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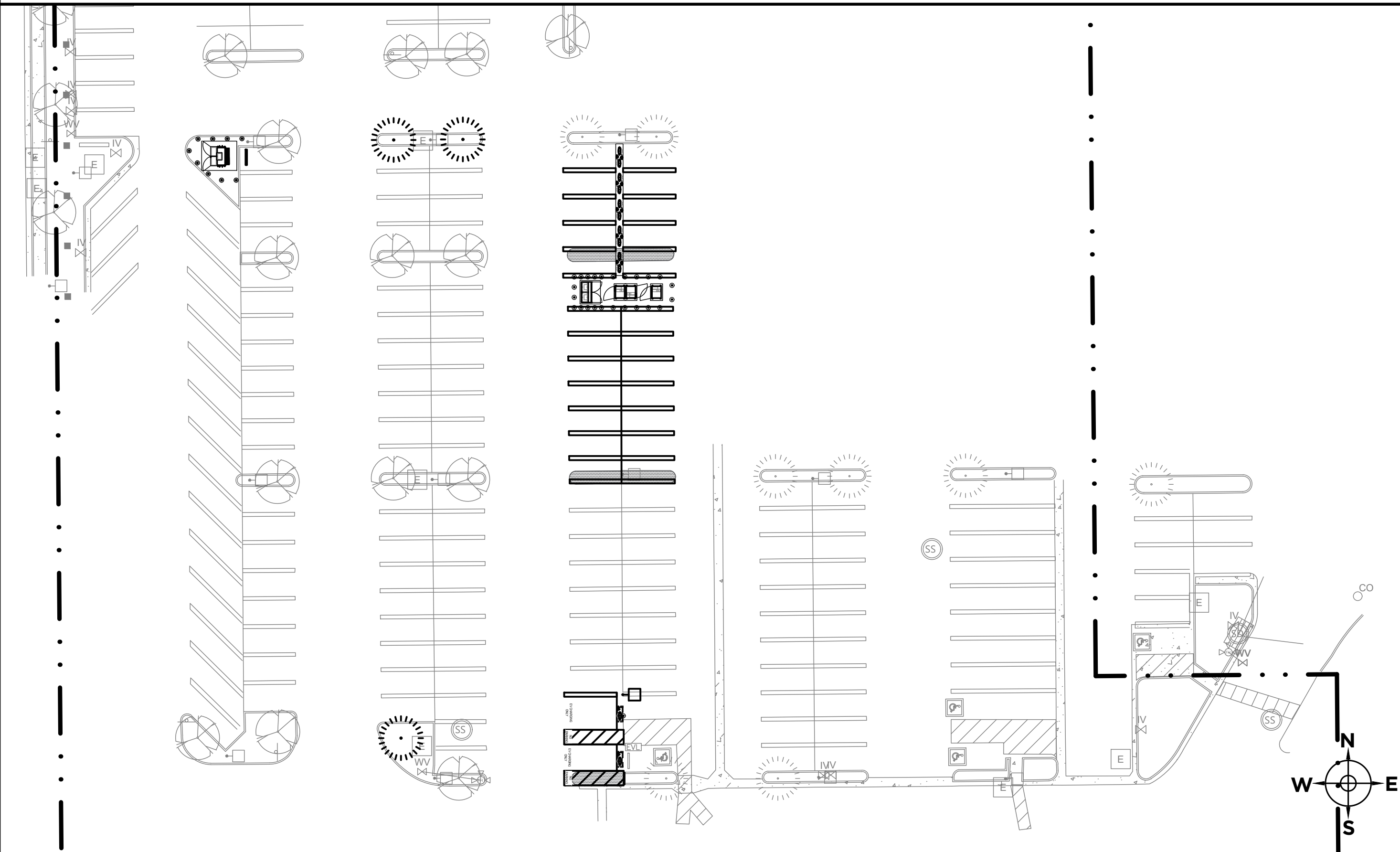
TESLA SUPERCHARGER ALHAMBRA, CA - 2400 W COMMONWEALTH AVE

12 SUPERCHARGERS

APN: 5342-005-030

TRT: 26322

SITE LAYOUT



AERIAL MAP



TESLA

3500 DEER CREEK RD.  
PALO ALTO, CA 94304  
(650) 681-5000

ORIGINAL SIZE 24"x36"  
SHEET SIZE ARCH "D"

0

1/2"

1"

REGISTERED PROFESSIONAL ENGINEER  
JARED MARCHAND  
E23862  
ELECTRICAL  
STATE OF CALIFORNIA

3/2/2023

TESLA SUPERCHARGER\_ALHAMBRA, CA

12 SUPERCHARGERS

2400 W COMMONWEALTH AVE,  
ALHAMBRA, CA 91803

| NO. | REVISION | DATE     | AHJ COMMENTS |               |
|-----|----------|----------|--------------|---------------|
|     |          |          | RESPONSE SET | REMOVAL NOTES |
| A   |          | 01/25/23 |              |               |
| B   |          | 03/01/23 |              |               |
|     |          |          |              |               |
|     |          |          |              |               |
|     |          |          |              |               |
|     |          |          |              |               |

COVER PAGE

G-001

JB-918383-00

REV: B

IFP

ABBREVIATIONS

PROJECT TEAM

DESIGN CRITERIA

PROJECT SCOPE

SYSTEM SUMMARY

SHEET INDEX

|      |  |         |   |
|------|--|---------|---|
| AC   | ALTERNATING CURRENT                      | LSIG    | LONG TIME, SHORT TIME, INSTANTANEOUS GROUND |
| ADA  | AMERICANS WITH DISABILITIES ACT          | LV      | LOW-VOLTAGE                                 |
| BLDG | BUILDING                                 | MAX     | MAXIMUM                                     |
| CLR  | CLEAR                                    | MIN     | MINIMUM                                     |
| COMM | COMMUNICATION                            | MV      | MEDIUM-VOLTAGE                              |
| CONC | CONCRETE                                 | (N)     | NEW   |
| DC   | DIRECT CURRENT                           | NEC     | NATIONAL ELECTRIC CODE                      |
| DIA  | DIAMETER                                 | NIC     | NOT IN CONTRACT                             |
| DIST | DISTANCE                                 | NRTL    | NATIONALLY-RECOGNIZED TESTING LABORATORY    |
| (E)  | EXISTING                                 | NTS     | NOT TO SCALE                                |
| EA   | EACH                                     | OC      | ON CENTER                                   |
| EGC  | EQUIPMENT GROUNDING CONDUCTOR            | PCC     | POINT OF COMMON COUPLING                    |
| EMT  | ELECTRICAL METALLIC TUBING               | PL      | PROPERTY LINES                              |
| EQ   | EQUAL                                    | PLC     | POWER LINE COMMUNICATION                    |
| ERMS | ENERGY REDUCTION MAINTENANCE SETTINGS    | PP      | POWERPACK                                   |
| ESS  | ENERGY STORAGE SYSTEM                    | PSU     | PRE-ASSEMBLED SUPERCHARGER UNIT             |
| EV   | ELECTRIC VEHICLE                         | PV      | PHOTOVOLTAIC                                |
| GAB  | GRADED AGGREGATE BASE                    | PVC     | POLYVINYL CHLORIDE                          |
| GALV | GALVANIZED                               | RSD     | RAPID SHUTDOWN                              |
| GEC  | GROUNDING ELECTRODE CONDUCTOR            | SCCR    | SHORT CIRCUIT CURRENT RATING                |
| GFP  | GROUND FAULT PROTECTOR                   | SCH     | SCHEDULE                                    |
| GND  | GROUND                                   | SQ. IN. | SQUARE INCHES                               |
| HVAC | HEATING, VENTILATION, & AIR CONDITIONING | SS      | STAINLESS STEEL                             |
| I    | CURRENT                                  | SSD     | SEE STRUCTURAL DRAWINGS                     |
| IMP  | CURRENT AT MAX POWER                     | STC     | STANDARD TESTING CONDITIONS                 |
| INV  | INVERTER                                 | TYP     | TYPICAL                                     |
| ISC  | SHORT CIRCUIT CURRENT                    | UON     | UNLESS OTHERWISE NOTED                      |
| KVA  | KILOVOLT AMPERE                          | VIF     | VERIFY IN FIELD                             |
| KW   | KILOWATT                                 | W       | WATT  |
| KWH  | KILOWATT-HOUR                            |         |   |

|   |  |
|---|--|
| STRUCTURAL ENGINEER OF RECORD:<br>KIRILL VORONOV<br>TESLA, INC.<br>721 FERNCREST RD.,<br>TRINIDAD, CA 95570<br>(818) 943-7621<br>KVORONOV@TESLA.COM | ELECTRICAL ENGINEER OF RECORD:<br>JARED MARCHAND<br>TESLA, INC.<br>3500 DEER CREEK RD,<br>PALO ALTO, CA 94304<br>(508) 951-5489<br>JMARCHAND@TESLA.COM |
| PROJECT DESIGNER:<br>REEMA SURESH<br>TESLA, INC.<br>3500 DEER CREEK RD.<br>PALO ALTO, CA 94304<br>(650) 681-5928<br>RSURESH@TESLA.COM               | ARCHITECT OF RECORD:<br>CHRIS MARESCA<br>TESLA, INC.<br>3500 DEER CREEK RD.,<br>PALO ALTO, CA 94304<br>P:(619) 764-8142<br>CMARESCA@TESLA.COM          |

- WIND DESIGN
  - DESIGN WIND SPEED = 95 MPH (ULTIMATE)
  - RISK CATEGORY = II
  - WIND EXPOSURE = C
- SEISMIC DESIGN
  - RISK CATEGORY = II
  - SEISMIC IMPORTANCE FACTOR = 1.0
  - SITE CLASS = D
  - Ss = 2.069 / S1 = 0.723
  - Sds = 1.656 / Sd1 = 0.819
  - SEISMIC DESIGN CATEGORY = D
  - BASIC SEISMIC-FORCE-RESISTING SYSTEM = NON-STRUCTURAL COMPONENT
  - R = 2.5 / a, p = 1.0
- GROUND SNOW LOAD = 0 PSF

APPLICABLE CODES

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA FIRE CODE
- 2019 CALIFORNIA ENERGY CODE

REFERENCED DOCUMENTS

- SUPERCHARGER INSTALLATION MANUAL
- SUPERCHARGER POST INSTALLATION MANUAL
- TOPOGRAPHIC SURVEY
- UTILITY DESIGN

INSTALLATION OF SUPERCHARGERS AND ASSOCIATED AC AND DC EQUIPMENT.

INSTALLATION OF CONCRETE EQUIPMENT PADS AND WALKWAYS.

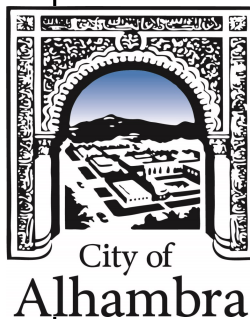
INSTALLATION OF NEW PARKING STRIPING, SIGNAGE AND ADA ACCESS FEATURES.

ASPHALT OVERLAY FOR PROPOSED EV ADA STALLS.

SUPERCHARGER SYSTEM SUMMARY

| EQUIPMENT                            | QTY |
|--------------------------------------|-----|
| V3 SUPERCHARGER CABINETS             | 3   |
| V3 OR ALTERNATIVE SUPERCHARGER POSTS | 12  |
| UTILITY TRANSFORMER                  | 1   |
| SWITCHBOARD                          | 1   |

| SHEET # | SHEET TITLE             |
|---------|-------------------------|
| G-001   | COVER PAGE              |
| G-002   | NOTES                   |
| G-101   | DEMO PLAN               |
| E-100   | UTILITY SITE PLAN       |
| E-101   | SITE PLAN               |
| E-201   | SINGLE LINE DIAGRAM     |
| E-202   | FAULT CURRENT LETTER    |
| E-501   | ELECTRICAL DETAILS      |
| E-502   | ELECTRICAL DETAILS      |
| A-301   | ACCESSIBLE PARKING PLAN |
| A-501   | DETAILS                 |
| S-301   | ENLARGED SITE PLAN      |
| S-501   | STRUCTURAL DETAILS      |
| S-502   | STRUCTURAL DETAILS      |



Community Development  
Planning Division Approval

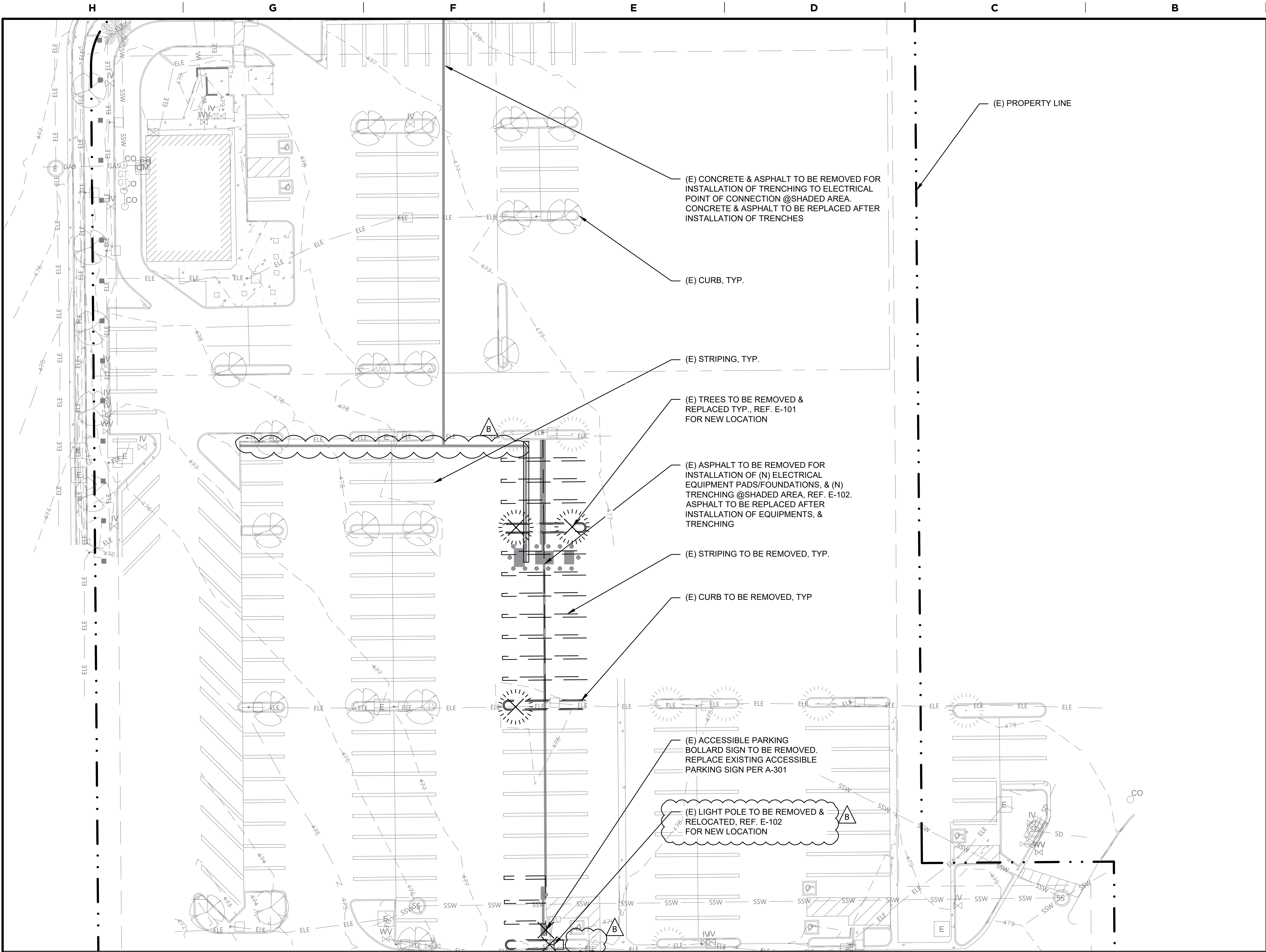
VIOLATION OF APPLICABLE CODES, LAWS, OR ORDINANCES IS STRICTLY PROHIBITED. DESPITE CONTENTS OF THESE PLANS, ALL REVISIONS OR DEVIATIONS FROM THESE PLANS REQUIRE PRIOR PLANNING APPROVAL.

121 First Street,  
Alhambra, CA 91801  
(908) 170-3000 • Planning@cityofalhambra.org



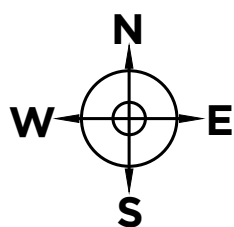
## SITE LEGEND

PROPRIETARY AND CONFIDENTIAL



DEMOLITION PLAN  
1" = 10'-0"

0' 1' 5' 10' 20'



## NOTES

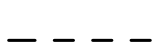
THE CONTRACTOR SHALL REFER TO THE TRENCHING DETAILS ON THE ELECTRICAL DETAILS SHEET.

THE LIMITS OF HARDSCAPE REMOVAL ARE SHOWN AS FOR INFORMATION ONLY AND IT SHALL BE UP TO THE CONTRACTOR TO DETERMINE THE EXACT LIMITS.

## SITE LEGEND



ANY (E) OBJECT TO BE DEMOLISHED



ANY (E) ELEMENT TO BE REMOVED

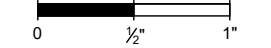


HARDSCAPED AREA TO BE MODIFIED

TESLA

3500 DEER CREEK RD.  
PALO ALTO, CA 94304  
(650) 681-5000

ORIGINAL SIZE 24"x36"  
SHEET SIZE ARCH "D"



TESLA SUPERCHARGER\_ALHAMBRA, CA  
12 SUPERCHARGERS

2400 W COMMONWEALTH AVE,  
ALHAMBRA, CA 91803

| NO. | REVISION                    | DATE     |
|-----|-----------------------------|----------|
| A   | AHJ COMMENTS RESPONSE SET   | 01/25/23 |
| B   | AVOIDING TREE REMOVAL NOTES | 03/01/23 |
|     |                             |          |
|     |                             |          |
|     |                             |          |
|     |                             |          |
|     |                             |          |
|     |                             |          |
|     |                             |          |
|     |                             |          |

DEMO PLAN

G-101

JB-918383-00

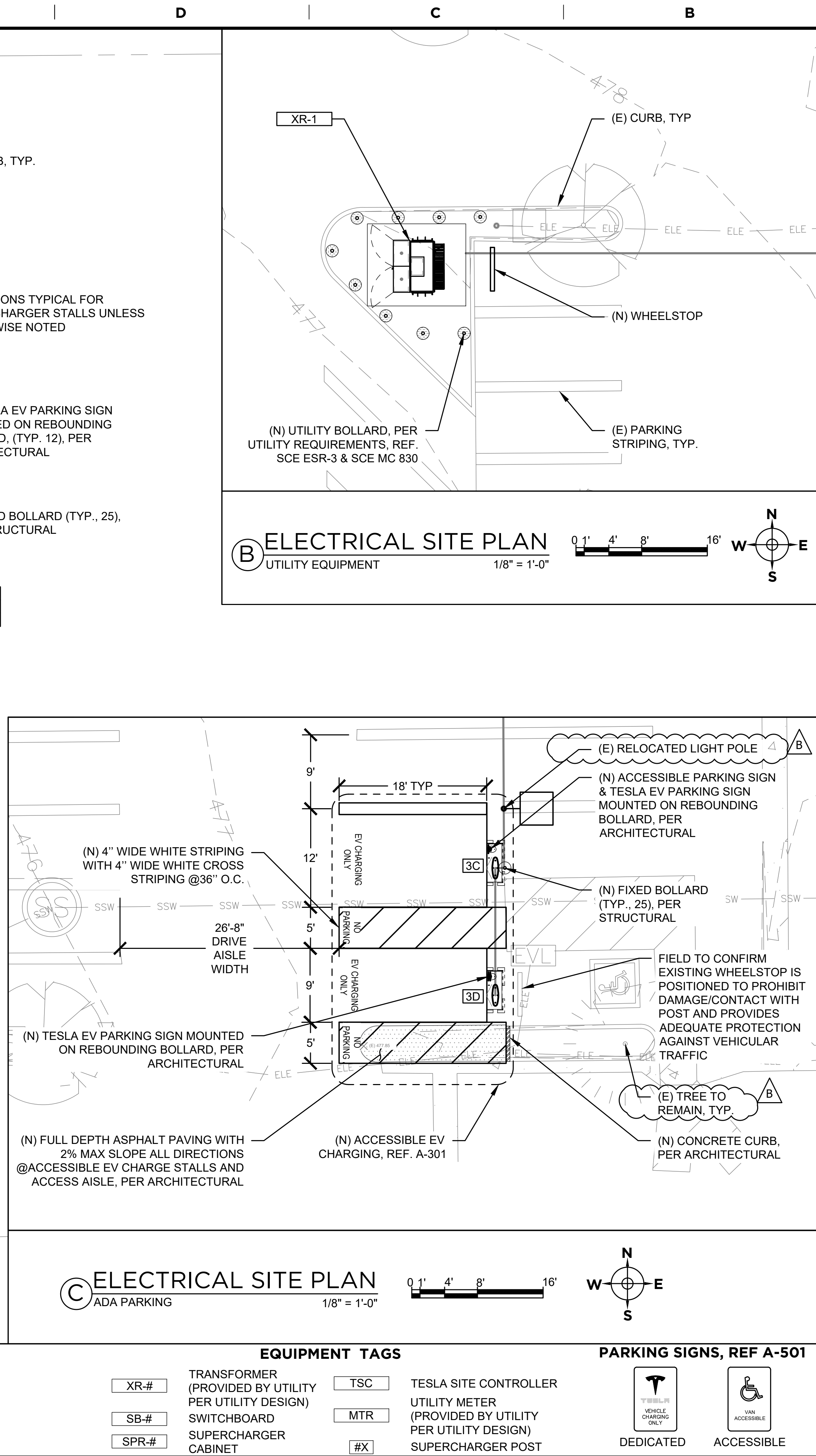
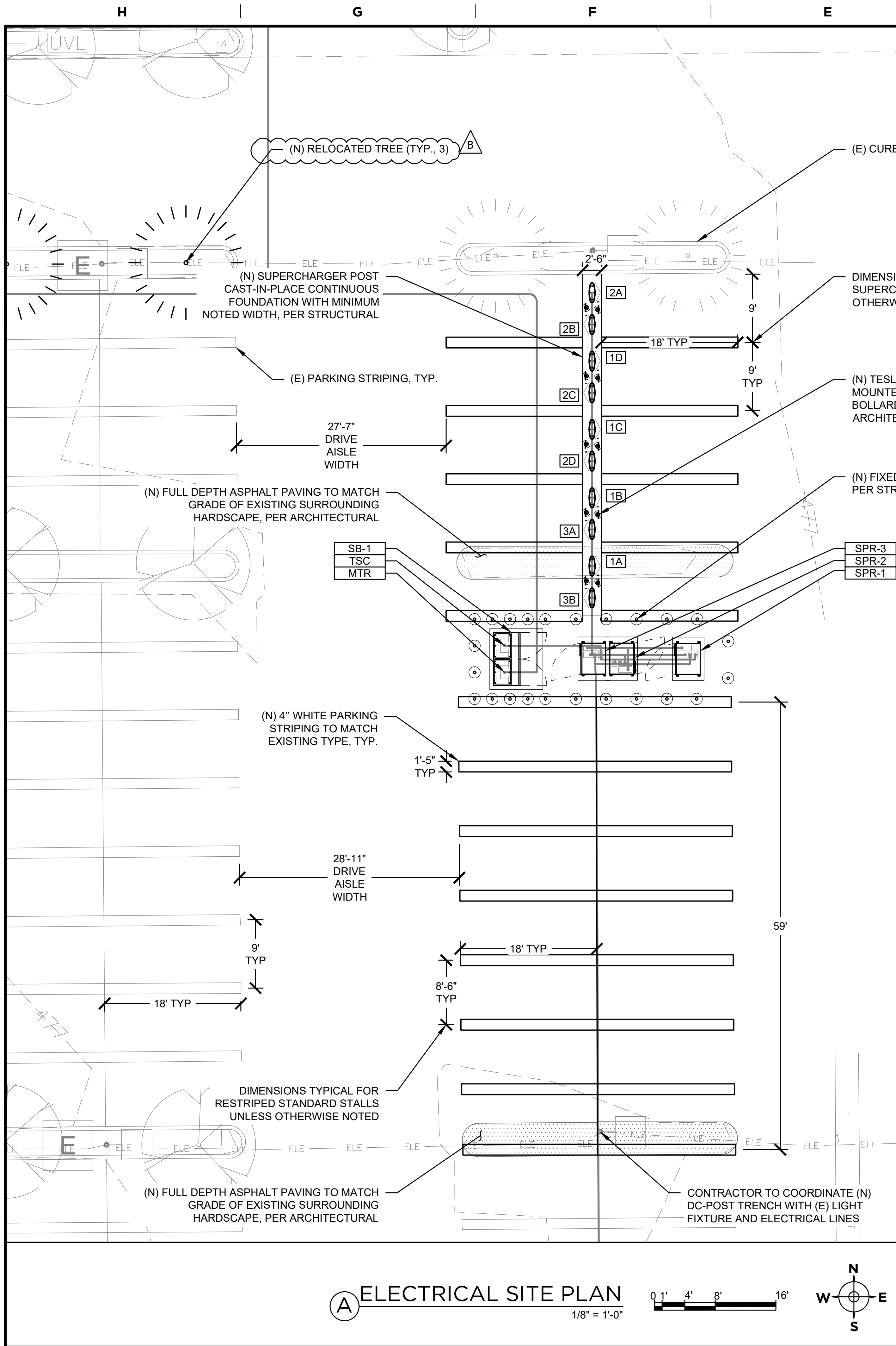
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3500 DEER CREEK RD.  
PALO ALTO, CA 94304  
(650) 681-5000

ORIGINAL SIZE 24"x36"  
SHEET SIZE ARCH "D"

0 8' 16'

REGISTERED PROFESSIONAL ENGINEER  
JARED MARCHAND  
E23862  
STATE OF CALIFORNIA  
3/2/2023

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SITE PLAN

E-101

JB-918383-00

|        |     |
|--------|-----|
| REV: B | IFP |
|--------|-----|



LOAD SCHEDULE

| SWITCHBOARD "SB-1" LOAD SCHEDULE |           |                 |                |         |         |           |         |         |        |
|----------------------------------|-----------|-----------------|----------------|---------|---------|-----------|---------|---------|--------|
| CKT NO                           | TRIP AMPS | DESCRIPTION     | VOLT-AMPS      |         |         | VOLT-AMPS |         |         | CKT NO |
|                                  |           |                 | A              | B       | C       | A         | B       | C       |        |
| 1                                | 600       | SUPERCHARGER #1 | 129,000        | -       | -       | 129,000   | -       | -       | 2      |
| 3                                | "         | "               | -              | 129,000 | -       | -         | 129,000 | -       | 4      |
| 5                                | "         | "               | -              | -       | 129,000 | -         | -       | 129,000 | 6      |
| 7                                | 15        | MONITORING      | 50             | -       | -       | 129,000   | -       | -       | 8      |
| 9                                | "         | "               | -              | 50      | -       | -         | 129,000 | -       | 10     |
| 11                               |           |                 | -              | -       | -       | -         | -       | 129,000 | 12     |
| TOTALS                           |           |                 | PHASE          | A       | B       | C         |         |         |        |
|                                  |           |                 | APPARENT POWER | 387 kVA | 387 kVA | 387 kVA   |         |         |        |
|                                  |           |                 | CURRENT        | 1,396 A | 1,396 A | 1,396 A   |         |         |        |

SYSTEM PLACARDS

TESLA SUPERCHARGER  
2400 W COMMONWEALTH  
AVE  
1-877-798-3752

ATTACH ON FRONT OF SWITCHBOARD

TESLA EV SYSTEM  
DISCONNECT

ATTACH ON SWITCHBOARD MAIN  
DISCONNECT

PLACARD NOTES:

PLACARDS TO BE MADE OF RED PHENOLIC PLASTIC W/ 1" WHITE LETTERING. ATTACH PLACARDS WITH RIVETS OR SELF-TAPPING SCREWS

ADDITIONAL PLACARDS REQUIRED FOR ARC FLASH LABELS

AC CIRCUIT SCHEDULE

| CIRCUIT # | CONDUCTOR METAL UON | # OF CONDUITS | # PHASE CONDUCTORS PER CONDUIT | PHASE CONDUCTOR SIZE | NEUTRAL CONDUCTOR SIZE | EGC                         | SSBJ | MAX CIRCUIT LENGTH | WIRE TYPE | CONDUIT TYPES | MIN CONDUIT SIZE (IN) |
|-----------|---------------------|---------------|--------------------------------|----------------------|------------------------|-----------------------------|------|--------------------|-----------|---------------|-----------------------|
| AC-SPR    | AL                  | 2             | 3                              | 500 KCMIL            | 500 KCMIL              | AWG 2/0 (AL) OR AWG #1 (CU) | -    | 600'               | XHHW-2    | PVC, RMC, EMT | 4                     |

DC CIRCUIT SCHEDULE

| CIRCUIT #    | CONDUCTOR METAL UON | # OF CONDUITS | # POWER CONDUCTORS PER CONDUIT | POWER CONDUCTOR SIZE | EGC          | LVDC           | SIGNAL WIRE    | DC MID  | MAX CIRCUIT LENGTH | WIRE TYPE      | CONDUIT TYPES       | MIN CONDUIT SIZE (IN) |
|--------------|---------------------|---------------|--------------------------------|----------------------|--------------|----------------|----------------|---------|--------------------|----------------|---------------------|-----------------------|
| DC-POST*     | AL                  | 1             | 4                              | 350 KCMIL            | AWG 2/0 (CU) | -              | TESLA PROVIDED | -       | 330'               | XHHW-2 (1000V) | PVC, RMC, EMT, HDPE | 4                     |
| DC-POST-ALT* | AL                  | 1             | 4                              | 600 KCMIL            | AWG 2/0 (CU) | (2) AWG 6 (CU) | TESLA PROVIDED | -       | 330'               | XHHW-2 (1000V) | PVC, RMC, EMT, HDPE | 4                     |
| DC-BUS       | AL                  | 2             | 2                              | 600 KCMIL            | AWG 1/0 (CU) | -              | -              | AWG 3/0 | 900'               | XHHW-2 (1000V) | PVC, RMC, EMT       | 3                     |

\*CONFIRM WITH TESLA CONSTRUCTION MANAGER WHICH CIRCUITING WILL BE USED FOR FINAL INSTALLATION. "DC-POST" CIRCUIT APPLIES TO "V3" TYPE CHARGING POSTS AND "DC=POSTS-ALT" APPLIES TO "ALTERNATIVE" TYPE CHARGING POST. PROVIDE ONE CIRCUIT TYPE PER POST.

EQUIPMENT NOTES

- (N) UTILITY TRANSFORMER "XR-1"  
• SIZE & PRIMARY VOLTAGE PER UTILITY  
• SECONDARY 480Y/277V
- (N) MAIN SWITCHBOARD "SB-1"  
• 480/277 VAC, 2000A  
• 2000A MAIN BREAKER, 1500A TRIP UNIT LOCKED, 100%-RATED, LSIG AND ERMS  
• 65 KAIC  
• NEMA 3R
- (N) UTILITY METER  
• METER # TBD
- (N) SUPERCHARGER CABINET "SPR"  
• (3) SUPERCHARGER CABINETS  
• 480VAC, 3PH, 4W  
• 465A MAX AC INPUT  
• DC OUTPUT TO 4 CHARGE POSTS MAX EACH  
• SUPERCHARGER CABINET  
• 85 kA SCCR
- (N) SUPERCHARGER POST "DC"  
• 250KW  
• (12) SUPERCHARGER POSTS  
• 0 VDC - 500 VDC

LEGEND

- BUSSING
- CONDUCTORS
- SHIELDED CAT6 CABLE
- CIRCUIT BREAKER
- SWITCH
- FUSE
- CURRENT TRANSFORMER
- POWER TRANSFORMER
- DELTA TRANSFORMER WINDING
- WYE TRANSFORMER WINDING
- GROUNDING WYE TRANSFORMER WINDING
- EQPT. ENCLOSURES
- METER
- AC-DC OR DC-AC CONVERTER
- LIGHT WITH MOTION AND PHOTO SENSOR

TESLA

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ORIGINAL SIZE 24"X36"  
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12 SUPERCHARGERS  
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|-----|-----------------------------|----------|
| A   | AHJ COMMENTS RESPONSE SET   | 01/25/23 |
| B   | AVOIDING TREE REMOVAL NOTES | 03/01/23 |
|     |                             |          |
|     |                             |          |
|     |                             |          |
|     |                             |          |

SINGLE LINE  
DIAGRAM

E-201

JB-918383-00

REV: B

IFP



6

5

4

3

2

1



Response to Letter of Request for Short Circuit Current Value for Panel Sizing and Protection Coordination

Disclaimer:

SCE provides the information contained in this letter on an “as is” basis without warranty of any kind, either express or implied. This disclaimer of liability applies to any claim or cause of action for damages or injuries occurring as a result of any error, omission, deletion or defect in the content of the information provided, including, but not limited to, negligence, breach of contract, or tort. Under no circumstances shall SCE or any of its parent or affiliate companies, employees, directors or shareholders be liable to any party for (i) any direct, indirect, special, punitive, incidental, exemplary, consequential, or any other damages arising in any way out of the availability, use or reliance on the information provided; or (ii) any claim attributable to errors, omissions or other inaccuracies in the information provided herein.

The values provided above are maximum Short Circuit values, based on current distribution system conditions. Utility distribution systems are dynamic, and the electrical characteristics of the system can vary significantly due to abnormal conditions, upgrades, modifications, and temporary or permanent reconfigurations. Therefore, the Short Circuit values provided above are subject to change frequently and without notice. SCE does not guarantee to hold the system parameters represented in this information constant. Consequently, SCE recommends that all electrical work on the service panel main breaker should be done in a de-energized condition to eliminate arc flash hazard at this location.

To: Customer: Tesla Motors Inc. Phone: 0  
Address: 6900 Dumbarton Circle Fax: 0  
City, Zip: Fremont, 84555 Email: 0

From: Southern California Edison (SCE) - Engineering &Technical Services - Field Engineering

Engineer: Louie Contreras Phone: 909-201-1498  
Address: 3 Innovation Way Fax: 0  
City, Zip: Pomona, 91768 Email: Luis.J.Contreras@sce.com

Subject: Southern California Edison’s Contribution to Short Circuit Current at the Point-of-Connection of the SCE’s Service Conductors to the Customer’s Service Entrance Facilities (see disclaimer above)

Project: Name: Tesla Motors Inc.  
Address: 2400 W Commonwealth Suite EV  
City, Zip: Alhambra, 91803  
Structure #: P5767821

Date of Response: 11/16/2022

- (1) The voltage and service configuration to be utilized for this project will be 480 volts 3 phase 4 wire, to serve your 1500 Ampere main switchboard
- (2) SCE’s contribution to Short Circuit Current, at the time of calculation, is approximately 18,700 Amperes (3-phase) and 19,900 Amperes (phase-ground). The 3-phase X/R = 4.43 and the phase-ground X/R = 4.98.

Service Conductors: 4 runs of 700 Size (X AI Cu)

Distance from Transformer: 179 feet

Transformer: 1000 kVA, 3 phase, %Z = 5.32

Existing Transformer New Transformer

Comments:

- (3) SCE’s maximum contribution to Short Circuit Current is approximately 20,000 Amperes (3-phase), and 20,800 Amperes (phase-ground). These maximum Short Circuit Current values are based on SCE’s largest transformer capable of serving your 1,500 Ampere main service switchboard (at 100% rating).

Service Conductors: 5 runs of 700 Size (X AI Cu)

Distance from Transformer: 179 feet

Transformer: 1000 kVA, 3 phase, %Z = 5.32

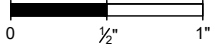
Comments:

Date of Response: 11/16/2022

TESLA

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|     |                             |          |
|     |                             |          |
|     |                             |          |
|     |                             |          |
|     |                             |          |

FAULT  
CURRENT  
LETTER

E-202

JB-918383-00

REV: B

IFP



| H  | G                                       | F   | E                              | D                                       | C | B  | A |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|--|---|---|--------------------------------|---|---|--|---|--|--|-------|--------|-------------|------------|-------|-------|--------|----|----|-------|-----|----|----|------------|----|----|-----------|-------------|-------|-------|-----------|-------|-------|-------------|----------------------------|----------------|------------|----------------------------|--------------------------------|---------------------------------|----|---------------|--|-----|-----|--|------|--------------|--|-------------|----------------------|--|---------|---------------|--|-------|--|-------------|--|-----------|--|-------------------|--|--|--------------------------|-------------------------------|--|---|----------------------|--|------------|--|--------------------------|--|--------------|--|-----------|--|-------------|--|--------------|--|------------|--|-------------|--|-------|--|--------------|--|---------|--|---------------|--|------------|--|-------------|--|--|-----------------------------|
|  |   |   |                                |   |   | <div>TRENCHING NOTES</div> <div><ul style="list-style-type: none"><li>THE TRENCH DESIGNS FOR AC-SPR, DC-POST, AND DC-BUS CIRCUITS ARE THE RESULT OF A THERMAL ANALYSIS OF THE CONDUCTORS UNDER LOAD. FOR PROPER PROTECTION THEY MUST BE FOLLOWED.</li><li>APPROVED BACKFILL IS REQUIRED TO MEET THE DESIGNED RHO VALUES. USE THE SPECIFIED BACKFILL LISTED BELOW OR TEST NATIVE SOIL CONDITIONS TO CONFIRM MAX DEFINED RHO VALUES. MINIMUM 2" OF APPROVED BACKFILL COVERAGE AROUND CONDUITS REQUIRED.</li><li>RHO 60 BACKFILL -CONCRETE BACKFILL WITH MIN 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI MUST BE USED TO ACHIEVE MAX RHO 60.</li><li>RHO 90 BACKFILL - LOW STRENGTH FLUIDIZED THERMAL (SLURRY) BACKFILL WITH MIN 28 DAY COMPRESSIVE STRENGTH OF 150 PSI MUST BE USED TO ACHIEVE MAX RHO 90.</li><li>FOR TRENCHES WITH MIXED CIRCUIT TYPES, APPLY THE CONDUIT SPACING FOR THE CIRCUIT TYPE WITH THE LARGER SPACING REQUIREMENT.</li><li>CONDUIT TO BE INSTALLED TO A MAX COVER OF 24". COVER MAY BE REDUCED PER THE NEC TABLE 300.5.</li><li>CONDUIT ARE PERMITTED TO HAVE GREATER THAN 24" COVER FOR SHORT DISTANCES WHERE REQUIRED TO CROSS UNDER (E) UTILITY LINES, TO ALLOW FOR NEC REQUIRED MIN RADIUS FOR CONDUIT TURN-UPS INTO PAD-MOUNTED EQUIPMENT, TO AVOID (E) OBSTRUCTIONS, ETC.</li></ul></div> |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  |   | <div>BREAKER SETTINGS</div> <table><tr><th colspan="4">MAIN SWITCHBOARD SB-1, MCB 2000A ZPOWER</th></tr><tr><th></th><th></th><th>PHASE</th><th>GROUND</th></tr><tr><td rowspan="2">DESIGNATION</td><td>FRAME AMPS</td><td>2,000</td><td>2,000</td></tr><tr><td>AIC KA</td><td>65</td><td>65</td></tr><tr><td rowspan="2">FRAME</td><td>MFR</td><td>GE</td><td>GE</td></tr><tr><td>TYPE MODEL</td><td>SS</td><td>SS</td></tr><tr><td rowspan="4">TRIP UNIT</td><td>SENSOR AMPS</td><td>1,500</td><td>1,500</td></tr><tr><td>PLUG AMPS</td><td>1,500</td><td>1,500</td></tr><tr><td>DESCRIPTION</td><td>LSI(CB), 800-2000AF, UL489</td><td>GF, 200-2000AF</td></tr><tr><td>TYPE/MODEL</td><td>SS, SH POWERBREAK II, EGTU</td><td>SS, SH POWERBREAK I &amp; II, EGTU</td></tr><tr><td rowspan="6">TRIP UNIT SETTINGS (1600A TRIP)</td><td>LT</td><td>1.00X (1500A)</td><td></td></tr><tr><td>LTD</td><td>C-7</td><td></td></tr><tr><td>STPU</td><td>2.5X (3750A)</td><td></td></tr><tr><td>STD / I'S T</td><td>ST02-MIN (I'S T OFF)</td><td></td></tr><tr><td>INST PU</td><td>4.5X (6,750A)</td><td></td></tr><tr><td>GF PU</td><td></td><td>0.8 (1200A)</td></tr><tr><td></td><td>GFD I'S T</td><td></td><td>GFD09 (I'S T OFF)</td></tr></table> |                                | MAIN SWITCHBOARD SB-1, MCB 2000A ZPOWER |   |  |   |  |  | PHASE | GROUND | DESIGNATION | FRAME AMPS | 2,000 | 2,000 | AIC KA | 65 | 65 | FRAME | MFR | GE | GE | TYPE MODEL | SS | SS | TRIP UNIT | SENSOR AMPS | 1,500 | 1,500 | PLUG AMPS | 1,500 | 1,500 | DESCRIPTION | LSI(CB), 800-2000AF, UL489 | GF, 200-2000AF | TYPE/MODEL | SS, SH POWERBREAK II, EGTU | SS, SH POWERBREAK I & II, EGTU | TRIP UNIT SETTINGS (1600A TRIP) | LT | 1.00X (1500A) |  | LTD | C-7 |  | STPU | 2.5X (3750A) |  | STD / I'S T | ST02-MIN (I'S T OFF) |  | INST PU | 4.5X (6,750A) |  | GF PU |  | 0.8 (1200A) |  | GFD I'S T |  | GFD09 (I'S T OFF) | <div>BREAKER SETTINGS - SEQUENCE</div> <table><tr><th>SWITCHBOARD MAIN BREAKER</th><th>SUPERCHARGER CABINET BREAKERS</th></tr><tr><td>ENTELLIguard LSiG HMI TRIP UNIT (1600A TRIP)</td><td>SPECTRA RMS ELECTRONIC TRIP (600A TRIP)</td></tr><tr><td>SETUP &lt;ENTER (TYP.)&gt;</td><td></td></tr><tr><td>→LONG TIME</td><td></td></tr><tr><td>→CURVE: I<sup>2</sup>T</td><td></td></tr><tr><td>→PICKUP: 1.0</td><td></td></tr><tr><td>→BAND: C7</td><td></td></tr><tr><td>→SHORT TIME</td><td></td></tr><tr><td>→PICKUP: 2.5</td><td></td></tr><tr><td>→BAND: 2.0</td><td></td></tr><tr><td>→SLOPE: OFF</td><td></td></tr><tr><td>→INST</td><td></td></tr><tr><td>→PICKUP: 4.5</td><td></td></tr><tr><td>→GF SUM</td><td></td></tr><tr><td>→PICKUP: 0.75</td><td></td></tr><tr><td>→BAND: 9.0</td><td></td></tr><tr><td>→SLOPE: OFF</td><td></td></tr><tr><td></td><td>INSTANTANEOUS: LOW (1830 A)</td></tr></table> |  | SWITCHBOARD MAIN BREAKER | SUPERCHARGER CABINET BREAKERS | ENTELLIguard LSiG HMI TRIP UNIT (1600A TRIP) | SPECTRA RMS ELECTRONIC TRIP (600A TRIP) | SETUP <ENTER (TYP.)> |  | →LONG TIME |  | →CURVE: I <sup>2</sup> T |  | →PICKUP: 1.0 |  | →BAND: C7 |  | →SHORT TIME |  | →PICKUP: 2.5 |  | →BAND: 2.0 |  | →SLOPE: OFF |  | →INST |  | →PICKUP: 4.5 |  | →GF SUM |  | →PICKUP: 0.75 |  | →BAND: 9.0 |  | →SLOPE: OFF |  |  | INSTANTANEOUS: LOW (1830 A) |
| MAIN SWITCHBOARD SB-1, MCB 2000A ZPOWER      |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  |   | PHASE   | GROUND                         |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| DESIGNATION                                  | FRAME AMPS                              | 2,000   | 2,000                          |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | AIC KA                                  | 65  | 65                             |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| FRAME  | MFR                                     | GE  | GE                             |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | TYPE MODEL                              | SS  | SS                             |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| TRIP UNIT                                    | SENSOR AMPS                             | 1,500   | 1,500                          |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | PLUG AMPS                               | 1,500   | 1,500                          |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | DESCRIPTION                             | LSI(CB), 800-2000AF, UL489  | GF, 200-2000AF                 |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | TYPE/MODEL                              | SS, SH POWERBREAK II, EGTU  | SS, SH POWERBREAK I & II, EGTU |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| TRIP UNIT SETTINGS (1600A TRIP)              | LT                                      | 1.00X (1500A)   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | LTD                                     | C-7   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | STPU                                    | 2.5X (3750A)  |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | STD / I'S T                             | ST02-MIN (I'S T OFF)  |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | INST PU                                 | 4.5X (6,750A)   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | GF PU                                   |   | 0.8 (1200A)                    |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | GFD I'S T                               |   | GFD09 (I'S T OFF)              |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| SWITCHBOARD MAIN BREAKER                     | SUPERCHARGER CABINET BREAKERS           |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| ENTELLIguard LSiG HMI TRIP UNIT (1600A TRIP) | SPECTRA RMS ELECTRONIC TRIP (600A TRIP) |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| SETUP <ENTER (TYP.)>                         |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →LONG TIME                                   |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →CURVE: I <sup>2</sup> T                     |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →PICKUP: 1.0                                 |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →BAND: C7                                    |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →SHORT TIME                                  |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →PICKUP: 2.5                                 |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →BAND: 2.0                                   |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →SLOPE: OFF                                  |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →INST  |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →PICKUP: 4.5                                 |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →GF SUM                                      |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →PICKUP: 0.75                                |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →BAND: 9.0                                   |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
| →SLOPE: OFF                                  |   |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |
|  | INSTANTANEOUS: LOW (1830 A)             |   |                                |   |   |  |   |  |  |       |        |             |            |       |       |        |    |    |       |     |    |    |            |    |    |           |             |       |       |           |       |       |             |                            |                |            |                            |                                |                                 |    |               |  |     |     |  |      |              |  |             |                      |  |         |               |  |       |  |             |  |           |  |                   |  |  |                          |                               |  |   |                      |  |            |  |                          |  |              |  |           |  |             |  |              |  |            |  |             |  |       |  |              |  |         |  |               |  |            |  |             |  |  |                             |

TESLA

3500 DEER CREEK RD.  
PALO ALTO, CA 94304  
(650) 681-5000

ORIGINAL SIZE 24"x36"  
SHEET SIZE ARCH "D"

0

1/2"

1"

REGISTERED PROFESSIONAL ENGINEER  
JARED MARCHAND  
E23862  
ELECTRICAL  
STATE OF CALIFORNIA

3/2/2023

NOTES

- REFER TO ONE-LINE DIAGRAM FOR SPECIFIC CIRCUIT IDENTIFIERS BETWEEN EQUIPMENT.
- REFER TO AC & DC CIRCUIT SCHEDULES FOR NEUTRAL/GROUND SIZING PER CIRCUIT.

LEGEND

Ⓝ

NEUTRAL BUSBAR

Ⓜ

GROUND BUSBAR

Ⓜ

PRIMARY OR SECONDARY COMMON TERMINAL, AS APPLICABLE

Ⓜ

TERMINAL ON NEUTRAL OR GROUND BUSBAR

•

IRREVERSIBLE SPLICE OR CRIMP PER NEC 250.64(C)

Ⓜ

NEC 250.52(A)-COMPLIANT GROUNDING ELECTRODE

GROUNDING DIAGRAM

ES01.1208 GROUNDING DIAGRAM RA

TO UTILITY TRANSFORMER

GROUNDING CONDUCTOR (NEUTRAL) AND CONNECTIONS PER UTILITY REQUIREMENTS

MAIN BONDING JUMPER (FACTORY-INSTALLED)

(N) MAIN SERVICE EQUIPMENT

(N) 3/0 AWG CU GEC, SEE DETAIL D.

(N) NEUTRAL, TYP. "AC-SPR"

(N) EGC, TYP. "AC-SPR"

TO OTHER SUPERCHARGER CABINET(S)

(N) EGC, TYP. "DC-BUS"

TO OTHER SUPERCHARGER CABINET(S)

TO ADDITIONAL POSTS

(N) SUPERCHARGER CABINET, TYP.

(N) SUPERCHARGER POST, TYP.

(N) EGC, TYP. "DC-POST"

GEC OR COMBINED GEC/EGC FROM GROUND BAR IN EQUIPMENT

ATTACH GEC OR COMBINED GEC/EGC TO 20' OF CONTINUOUS OR SPLICED REBAR USING LISTED REBAR GROUNDING CONNECTOR

CONCRETE EQUIPMENT PAD

REBAR CAGE CONNECTED BY REBAR TIES

D

CONCRETE-ENCASED ELECTRODE FOR CAST-IN-PLACE PADS ONLY

ES01.100 REBAR UPPER GROUNDING DETAIL TC

NTS

MAX RHO 90 BACKFILL

24" MAX

4" MIN

RED WARNING TAPE 8" BELOW THE SURFACE, TYP.

CONDUITS MAY NOT BE STACKED MORE THAN 2 HIGH.

SPARE 4" CONDUITS MAY BE USED AS SPACERS.

4" CONDUIT, MAX (8) CONDUITS PER GROUP.

AC-SPR

C

"AC-SPR" CIRCUIT TRENCH - MAX RHO 90

ES01.1203 SPR & CIRCUIT TRENCH - MAX RHO 90 RA

NTS

MAX RHO 90 BACKFILL

24" MAX

RED WARNING TAPE 8" BELOW THE SURFACE.

CONDUIT, RUN IN A SINGLE ROW, CANNOT BE STACKED.

DC-BUS

B

"DC-BUS" CIRCUITS TRENCH - MAX RHO 90

ES01.1201 DC-BUS CIRCUITS TRENCH - MAX RHO 90 RA

NTS

MAX RHO 90 BACKFILL

24" MAX

RED WARNING TAPE W/ TRACE WIRE 8" BELOW THE SURFACE.

CONDUITS MAY NOT BE STACKED MORE THAN 2 HIGH.

RHO 60: X=6"  
RHO 90: X=24"

4" CONDUIT, (1) CONDUIT PER CHARGE POST. MAX. (4) CONDUITS PER CONDUIT GROUP.

DC-POST

A

"DC-POST" CIRCUIT TRENCH - RHO 60 & 90

ES01.1202 DC-BUS CIRCUIT TRENCH - RHO 60 & 90 RA

NTS

TESLA SUPERCHARGER\_ALHAMBRA, CA

12 SUPERCHARGERS

2400 W COMMONWEALTH AVE,  
ALHAMBRA, CA 91803

| NO. | REVISION | DATE     | AHJ COMMENTS | RESPONSE SET | REMOVAL NOTES |
|-----|----------|----------|--------------|--------------|---------------|
| A   |          | 01/25/23 |              |              |               |
| B   |          | 03/01/23 |              |              |               |
|     |          |          |              |              |               |
|     |          |          |              |              |               |
|     |          |          |              |              |               |
|     |          |          |              |              |               |
|     |          |          |              |              |               |

ELECTRICAL DETAILS

E-501

JB-918383-00

REV: B

IFP



