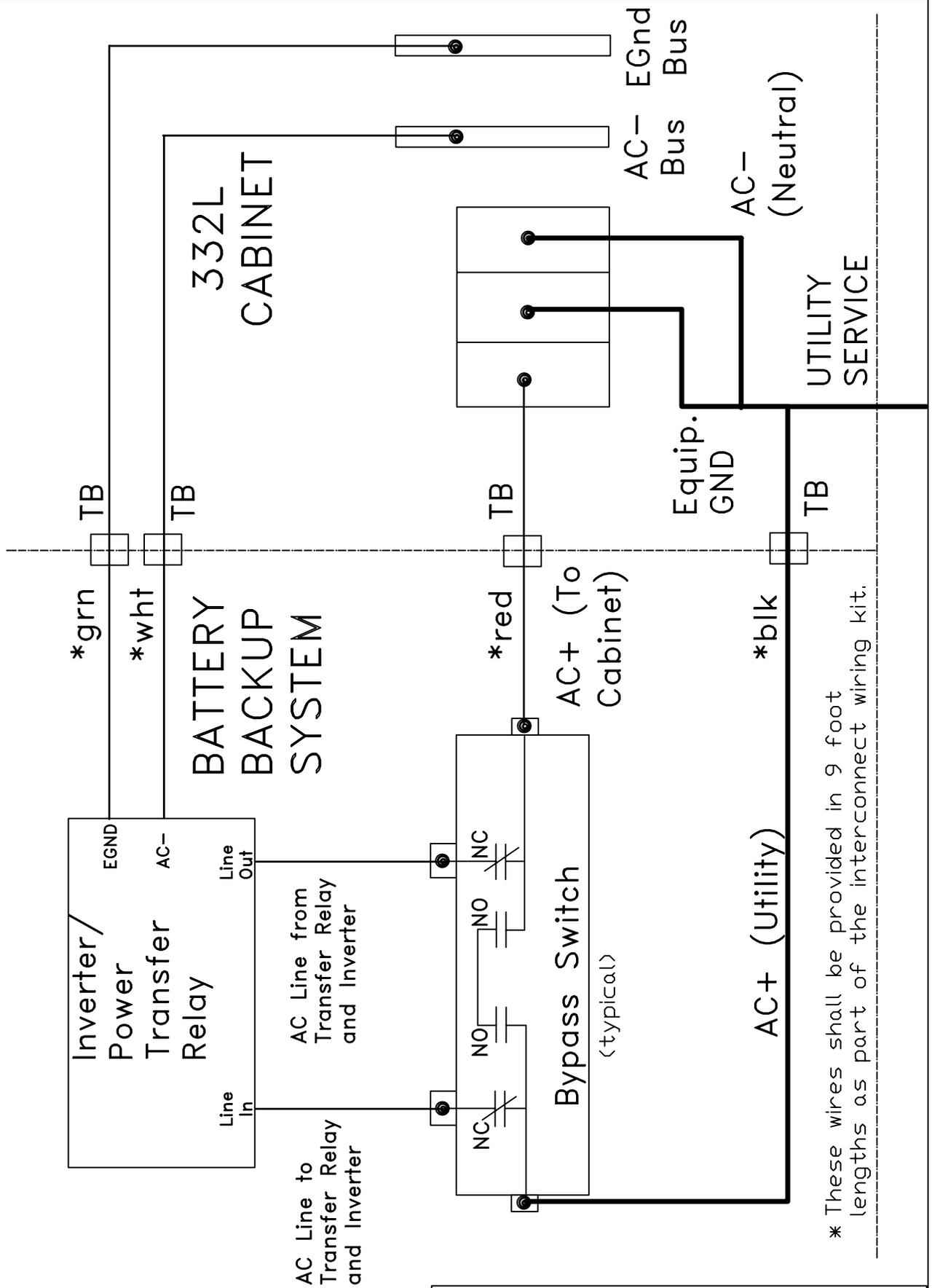


* Manual Bypass Switch (must be external to Inverter), and Power Transfer Relay must be separate functional units, but may share a common enclosure.



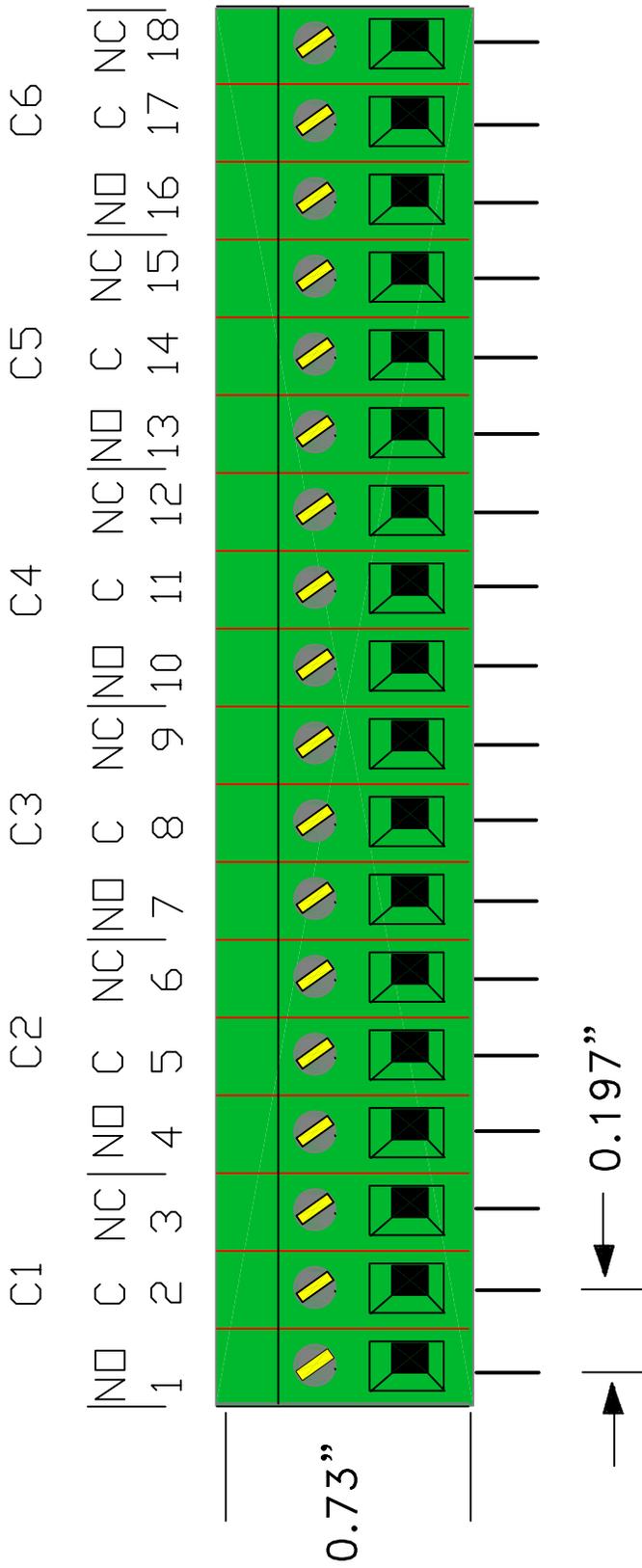
TITLE:		BBS SYSTEM BLOCK DIAGRAM
NO SCALE	A4-1	
BBS 2009		

BBS Utility Power Connection Diagram



* These wires shall be provided in 9 foot lengths as part of the interconnect wiring kit.

TITLE: BBS Utility Power Connection Diagram	
NO SCALE	A4-2
BBS 2009	



Relay Contact Terminal Block:

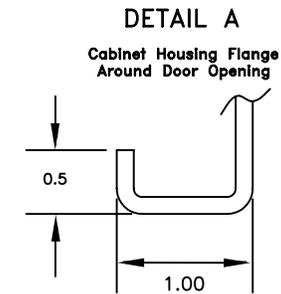
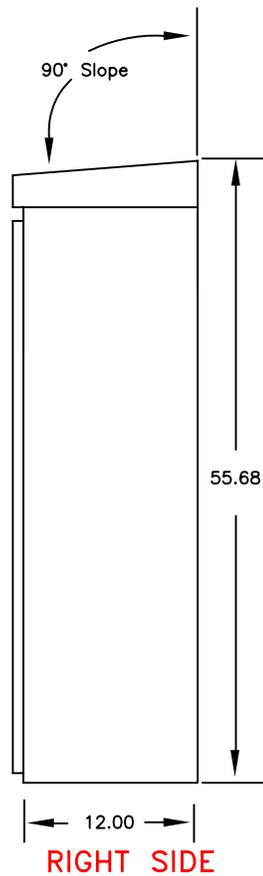
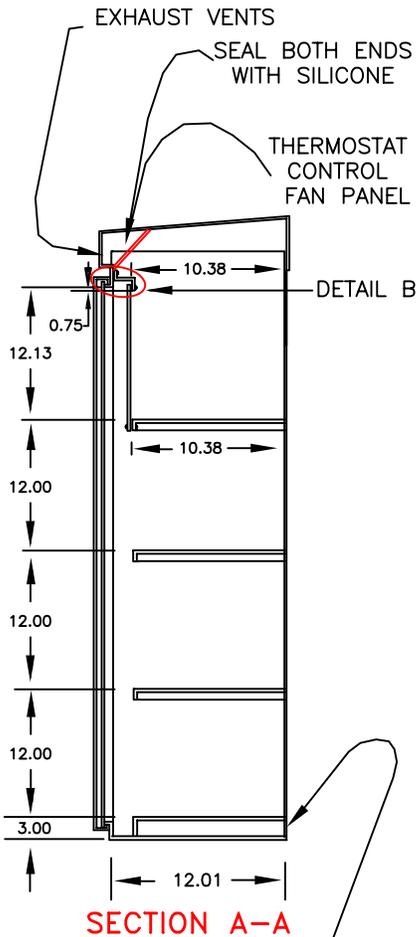
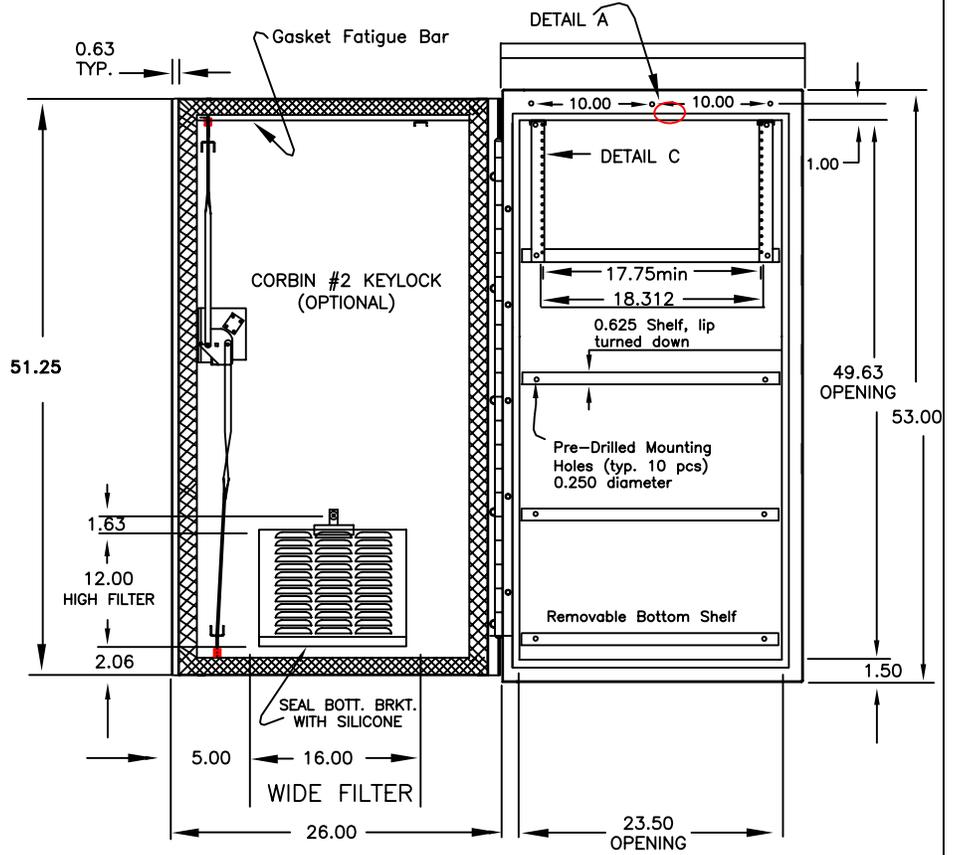
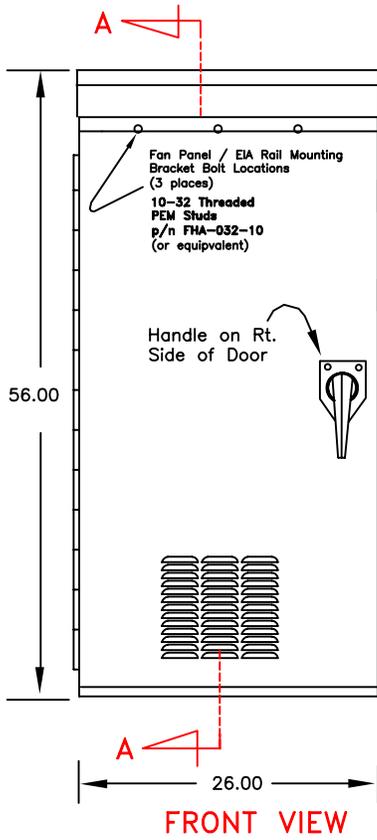
- * Available on Front Panel of Inverter/Charger
- * 0.197" (5mm) spacing
- * Allows wire size 24-12 AWG
- * Screw and wire entrance are on the same face

TITLE:		BBS Relay Contact Terminal Block
NO SCALE	A4-3	
BBS 2009		

APPENDIX B
E-BBS CABINET DETAILS

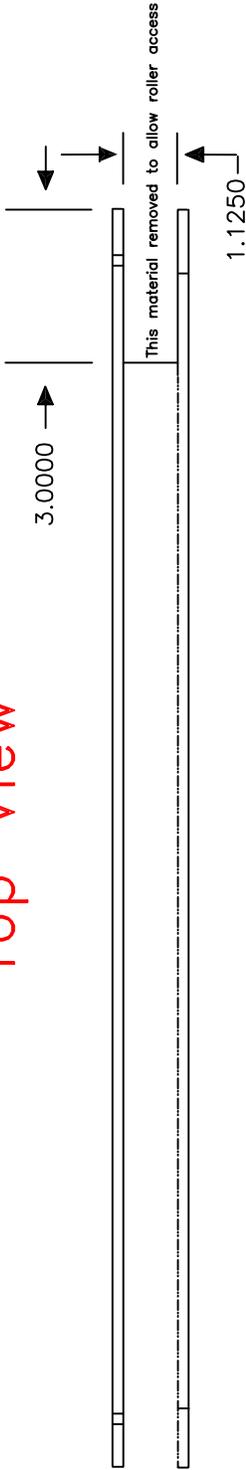
E-BBS Cabinet
EIA Rail Mounting and Angle Bracket Details B
EIA Rail Mounting and Angle Bracket Details C

B4-1
B4-2
B4-3

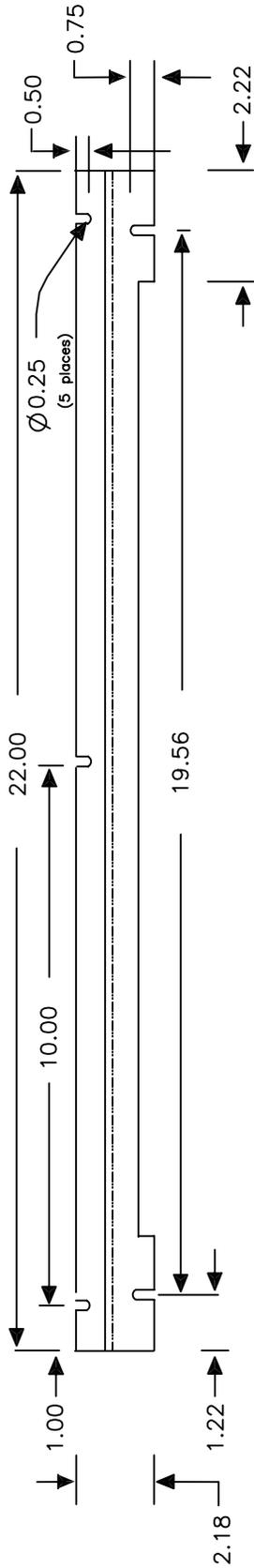


TITLE:		E-BBS CABINET
NO SCALE	B4-1	
BBS 2009		

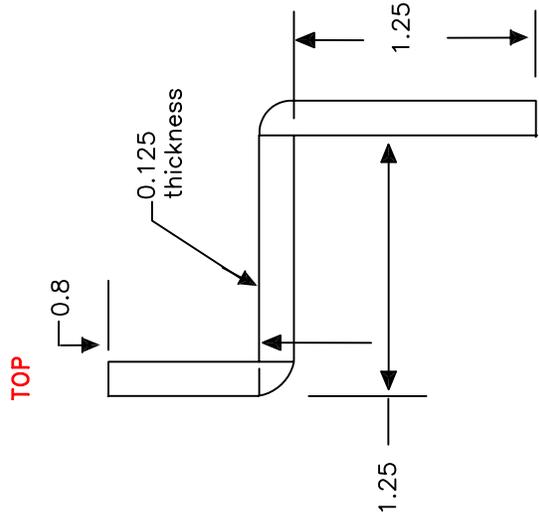
Top View



Front View



Side View (Enlarged)



TITLE:

EIA RAIL MOUNTING and
ANGLE BRACKET DETAIL B

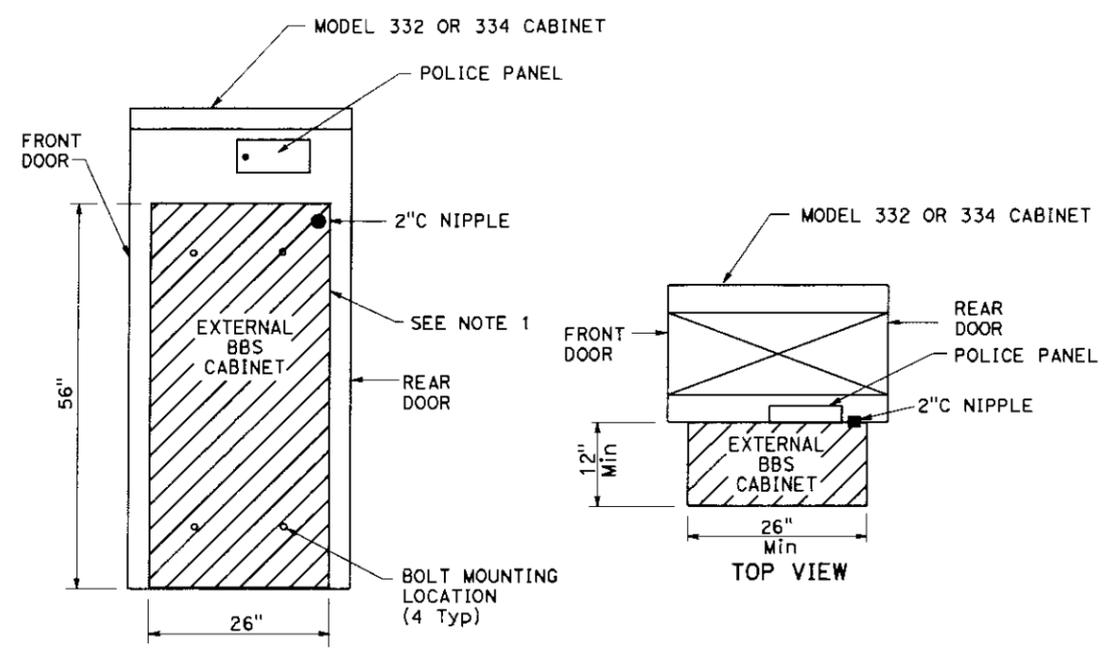
NO SCALE

BBS 2009

B4-2

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

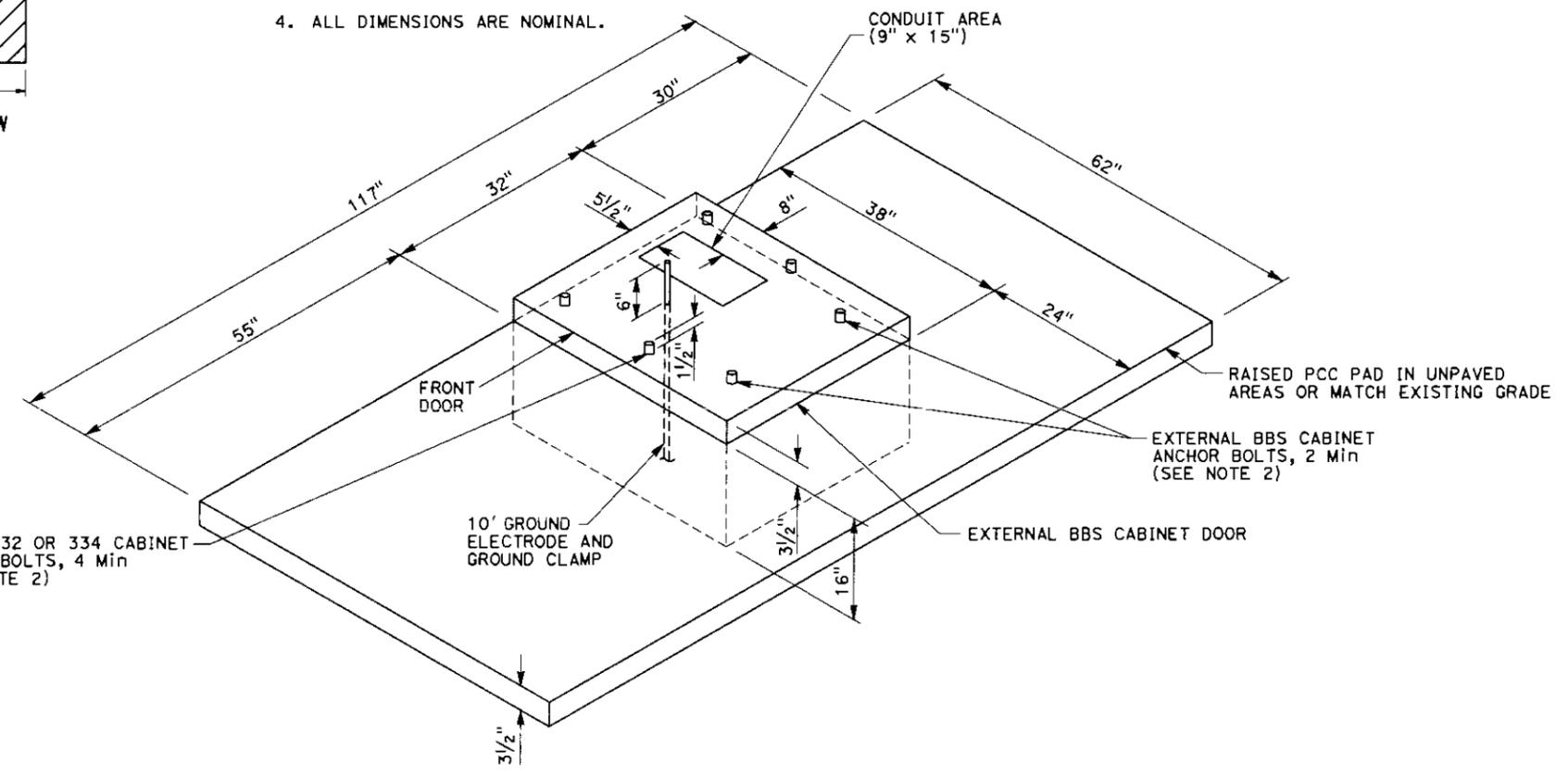
Theresa Gabriel
 REGISTERED CIVIL ENGINEER DATE 12-20-07
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



SIDE VIEW
EXTERNAL BBS CABINET MOUNTED TO THE MODEL 332 OR 334 CABINET

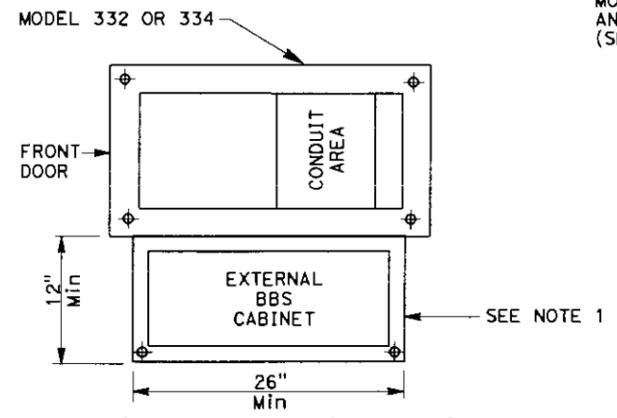
NOTE: (THIS SHEET ONLY)

1. THE EXTERNAL BBS CABINET SHALL BE MOUNTED TO THE MODEL 332 OR 334 CABINET WITH FOUR 18-8 STAINLESS STEEL HEX HEAD, FULLY-THREADED, 3/8"-16 X 1" BOLTS; TWO WASHERS PER BOLT, DESIGNED FOR 3/8" BOLTS AND ARE 18-8 STAINLESS STEEL, 1" OUTSIDE DIAMETER, ROUND, AND FLAT; AND ONE K-LOCK NUT PER BOLT THAT IS 18-8 STAINLESS STEEL AND A HEX-NUT. THE ENGINEER WILL HAVE TO APPROVE THE BOLT MOUNTING LOCATION PRIOR TO INSTALLATION.
2. THE ANCHOR BOLTS SHALL BE 3/4" Dia X 15" WITH A 2"-90° BEND. THE CABINET MANUFACTURER'S SPECIFICATION SHALL DETERMINE THE LOCATION OF THE ANCHOR BOLTS IN THE FOUNDATION. THE ENGINEER WILL HAVE TO APPROVE THE ANCHOR BOLTS AND ITS LOCATION IN THE FOUNDATION PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL VERIFY THE DIMENSIONS OF THE BBS CABINET PRIOR TO CONSTRUCTING THE FOUNDATION OF THE MODIFIED PORTION OF THE Std MODEL 332 AND 334 CABINET FOUNDATION. THE ENGINEER WILL HAVE TO APPROVE ANY NECESSARY DEVIATIONS PRIOR TO CONSTRUCTION.
4. ALL DIMENSIONS ARE NOMINAL.



MODIFIED MODEL 332 AND 334 CABINET FOUNDATION DETAIL FOR BATTERY BACKUP SYSTEM (BBS)

(FOR DIMENSIONS AND DETAILS NOT SHOWN AND ADDITIONAL NOTES, SEE SHEET ES-3C OF THE STANDARD PLANS FOR MODEL 332 AND 334 CABINETS)



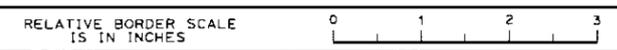
BASE PLAN FOR BBS MOUNTED TO THE MODEL 332 OR 334 CABINET

(FOR DIMENSIONS AND DETAILS NOT SHOWN, SEE SHEET A6-1 TO A6-4, CABINET HOUSING DETAILS OF THE TRANSPORTATION ELECTRICAL EQUIPMENT SPECIFICATION (TEES))

ELECTRICAL SYSTEMS (BBS FOUNDATION DETAILS)

NO SCALE

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.



USERNAME => rpierce
 DGN FILE => BBS Foundation.dgn

CU 00000

EA 000000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Mr. Gibbons
 REVISIONS: 2-2-09
 DATE PLOTTED: 13-APR-2010
 TIME PLOTTED: 11:41

REVISOR	DATE	REASON

FUNCTIONAL SUPERVISOR
 CALCULATED-DESIGNED BY
 CHECKED BY

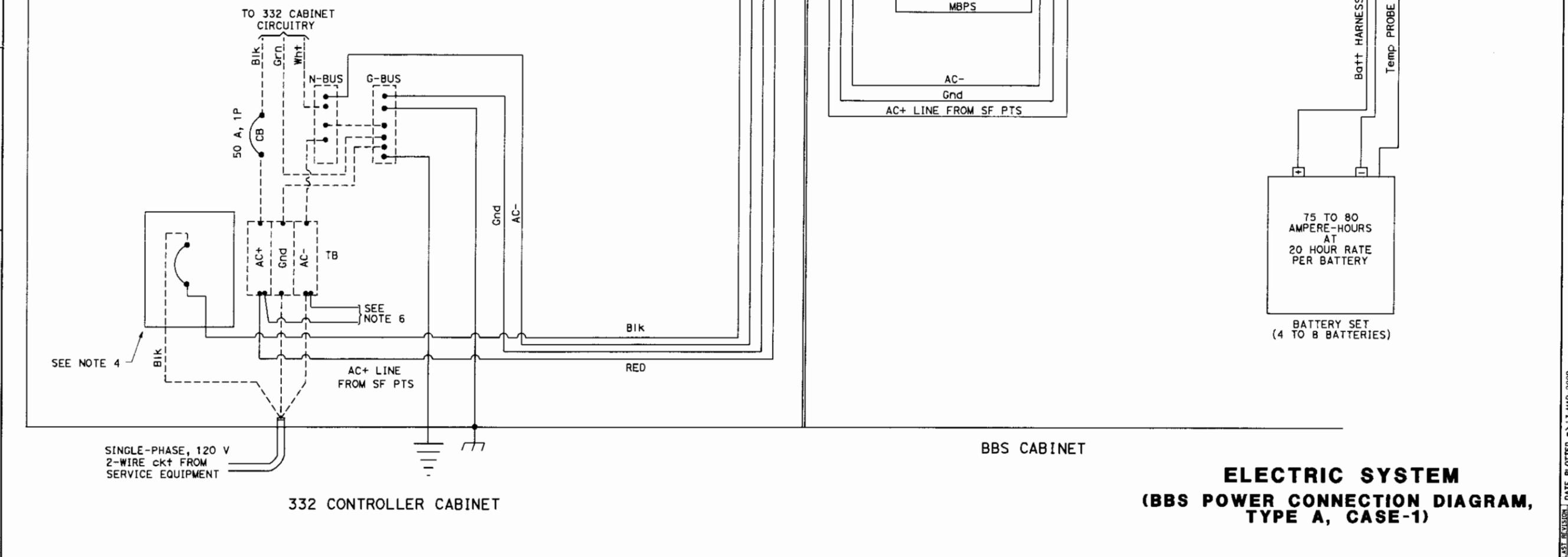
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

DI#	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS

LEGEND: (THIS SHEET ONLY)

PTS = POWER TRANSFER SWITCH
 UPS = UNINTERRUPTIBLE POWER SUPPLY
 UPSC = UNINTERRUPTIBLE POWER SUPPLY CONTROLLER
 UPSM = UPS MODE
 BP = BYPASS
 MBPS = MANUAL BYPASS SWITCH
 AC+ = UNGROUNDED CONDUCTOR
 AC- = GROUNDED CONDUCTOR
 C = COMMON
 Grn = GREEN
 BIK = BLACK
 Wht = WHITE
 SF = STATE-FURNISHED
 TB = TERMINAL BOARD
 Cntl = CONTROL
 Gnd = GROUND
 Temp = TEMPERATURE
 Batt = BATTERY

- NOTES: (THIS SHEET ONLY)**
- TYPE A REFERS TO THE BBS EQUIPMENT FROM MANUFACTURER A.
 - CASE-1 REFERS TO THE SITUATION WHEN THE ENTIRE BBS EQUIPMENT INCLUDING THE BATTERIES ARE INSTALLED IN THE BBS CABINET.
 - THE LOCATION OF THE 2" C NIPPLE WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - THE CONTRACTOR SHALL FURNISH AND INSTALL A NEMA-1 ENCLOSURE WITH 30 A, 1P, 120/240 VOLTS RATED CIRCUIT BREAKER MANUFACTURED PER UL STANDARD 489.
 - A TEMPERATURE PROBE SHALL BE ATTACHED TO THE BATTERY BY TAPE OR ATTACHED TO THE NEGATIVE TERMINAL OF THE BATTERY.
 - THE ELECTRICAL POWER FOR THE COOLING FAN FOR THE BBS CABINET SHALL BE TAPPED FROM THE BOTTOM OF THE TB IN THE 332 CABINET.
 - THE CONTRACTOR SHALL PROVIDE A 9-WIRE WIRING HARNESS OR BUNDLED 9 MULTICOLOR CONDUCTORS, #18 AWG WIRES FROM THE RELAY ON THE INVERTER/CHARGER UNIT TO THE CONTROLLER. THE ENDS OF THE CONDUCTORS SHALL BE INSULATED WITH TAPE AND A SIX-FOOT COIL ON EACH END.



REGISTERED CHIEF ENGINEER
 Theresia A. Gabriel
 No. E15129
 Exp. 6-30-10
 ELECT.
 STATE OF CALIFORNIA

12-20-07
 DATE

PLANS APPROVAL DATE

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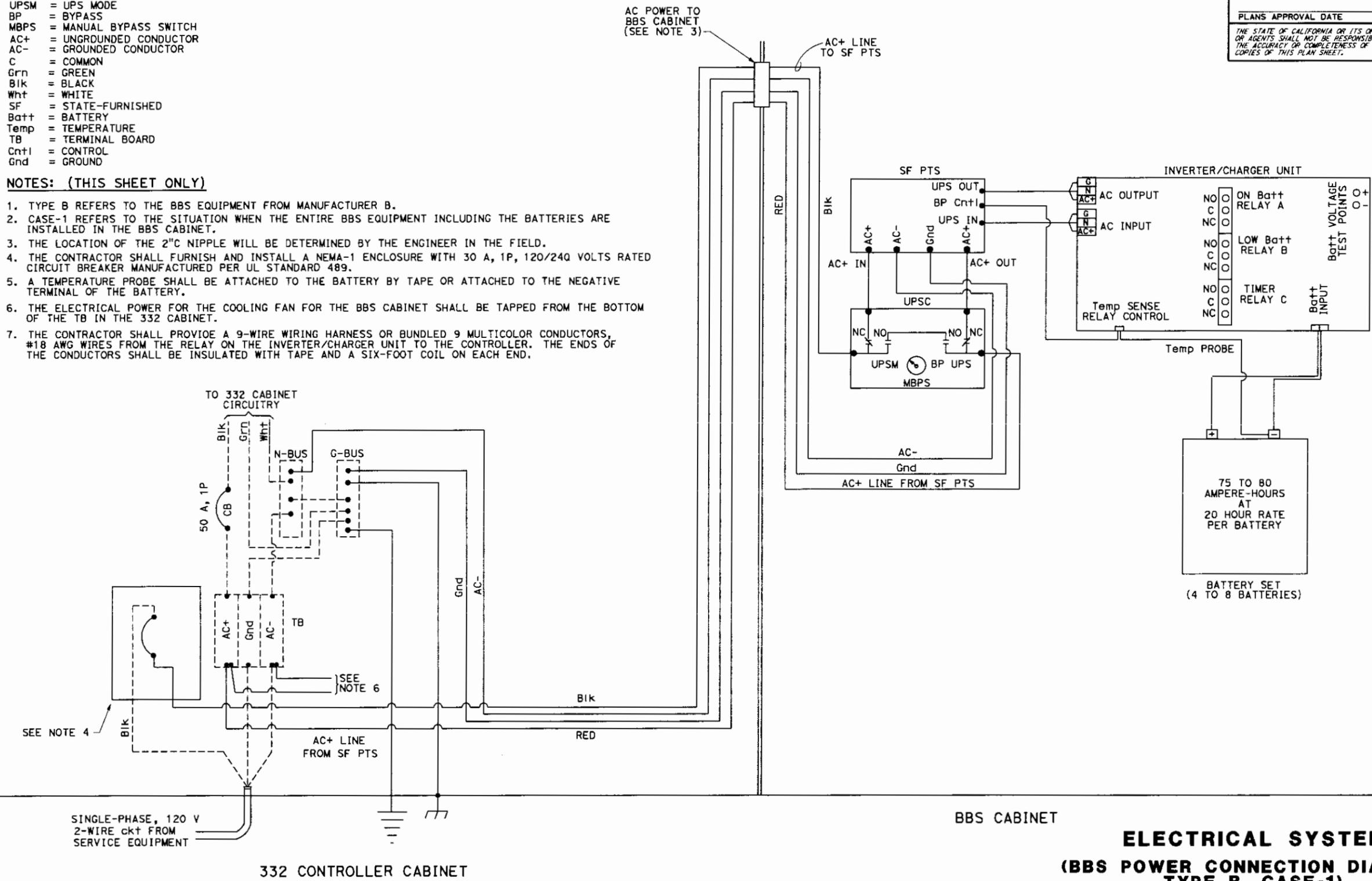
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<i>Theresa Gabriel</i> REGISTERED CIVIL ENGINEER			12-20-07	DATE	
PLANS APPROVAL DATE					
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- Batt = BATTERY
- Temp = TEMPERATURE
- TB = TERMINAL BOARD
- Cntl = CONTROL
- Gnd = GROUND

NOTES: (THIS SHEET ONLY)

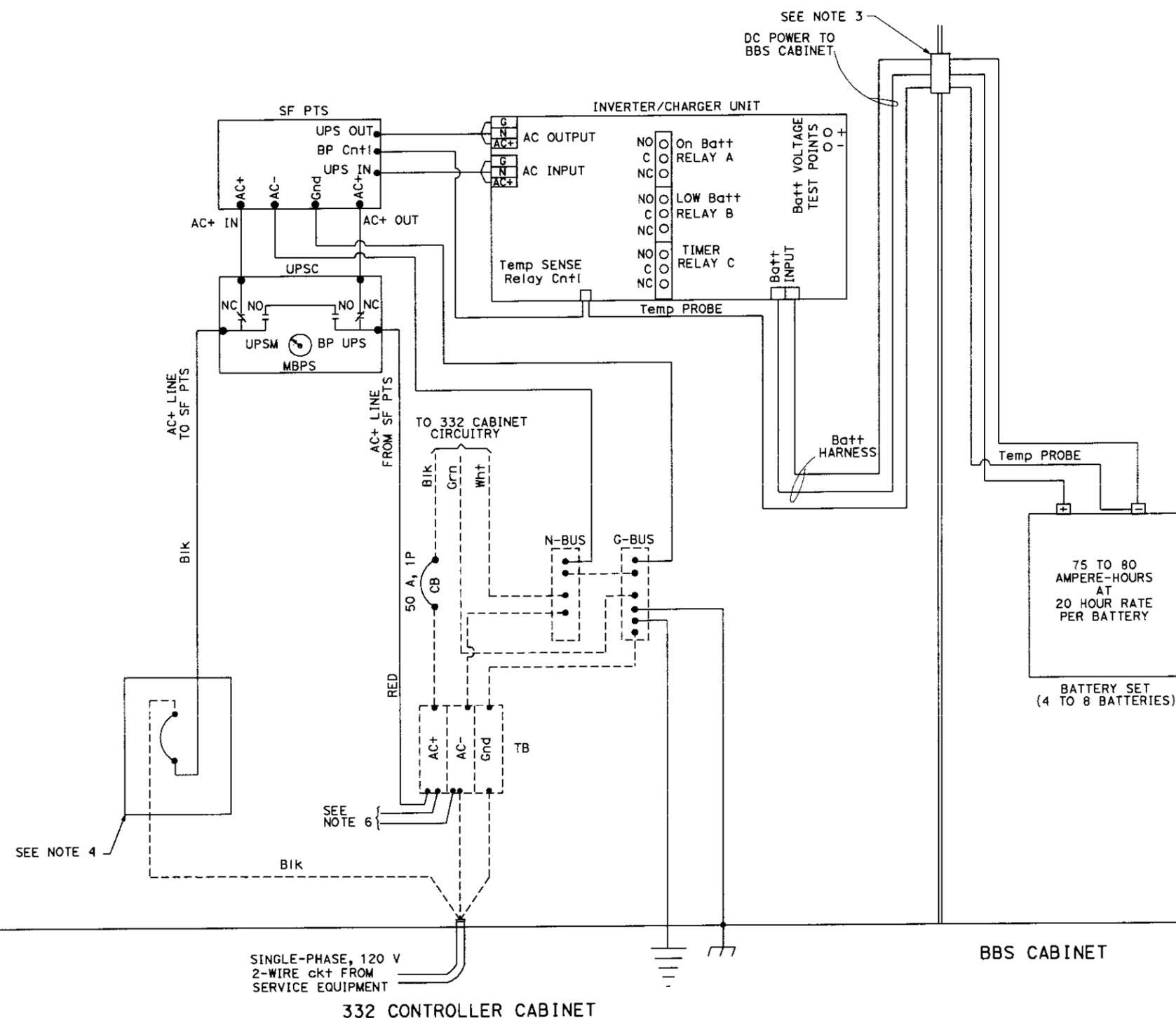
1. TYPE B REFERS TO THE BBS EQUIPMENT FROM MANUFACTURER B.
2. CASE-1 REFERS TO THE SITUATION WHEN THE ENTIRE BBS EQUIPMENT INCLUDING THE BATTERIES ARE INSTALLED IN THE BBS CABINET.
3. THE LOCATION OF THE 2" C NIPPLE WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4. THE CONTRACTOR SHALL FURNISH AND INSTALL A NEMA-1 ENCLOSURE WITH 30 A, 1P, 120/240 VOLTS RATED CIRCUIT BREAKER MANUFACTURED PER UL STANDARD 489.
5. A TEMPERATURE PROBE SHALL BE ATTACHED TO THE BATTERY BY TAPE OR ATTACHED TO THE NEGATIVE TERMINAL OF THE BATTERY.
6. THE ELECTRICAL POWER FOR THE COOLING FAN FOR THE BBS CABINET SHALL BE TAPPED FROM THE BOTTOM OF THE TB IN THE 332 CABINET.
7. THE CONTRACTOR SHALL PROVIDE A 9-WIRE WIRING HARNESS OR BUNDLED 9 MULTICOLOR CONDUCTORS, #18 AWG WIRES FROM THE RELAY ON THE INVERTER/CHARGER UNIT TO THE CONTROLLER. THE ENDS OF THE CONDUCTORS SHALL BE INSULATED WITH TAPE AND A SIX-FOOT COIL ON EACH END.



ELECTRICAL SYSTEM
(BBS POWER CONNECTION DIAGRAM, TYPE B, CASE-1)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Functional Supervisor
 REVISIONS: 3-11-09 DATE PLOTTED => 21-SEP-2009 TIME PLOTTED => 13:33

DIST	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
<i>Theresa Gabriel</i> REGISTERED CIVIL ENGINEER			12-20-07	DATE	
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					
				REGISTERED PROFESSIONAL ENGINEER Theresa A. Gabriel No. E15129 Exp 6-30-10 STATE OF CALIFORNIA ELECT	



LEGEND: (THIS SHEET ONLY)

- PTS = POWER TRANSFER SWITCH
- UPS = UNINTERRUPTIBLE POWER SUPPLY
- UPSC = UNINTERRUPTIBLE POWER SUPPLY CONTROLLER
- UPSM = UPS MODE
- BP = BYPASS
- MBPS = MANUAL BYPASS SWITCH
- AC+ = UNGROUNDED CONDUCTOR
- AC- = GROUNDED CONDUCTOR
- C = COMMON
- Grn = GREEN
- Blk = BLACK
- Wht = WHITE
- SF = STATE-FURNISHED
- Batt = BATTERY
- Temp = TEMPERATURE
- TB = TERMINAL BOARD
- Cntl = CONTROL
- Gnd = GROUND

NOTES: (THIS SHEET ONLY)

1. TYPE B REFERS TO THE BBS EQUIPMENT FROM MANUFACTURER B.
2. CASE-2 REFERS TO THE SITUATION WHEN ONLY THE BATTERIES ARE INSTALLED IN THE BBS CABINET. THE REMAINING EQUIPMENT IS PLACED IN THE 332 CONTROLLER CABINET.
3. THE LOCATION OF THE 2" NIPPLE WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4. THE CONTRACTOR SHALL FURNISH AND INSTALL A NEMA-1 ENCLOSURE WITH 30 A, 1P, 120/240 VOLTS RATED CIRCUIT BREAKER MANUFACTURED PER UL STANDARD 489.
5. A TEMPERATURE PROBE SHALL BE ATTACHED TO THE BATTERY BY TAPE OR ATTACHED TO THE NEGATIVE TERMINAL OF THE BATTERY.
6. THE ELECTRICAL POWER FOR THE COOLING FAN FOR THE BBS CABINET SHALL BE TAPPED FROM THE BOTTOM OF THE TB IN THE 332 CABINET.
7. THE CONTRACTOR SHALL PROVIDE A 9-WIRE WIRING HARNESS OR BUNDLED 9 MULTICOLOR CONDUCTORS, #18 AWG WIRES FROM THE RELAY ON THE INVERTER/CHARGER UNIT TO THE CONTROLLER. THE ENDS OF THE CONDUCTORS SHALL BE INSULATED WITH TAPE AND A SIX-FOOT COIL ON EACH END.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CALTRANS
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 3-11-09
 DATE PLOTTED => 13-MAR-2008
 TIME PLOTTED => 09:10

REVISOR BY
DATE REVISED

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CALTRANS

SINGLE-PHASE, 120 V
 2-WIRE ckt FROM
 SERVICE EQUIPMENT
 332 CONTROLLER CABINET

BBS CABINET

**ELECTRICAL SYSTEM
 (BBS POWER CONNECTION DIAGRAM,
 TYPE B, CASE-2)**

RELATIVE BORDER SCALE
 15 IN INCHES

USERNAME => ttrcarol
 DGN FILE => BBS DUIFSP.dgn

CU 00000 EA 000000