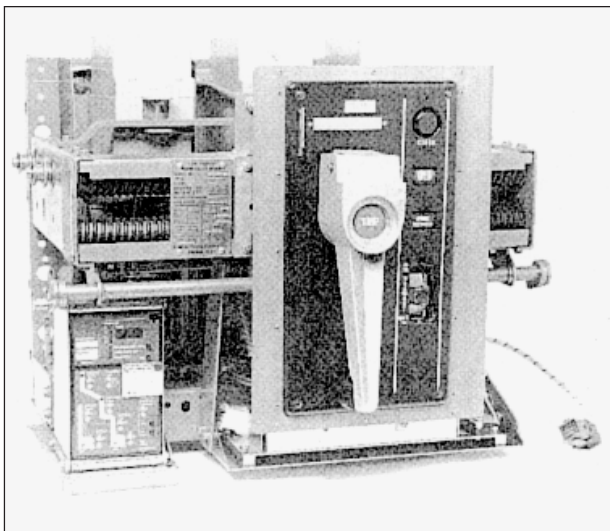




Digitrip Retrofit System for Federal Pacific FPS-50 (1600A) Breakers



SAFETY PRECAUTIONS



WARNING

POWER CIRCUIT BREAKERS ARE EQUIPPED WITH HIGH SPEED, HIGH ENERGY OPERATING MECHANISMS. THE BREAKERS AND THEIR ENCLOSURES ARE DESIGNED WITH SEVERAL BUILT-IN INTERLOCKS AND SAFETY FEATURES INTENDED TO PROVIDE SAFE AND PROPER OPERATING SEQUENCES. TO PROVIDE MAXIMUM PROTECTION FOR PERSONNEL ASSOCIATED WITH THE INSTALLATION, OPERATION, AND MAINTENANCE OF THESE BREAKERS, THE FOLLOWING PRACTICES MUST BE FOLLOWED. FAILURE TO FOLLOW THESE PRACTICES MAY RESULT IN DEATH, PERSONAL INJURY, OR PROPERTY DAMAGE.

- Only qualified persons, as defined in the National Electric Code, who are familiar with the installation and maintenance of power circuit breakers and their associated switchgear assemblies should perform any work associated with these breakers.

- Completely read and understand all instructions before attempting any installation, operation, maintenance, or modification of these breakers.
- **Always turn off and lock out the power source feeding the breaker prior to attempting any installation, maintenance, or modification of the breaker. Do not use the circuit breaker as the sole means for isolating a high voltage circuit. Follow all lockout and tagging rules of the National Electric Code and all other applicable codes, regulations, and work rules.**
- Do not work on a closed breaker or a breaker with the closing springs charged. Trip (open) the breaker and be sure the stored energy springs are discharged before performing any work. The breaker may trip open or the charging springs may discharge, causing crushing or cutting injuries.
- For drawout breakers, trip (open), and then remove the breaker to a well-lit work area before beginning work.
- Do not perform any maintenance: including breaker charging, closing, tripping, or any other function which could cause significant movement of the breaker while it is on the extension rails. Doing so may cause the breaker to slip from the rails and fall, potentially causing severe personal injury to those in the vicinity.
- **Do not leave the breaker in an intermediate position in the switchgear cell. Always leave it in the connected, disconnected, or (optional) test position. Failure to do so could lead to improper positioning of the breaker and flashover, causing death, serious personal injury, and / or property damage.**
- **Do not defeat any safety interlock. Such interlocks are intended to protect personnel and equipment from damage due to flashover and exposed contacts. Defeating an interlock could lead to death, severe personal injury, and / or property damage.**

INTRODUCTION

Cutler-Hammer Digitrip Retrofit Kits are available in a number of configurations that provide a wide range of features. The Digitrip System starts with the 510 Basic Kit which offers true RMS sensing, overcurrent protection, and self-testing features. Advanced Digitrip Retrofit Kits feature zone interlocking, digital alphanumeric displays, remote alarm signals, PowerNet communications, energy monitoring capabilities, power factors, and harmonic content measurements.

Table 1 provides a quick reference of the components supplied with each level of Retrofit Kit. Before beginning the Retrofit process, take a minute to review the information contained in Table 1. It is important that the Retrofitter understands which

level of Retrofit Kit is to be installed and which components are included with the Kit.

The instructions contained in this manual cover the installation of all levels of Retrofit Kit. If the Kit you are installing does not contain a certain component, skip the instructions for that component and proceed to the next.

Throughout the Retrofit process, refer to the Torque Tables at the back of this manual for specific torque values.

If you have any questions concerning the Retrofit Kit and / or the Retrofit process, contact Cutler-Hammer at: 1-800-937-5487.

Table 1 Available Retrofit Kits

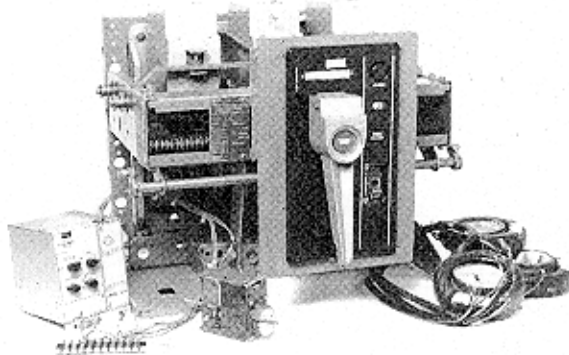
Components	510 Basic	510 with Zone Interlock	610	810	910
Trip Unit					
Rating Plug					
Auxiliary Current Transformer (CT) Module					
Auxiliary CT Harness					
Sensors					
Sensor Harness					
Direct Trip Actuator (DTA)					
Mounting Brackets and Hardware					
External Harness	Plug	1 Connector Harness	2 Connector Harness	4 Connector Harness	4 Connector Harness
Cell Harness					
Potential Transformer (PT) Module					
Auxiliary Switch					

Step 1: Trip the Breaker and remove it from the cell. Take the Breaker to a clean well lit work bench to perform the Retrofit.

Before attempting to perform the Retrofit, be sure to read and understand the Retrofit Application Data supplied with this kit.

Refer to the components listing at the rear of this Booklet. Lay out the components and hardware according to the steps as outlined. The components and hardware will be used to complete each assembly step that follows.

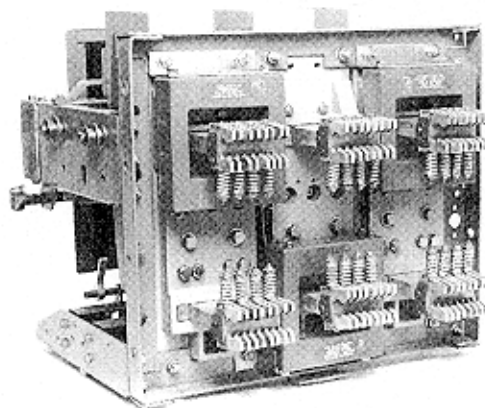
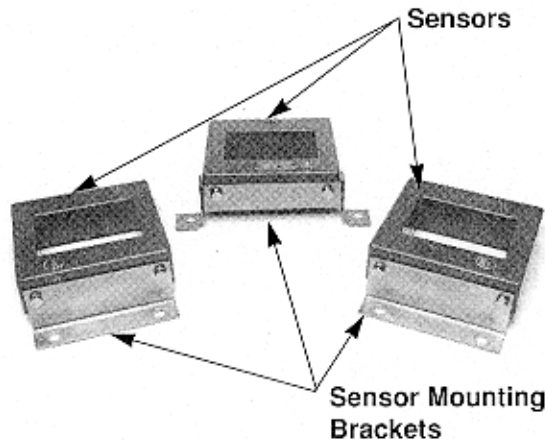
Step 2:



Overcurrent Relay, Actuator, Sensors, etc.

- A. Disconnect all wires going to the Terminal Strip and to the existing actuator.
- B. Remove and scrap the Overcurrent Relay from the Breaker Platform.
- C. Remove and scrap the actuator and mounting hardware from the Breaker.
- D. Remove and set aside the Finger Cluster's that are retaining the existing Sensors.
- E. Remove and scrap the Sensors from the Breaker.
- F. Replace the Finger Clusters removed in Step 1D above.
- G. Remove and scrap the Terminal Strip.

Step 3:

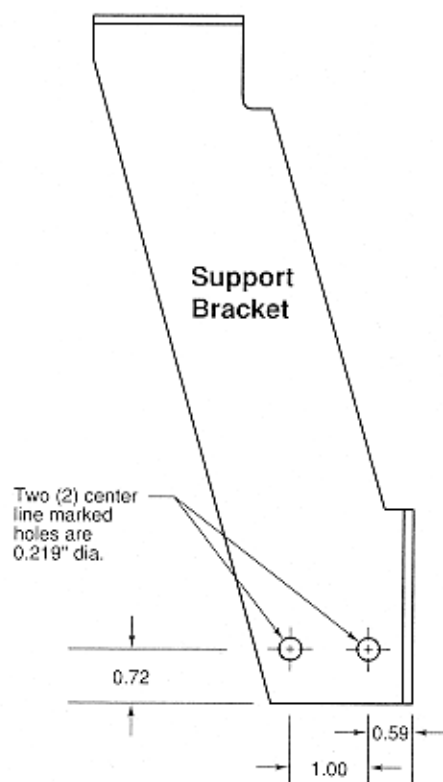
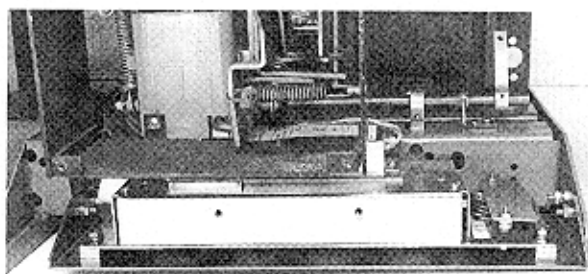
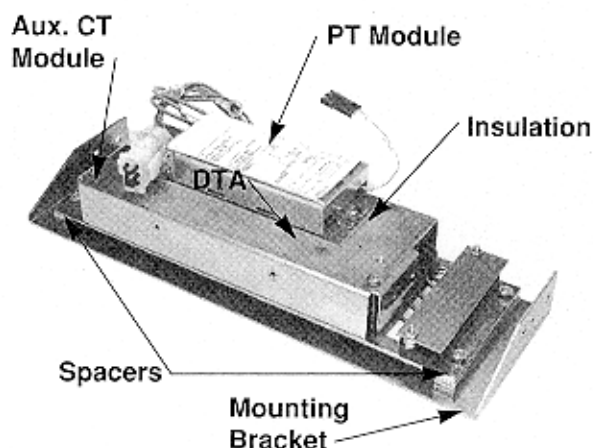


Sensors Mounted to Breaker

- A. Mount the Sensors on the Mounting Brackets with the name plates facing you as shown using the hardware provided. Remove and use the existing hardware to fasten the Mounting Brackets to the Breaker.

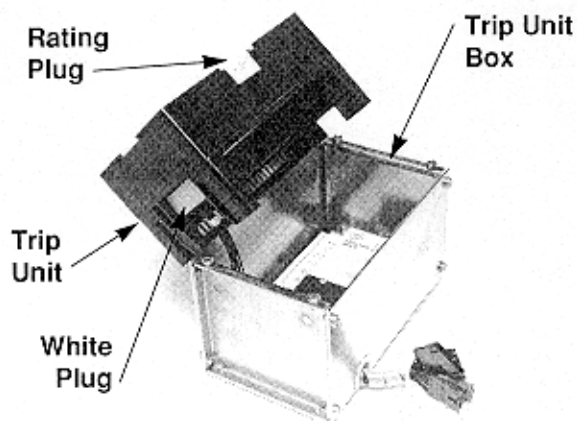
NOTE: The Sensors should be able to fit over the Finger Cluster's for mounting using the two top end studs and the bottom center stud of the Breaker.

NOTE: For RMS/R 810 & 910 Kits only. Do not tighten the Second Phase Mounting Bracket to the Breaker at this time as it will be necessary to loosen one of the bolts attaching the Copper Jumper Plate so that a wire from the PT Module can be connected later.

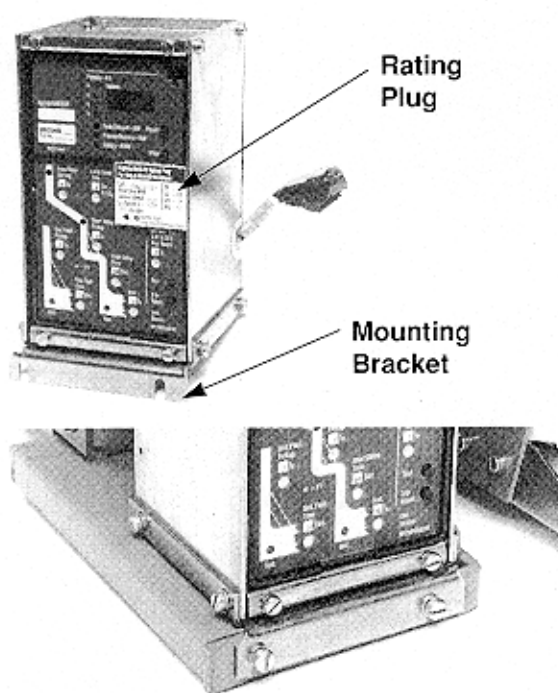
Step 4:**Step 5:****Step 6:**

Auxiliary CT Module Mounting Position

- A. Remove the front Support Bracket from the middle left side of the Breaker.
 - B. Drill the Support Bracket per Drilling Plan 'A'.
 - C. Replace the Support Bracket back on the Breaker.
- A. *For RMS/R 810 & 910 Kits only.* Remove and scrap the Warning Name-plate and Extension Bracket from the PT Module. Mount the White Plug back on the PT Module using the holes and hardware that mounted the Extension Bracket. Mount the PT Module on top of the Aux. CT Module with the Insulation Piece between as shown using the thread forming screws provided. The White Plug of the PT Module should face away from the Terminal Block end of the Aux. CT Module.
 - A. Mount the Aux. CT Module Assembly with the Terminal Block on the right side and the White Plug on the left side on the Aux. CT Module Mounting Bracket as shown using the spacers and hardware provided.
 - B. Mount the Aux. CT Module Mounting Bracket between the Support Bracket and the right side frame rail as shown with the hardware provided.

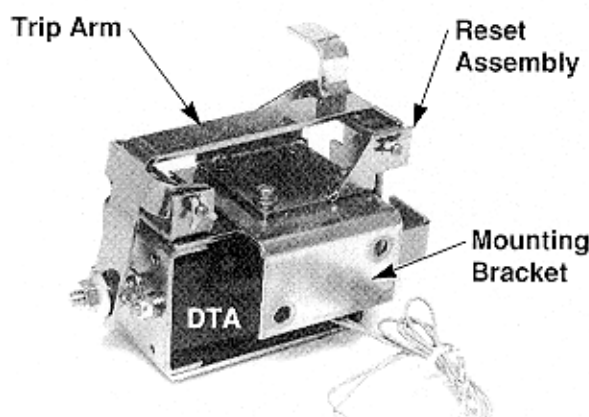
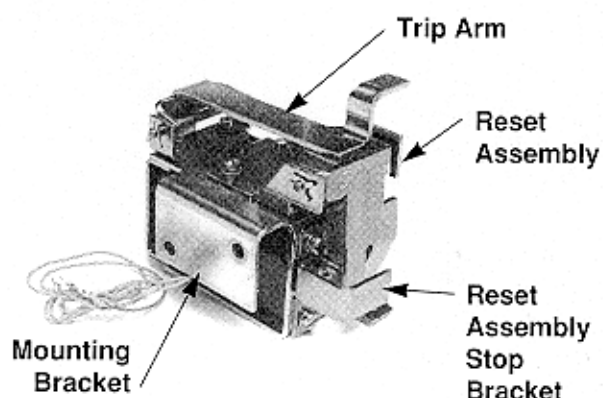
Step 7:

- A. Remove the cover from the Trip Unit Box.
- B. For RMS 810 & 910 Kits only. Carefully pull out the White Plug from the bottom of the Trip Unit Box. Plug the White Plug into the bottom of the RMS Trip Unit. The slots in the White Plug should face the Trip Unit and the solid side face down. Make certain the White Plug is fully engaged and properly oriented.
- C. Make certain the Jacking Screws on the back of the Trip Unit Box are fully retracted. Turn the Screws clockwise until they stop.
- D. Slide the RMS Trip Unit into the Trip Unit Box. Make certain that the edge card connector on the back of the Trip Unit seats fully into the receptacle in the Trip Box. The front of the Trip Unit will be approximately 1/16 inch lower than the front of the Trip Unit Box.
- E. Install the Rating Plug.
- F. Install the Trip Box Cover. The holes in the cover should expose the Trip Reset and Step buttons of the Trip Unit.

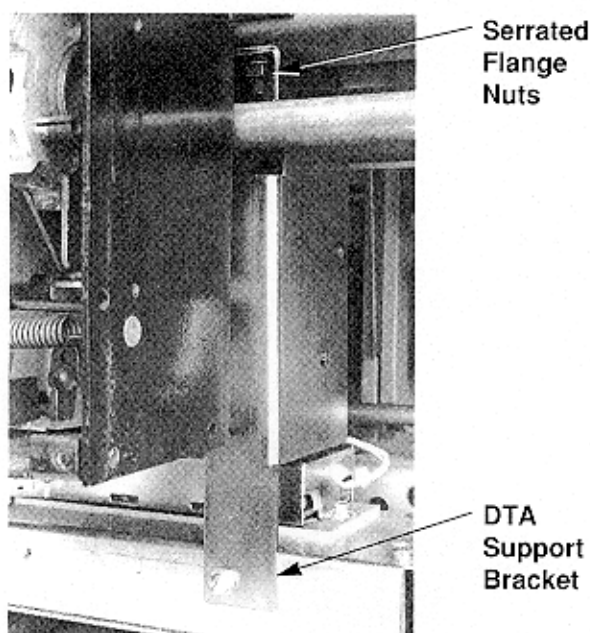
Step 8:

Mounting Platform

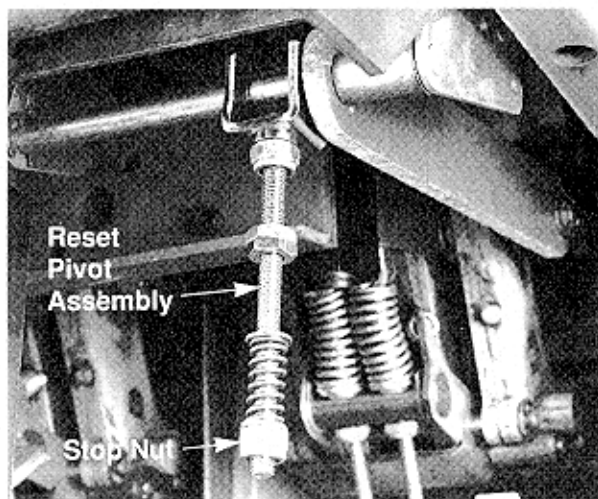
- A. Remove and scrap the screws from the bottom of the left and right sides of the Trip Unit.
- B. Mount the Trip Unit Box Mounting Bracket as shown to the bottom of the Trip Unit Box with the hardware provided.
- C. Mount the Trip Unit Assembly to the Breaker Platform as shown with the hardware provided.

Step 9:

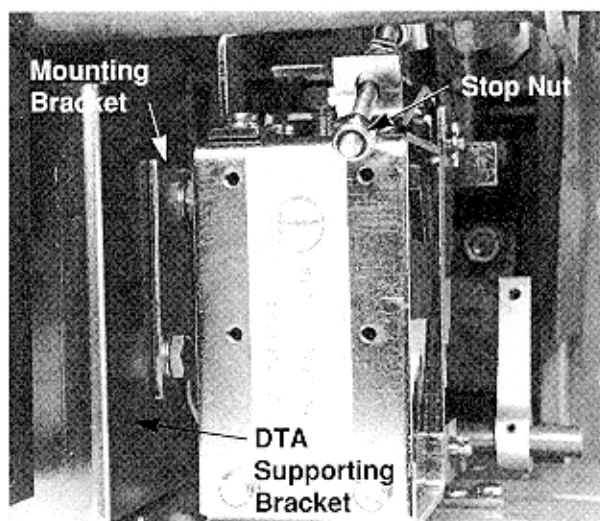
- A. Remove the Flange Nut from the end of the DTA (Direct Trip Actuator) Shaft and apply Loc-tite to the threads of the shaft. Slide a .250 flat washer, spring and a .250 flat washer over the shaft. With the flat side of the Flange Nut towards the DTA, tighten the nut 1/2 turn beyond the end of the shaft.
- B. Apply Loc-tite to the threads on the opposite end of the DTA shaft. Install a .250-20 Nut a half turn beyond the end of the shaft.
- C. Mount the Mounting Bracket and the Reset Assembly on the DTA as shown with the hardware provided. The leg of the Mounting Bracket should be on the same side that the wires exit, while the Reset Assembly goes over the flat of the Nut.
- D. Mount the Reset Assembly Stop Bracket to the DTA as shown with the hardware provided.
- E. Mount the Trip Arm Pivot as shown with the hardware provided. Insert the fork of the Trip Arm as shown between the Flange Nut and the Flat Washer of the DTA Shaft. Position the Tabs of the Trip Arm between the Tabs of the Pivot Mounting and align the holes. Insert the Pivot Pin and secure in place with an X-Washer on each end of the Pin.

Step 10:

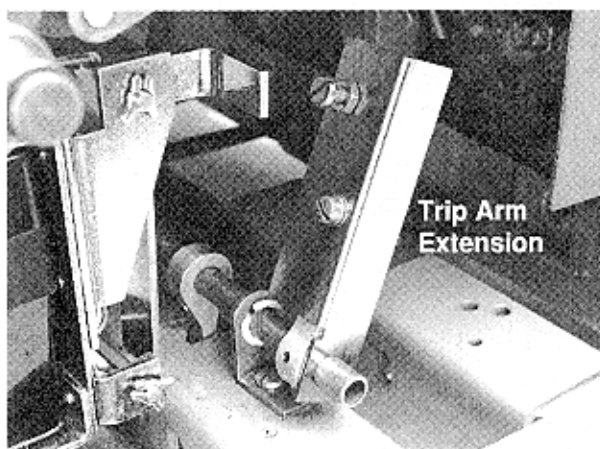
- A. Remove the two Serrated Flange Nuts from the studs under the center right side of the Charging Springs.
- B. Insert the DTA Support Bracket onto the two studs so that the bottom mounting hole lines up with the press nut in the cover of the Aux. CT Module.
- C. Align and mount the DTA Mounting Bracket using the Serrated Flange Nuts removed in 'A' above and the hardware provided.

Step 11:

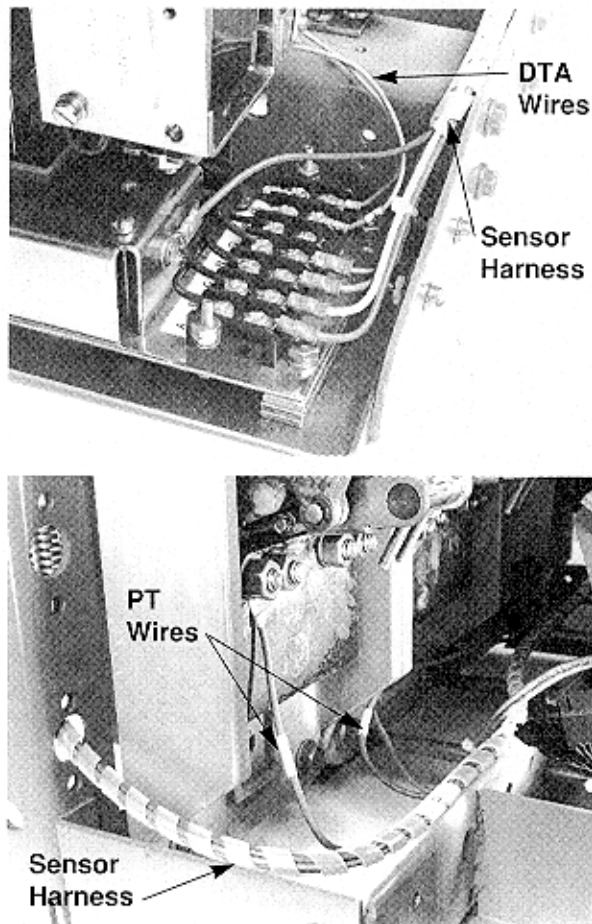
- A. Remove the E-Ring from the left side of the Phase 3 Wrist Pin and slide the Wrist Pin to the left so the right side will slip out and down. The Wrist Pin can then slide to the right and out of the Pivot Assembly.
- B. Insert the Reset Pivot Assembly onto the left side of the Wrist Pin. Slide the Wrist Pin back to its original position. Reinstall the E-Ring and any spacers that will not interfere with the Reset Pivot Assembly of the Breaker operation back on the Wrist Pin. The Reset Pivot Assembly will pivot freely from the Wrist Pin.

Step 12:

- A. Remove the Stop Nut from the Reset Screw on the DTA Reset being careful so that the Flat Washers and Spring do not fall off of the Reset Screw.
- B. Insert the Reset Screw through the Reset Assembly on the DTA while positioning the DTA Assembly Mounting Bracket on the right side of the DTA Support Bracket. With the hardware provided mount the DTA Assembly to the DTA Mounting Bracket.
- C. Replace the Stop Nut removed from the Reset Screw in 'A' above so that 2 threads show from the end of the Reset Screw.

Step 13:

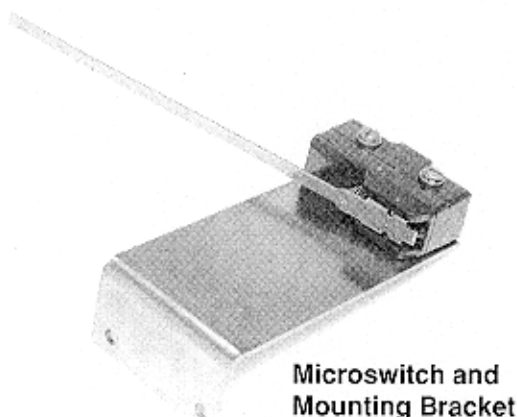
- A. Position and mount the Breaker Trip Arm Extension as shown with the hardware provided.
- B. Connect a 24V DC power supply to the DTA Terminals, Positive to Positive Negative to Negative. Close the Breaker manually. Energize the DTA to trip the Breaker, de-energize the DTA when the Breaker trips. make certain that the DTA resets. If the Breaker fails to trip, adjust the adjustable screw on the Breaker Trip Arm Extension. If the DTA fails to Reset, adjust the hex nuts on the Reset Screw. Repeat until the trips and resets are sure and positive every time. Be sure to lock the hex nuts on the Reset Screw.

Step 14:

- A. These instructions refer to the Wiring Diagrams in the Retrofit Application Data for the proper connection and application.
- B. Remove the cover from the Aux. CT Module 7-point Terminal Block.
- C. Connect the Snap Spade Terminals of the Sensor Harness to the proper terminals on the 7 point Terminal Block on the right side of the Aux. CT Module. (The long tan and green wires are for a remote Neutral Sensor on a 4W Ground Breaker. They should be removed if not required.)
- D. Connect the green wire (Ring Terminal) to one of the threaded holes in the right side of the Aux. CT Module Cover as shown using the hardware provided.
- E. Route the DTA Wires over to the 7 point Terminal Block of the Aux. CT Module. Connect the wire with + to the 'OP' Terminal and the unmarked wire to the 'ON' Terminal.

- F. Route the Sensor Harness along the center Breaker Frame to the opposite side and through the lower .750 diameter hole to the Sensors. Connect the proper Ring Terminals of the Sensor Harness to the correct Terminals of the Sensors.
- G. *For RMS/R 810 & 910 Kits only.* Route the three wires from the PT Module back to the Copper Jumpers. Remove a Nut and Lock Washer from a Bolt in each Copper Jumper. Cut the wire marked with Red or 1 to Phase 1. Cut the wire marked with yellow or 2 to Phase 2. Cut the wire marked with Blue or 3 to Phase 3. Strip each wire 1/4 inch and install a .38 Ring Terminal on each. Connect each wire to the correct Copper Jumper using the hardware just removed.

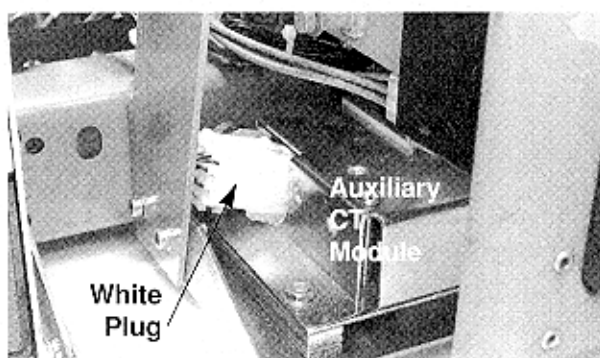
- H. Use nylon wire ties provided to dress up the wiring and keep it away from any interference of the Breaker's moving parts.

Step 15:

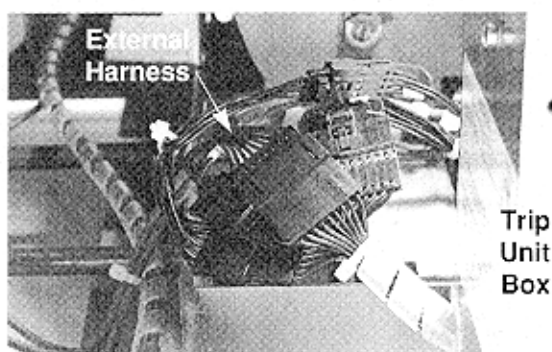
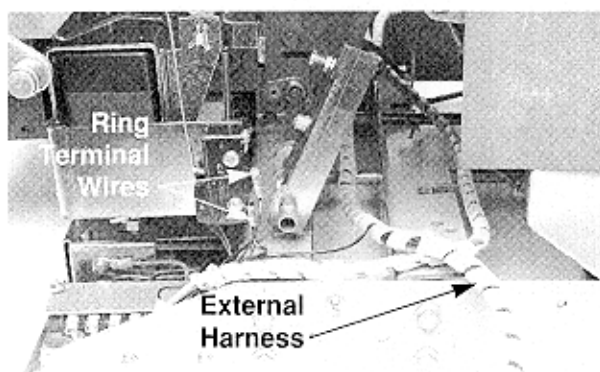
- A. *For RMS/R 810 & 910 Kits only.* Mount the Microswitch on the Microswitch Mounting Bracket. Mount the Bracket to the right front of the DTA as shown with the hardware supplied.

Step 16:

This photo (above) relates to Step 15



Note: For RMS/R 510 Basic Retrofit Kits, the External Harness is the plug pictured at left. It is to be plugged into one of the harness sockets on the right side of the Trip Unit

**Step 17:****Step 18:**

- A. Plug the White Plug of the Aux. CT Harness into the left side of the Aux. CT Module. Route the Harness over to the Trip Box. Plug the Harness into one of the Sockets at the right rear of the Trip Box.
- B. Plug the External Harness into the Harness Sockets at the right rear of the Trip Box. Route the harness across and attach it to the right side center Breaker Frame Support using the nylon wire clamps and hardware provided. Also use a nylon wire tie to secure the External Harness to the Sensor Harness.
- C. *For RMS/R 810 & 910 Kits only.* Connect the two wires with the Ring Terminals from the External Harness to the Aux. Switch. Connect one wire to the normally open terminal and the other to the common terminal.
- D. *For RMS/R 810 & 910 Kits only.* Plug the PT Extension Harness into the socket on the PT Module. Route the Harness over to the Trip Box and plug it into the plug coming from the External Harness.
- E. Use nylon wire ties provided to dress up the wiring and to keep it away from any interference of the Breaker's moving parts.

The Cell Harness is to be mounted in the Breaker Cell. The Plug End is to be mounted on the right front side of the Cell. The Terminal Blocks can be mounted anywhere space is available in the Cell.

The Retrofit is now complete and ready to be tested.

STEP 19: TESTING THE BREAKER

- A. Measure the force necessary to trip the Breaker at the point where the Trip Adjusting Screw Finger impacts the Breaker Trip Plate. The force necessary to trip the Breaker **MUST NOT EXCEED THREE (3) lbs.**
- B. The Retrofit must be tested using primary injection. Refer to Section 8 of the Instructions for the *Application of Digitrip RMS Retrofit Kits on Power Circuit Breakers* (Publication AD 33-855-2), supplied with the Retrofit Kit, for detailed testing procedures and specifications. For test information specific to the Trip Unit, refer to the IL publication supplied with the Retrofit Kit (see the Pick List for the IL number).
- C. While Section 8 of the *Instructions for the Application of Digitrip RMS Retrofit Kits on Power Circuit Breakers* provides the information necessary for testing the Breaker, please keep the following notes in mind when reviewing other sections of the publication.

the wiring and examine each connection to assure its integrity.

Confirm that the PowerNet communication wiring is correct by following the procedures detailed in Section 7.4 of the Instructions for the Application of Digitrip RMS Retrofit Kits on Power Circuit Breakers. Note that for 810 and 910 Kits, the impedance between COM 1 and COM 2 should be between one (1) and three (3) ohms.

When testing is complete, disconnect the External Harness from the Cell Harness. Final External Harness connection will be performed later in the Retrofit Process.

WHEN ALL TESTING IS COMPLETE, THE TRIP UNIT MUST BE RESET. FAILURE TO DO SO MAY CAUSE THE BATTERY IN THE RATING PLUG TO RUN DOWN.

NOTES:

- 1. *For All Kits Other Than 510 Basic.* If testing the Breaker with Short Delay or Ground Fault functions, be sure to either plug in the Cell Harness Assembly or use the Zone Interlock Shorting Plug. Failure to do so may result in shorter than expected trip times.
- 2. *For 810 and 910 Kits Only.* Without any power applied to the system (neither the 120 volt power supply nor the Aux. Power Module connected), plug the External Harness into the Cell Harness and check the impedance between COM 1 and COM 2. The impedance should be between one (1) and three (3) ohms. If the impedance is not within this range, trace

DIGITRIP RETROFIT KIT INSTALLATION COMPONENTS FOR FEDERAL PACIFIC FPS-50 (1600A) BREAKERS

STEP	DESCRIPTION	STYLE NO.	QTY.	COMMENTS
STEP 3	SENSOR 1600/5 MR	8187A57H01	3	FPS-50
	SENSOR MOUNTING PARTS	8256A55G15	1	
	MOUNTING BRACKET		3	
	.250-20 X .500 LNG HEX BOLT		3	
	.250 FLAT WASHER STL		3	
	.250 LOCK WASHER STL		3	
STEP 5	AUX. CT MODULE ASSEMBLY PARTS	8256A55G04	1	810/910 KITS ONLY
	PT MODULE	6502C82G01	1	
	.138-32 X .375 LNG SCREW TC		2	
	INSULATION PIECE		1	
STEP 6	AUX. CT MODULE MOUNTING PARTS	8256A55G05	1	
	MOUNTING BRACKET		1	
	SPACERS		6	
	.190-32 X .500 LNG SCREW FIL		4	
	.190-32 X .750 LNG SCREW FH		4	
	.190 FLAT WASHER STL		12	
	.190 LOCK WASHER STL		8	
	.190-32 NUT HEX STL		8	
STEP 7	RMS TRIP UNIT	1230C97G	1	
	TRIP BOX	6506C23G	1	
	RATING PLUG	3D86701G	1	
STEP 8	TRIP BOX MOUNTING PARTS	8256A55G06	1	
	MOUNTING BRACKET		1	
	.190-32 X .500 LNG SCREW PAN		2	
	.190 FLAT WASHER STL		2	
	.190 LOCK WASHER STL		2	
	.164-32 X .375 LNG SCREW PAN		4	
	.164 FLAT WASHER STL		4	
	.164 LOCK WASHER STL		4	
STEP 9	DTA ASSEMBLY PARTS	8256A55G07	1	
	DTA UNIVERSAL	6503C67G01	1	
	DTA RESET PARTS	8256A55G08	1	
	DTA TRIP ASSEMBLY PARTS	8256A55G09	1	
	MOUNTING BRACKET		1	
	RESET ASSEMBLY		1	
	TRIP ARM		1	
	RESET ASSEMBLY STOP BRACKET		1	
	PIVOT BRACKET		1	
	PIVOT PIN		1	
	X-WASHER		2	
	.250-20 NUT HEX STL		1	
	FLANGE NUT		1	
	SPRING		1	
	.250 FLAT WASHER STL		2	
	.164-32 X .375 LNG SCREW FIL		6	
	.164-32 X .250 LNG SCREW PAN		4	
	.164 FLAT WASHER STL		10	
	.164 LOCK WASHER STL		10	
	LOC-TITE 243		1	

**DIGITRIP RETROFIT KIT INSTALLATION COMPONENTS
FOR FEDERAL PACIFIC FPS-50 (1600A) BREAKERS
(CONTINUED)**

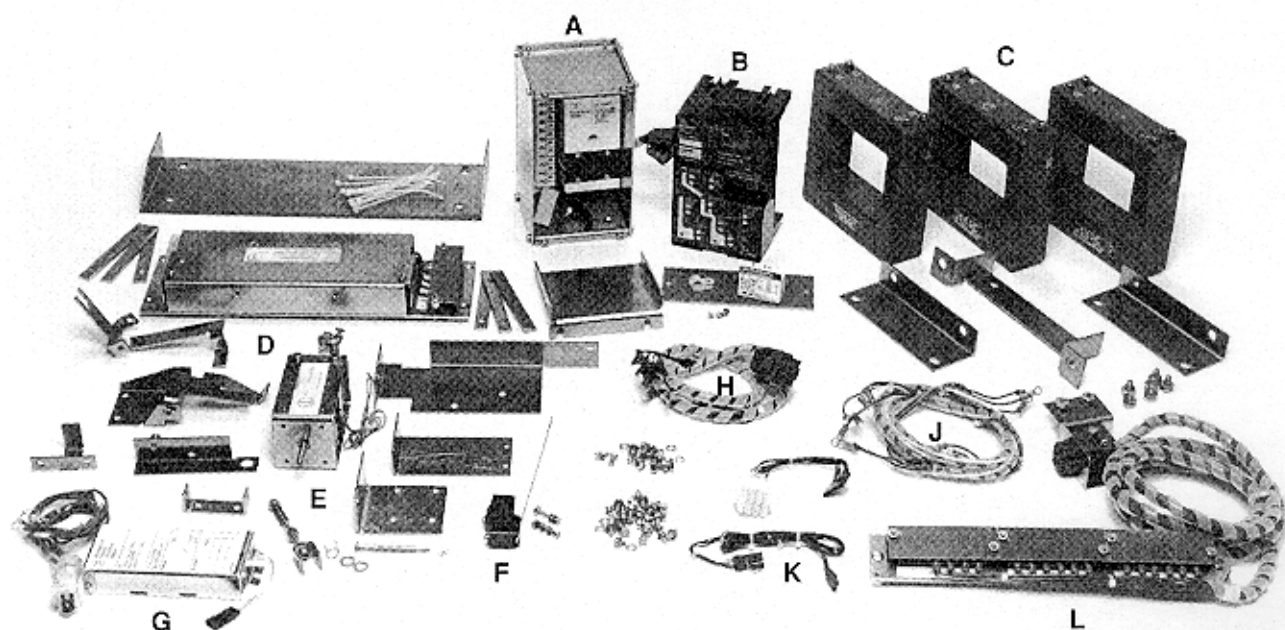
STEP	DESCRIPTION	STYLE NO.	QTY.	COMMENTS
STEP 10	DTA MOUNTING PARTS	8256A55G11	1	
	DTA MOUNTING BRACKET		1	
	.190-32 X .375 LNG SCREW FIL		1	
	.190 FLAT WASHER STL		1	
	.190 LOCK WASHER STL		1	
STEP 11	BREAKER RESET PARTS	8256A55G10	1	
	BREAKER RESET ASSEMBLY		1	
STEP 12	DTA ASSEMBLY (FROM STEP 9)		1	
	DTA MOUNTING PARTS	8256A55G03	1	
	.250-20 X .750 LNG HEX BOLT		2	
	.250 FLAT WASHER STL		4	
	.250 LOCK WASHER STL		2	
	.250-20 NUT HEX STL		2	
STEP 13	TRIP ARM PARTS	8256A55G12	1	
	TRIP ARM EXTENSION		1	
	.190-32 X .375 LNG SCREW FIL		1	
	.190 FLAT WASHER STL		1	
	.190 LOCK WASHER STL		1	
STEP 14	HARNESS MOUNTING PARTS	8256A55G13	1	
	SENSOR HARNESS		1	
	.190-32 X .375 LNG SCREW FIL		1	
	.190 FLAT WASHER STL		1	
	.190 LOCK WASHER STL		1	
	.164-32 X .375 LNG SCREW FIL		2	
	.164 FLAT WASHER STL		4	
	.164 LOCK WASHER STL		2	
	.164-32 NUT HEX STL		2	
	WIRE CLAMP NYLON		2	
	NYLON WIRE TIES		8	
	RING TERMINALS .375		3	810/910 KITS ONLY
STEP 15	AUX. SWITCH KIT	8256A55G02	1	810/910 KITS ONLY
	MICROSWITCH		1	810/910 KITS ONLY
	MOUNTING BRACKET		1	810/910 KITS ONLY
	.164-32 X .375 LNG SCREW FIL		1	810/910 KITS ONLY
	.164-32 X .250 LNG SCREW FIL		1	810/910 KITS ONLY
	.164 FLAT WASHER STL		2	810/910 KITS ONLY
	.164 LOCK WASHER STL		2	810/910 KITS ONLY
	.138-32 X 1.00 LNG SCREW FIL		2	810/910 KITS ONLY
	.138 FLAT WASHER STL		4	810/910 KITS ONLY
	.138 LOCK WASHER STL		2	810/910 KITS ONLY
	.138-32 NUT HEX STL		2	810/910 KITS ONLY

**DIGITRIP RETROFIT KIT INSTALLATION COMPONENTS
FOR FEDERAL PACIFIC FPS-50 (1600A) BREAKERS
(CONTINUED)**

STEP	DESCRIPTION	STYLE NO.	QTY.	COMMENTS
STEP 16	EXTERNAL HARNESS PARTS	8256A55G14	1	
	EXTERNAL HARNESS	6502C83G__	1	
	AUX. CT HARNESS	6502C84G01	1	
	PT EXTENSION HARNESS	6502C85G01	1	810/910 KITS ONLY
	.164-32 X .625 LNG SCREW FIL		2	
	.164 FLAT WASHER STL		4	
	.164 LOCK WASHER STL		2	
	.164-32 NUT HEX STL		2	
	WIRE CLAMP NYLON		2	
	NYLON WIRE TIES		8	
STEP 17	CELL HARNESS	6503C57G__	1	ALL EXCEPT 510 BASIC

NOTE: DUE TO THE WIDE VINTAGE OF BREAKERS AND MULTIPLE FUNCTIONS OF THE RETROFIT COMPONENTS SOME EXCESS HARDWARE MAY BE LEFT WHEN THE RETROFIT IS COMPLETE.

TYPICAL RMS/R 810 RETROFIT KIT



- | | |
|---|---|
| A. Trip Box | G. PT Module (810 & 910 Kits Only) |
| B. RMS/R Trip Unit Assembly | H. External Wire Harness |
| C. Sensors | J. Sensor Harness |
| D. Auxiliary CT Module | K. PT Extension Harness (810 & 910 Kits Only) |
| E. Direct Trip Actuator and Hardware | L. Cell Harness |
| F. Auxiliary Switch (810 & 910 Kits Only) | |

Table 1 Torque Values for General Mounting and Screw Size Conversion

<i>Decimal Size (in)</i>	<i>Standard Size</i>	<i>Torque (in-lbs)</i>	<i>Torque (ft-lbs)</i>
.112	4-40	10	0.8
.138	6-32	18	1.5
.164	8-32	36	3.0
.190	10-32	46	3.8
.250	1/4-20	100	8.3
.312	5/16-18	206	17.2
.375	3/8-16	356	29.7
.438	7/16-14	572	47.7
.500	1/2-13	856	71.3

Table 2 Torque Values for Copper BUS Connectors

<i>Decimal Size (in)</i>	<i>Standard Size</i>	<i>Torque (in-lbs)</i>	<i>Torque (ft-lbs)</i>
.250	1/4-20	60	5
.312	5/16-18	144	12
.375	3/8-16	240	20
.500	1/2-13	600	50

We wish to thank you for purchasing the Digitrip Retrofit System. Digitrip Retrofit Kits are designed and manufactured in America with pride. All the components are engineered to fit the existing Circuit Breaker with little or no modifications to the existing Breaker. However due to the wide variety and vintage of Breakers in use today, an occasional problem may arise. Please contact us with any questions, comments or concerns.

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The information, recommendations, descriptions, and safety notations in this document are based on Cutler-Hammer's experience and judgement with respect to Retrofitting of Power Breakers. This information should not be considered to be all inclusive or covering all contingencies. If further information is required, Cutler-Hammer should be consulted.

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Pittsburgh, Pennsylvania U.S.A.

Publication No. I.B. 33-863-3A
February 2001
Printed in U.S.A./TBG00031

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