

## FILTER ASSEMBLY FIELD INSTALLATION INSTRUCTIONS

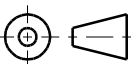
### WARNING:

DANGEROUS VOLTAGES APPEAR AT SEVERAL POINTS INSIDE THE BATTERY CHARGER. USE EXTREME CAUTION WHEN WORKING INSIDE THE ENCLOSURE. DO NOT ATTEMPT TO WORK INSIDE THE CHARGER UNLESS YOU ARE A QUALIFIED TECHNICIAN OR ELECTRICIAN.

DISCONNECT AND LOCK OUT ALL POWER FROM THE BATTERY CHARGER BEFORE STARTING, TO REMOVE OR REPLACE ANY COMPONENTS. TURN THE AC POWER OFF AT THE DISTRIBUTION PANEL, UPSTREAM FROM THE BATTERY CHARGER. DISCONNECT AND LOCK OUT THE BATTERY FROM THE CHARGER OUTPUT TERMINALS.

### MECHANICAL INSTALLATION:

- 1) OPEN THE DOOR AND REMOVE THE SAFETY COVER.
- 2) THE FILTER ASSEMBLY WILL SLIP INTO POSITION WITHOUT THE REMOVAL OF ANY COMPONENTS. REFER TO THE COMPONENT LAYOUT DIAGRAM TO LEFT TO VISUALIZE FINAL LOCATION OF THE DC FILTER WITHIN THE BATTERY CHARGER. TO INSERT THE ASSEMBLY, LOWER THE CORNER OF THE BRACKET NEAREST THE CAPACITOR TERMINALS INTO THE ENCLOSURE. WHEN THE ASSEMBLY IS CLOSE TO ITS FINAL POSITION, ROTATE IT FOR PROPER ORIENTATION.
- 3) ONCE IN POSITION, SLIP THE TWO LOWER CORNERS OF THE ASSEMBLY UNDERNEATH THE LANCES IN THE CHASSIS. ALIGN THE FOUR (4) HOLES IN THE TOP OF THE ASSEMBLY WITH THE FOUR (4) HOLES IN THE CHASSIS. INSERT THE FOUR (4) 8-32x1/2in BLACK SCREWS INTO THESE HOLES AND TIGHTEN TO 10-15in-lbs OF TORQUE. NOTE THAT THE INITIAL START OF THE SCREWS IS DIFFICULT BECAUSE THEY ARE CUTTING THREADS INTO THE CHASSIS MATERIAL.
- 4) INSPECT YOUR WORK.
- 5) REFER TO SHEET 2 OF 2 OF THIS DOCUMENT FOR ELECTRICAL CONNECTIONS.

			 THIRD ANGLE PROJECTION				
			DRAWN BY <i>CZA</i>	120293	TITLE USER FIELD INSTALLATION INSTRUCTIONS AT10.1 GROUP I DC FILTER KIT (EJ1072-XX)		
1	20833	091907	ELECTRONIC APPROVAL SIGNATURES MAINTAINED BY MFG ECN LOG		DRAWING No <b>JA0085-00</b>	REV 1	
0	10563	120293	UNLESS OTHERWISE NOTED DIMENSIONS ARE IN INCHES. TOLERANCES ARE:				<b>B</b>
REV	ECN No	DATE			SCALE NTS	PART No JA0085-00	

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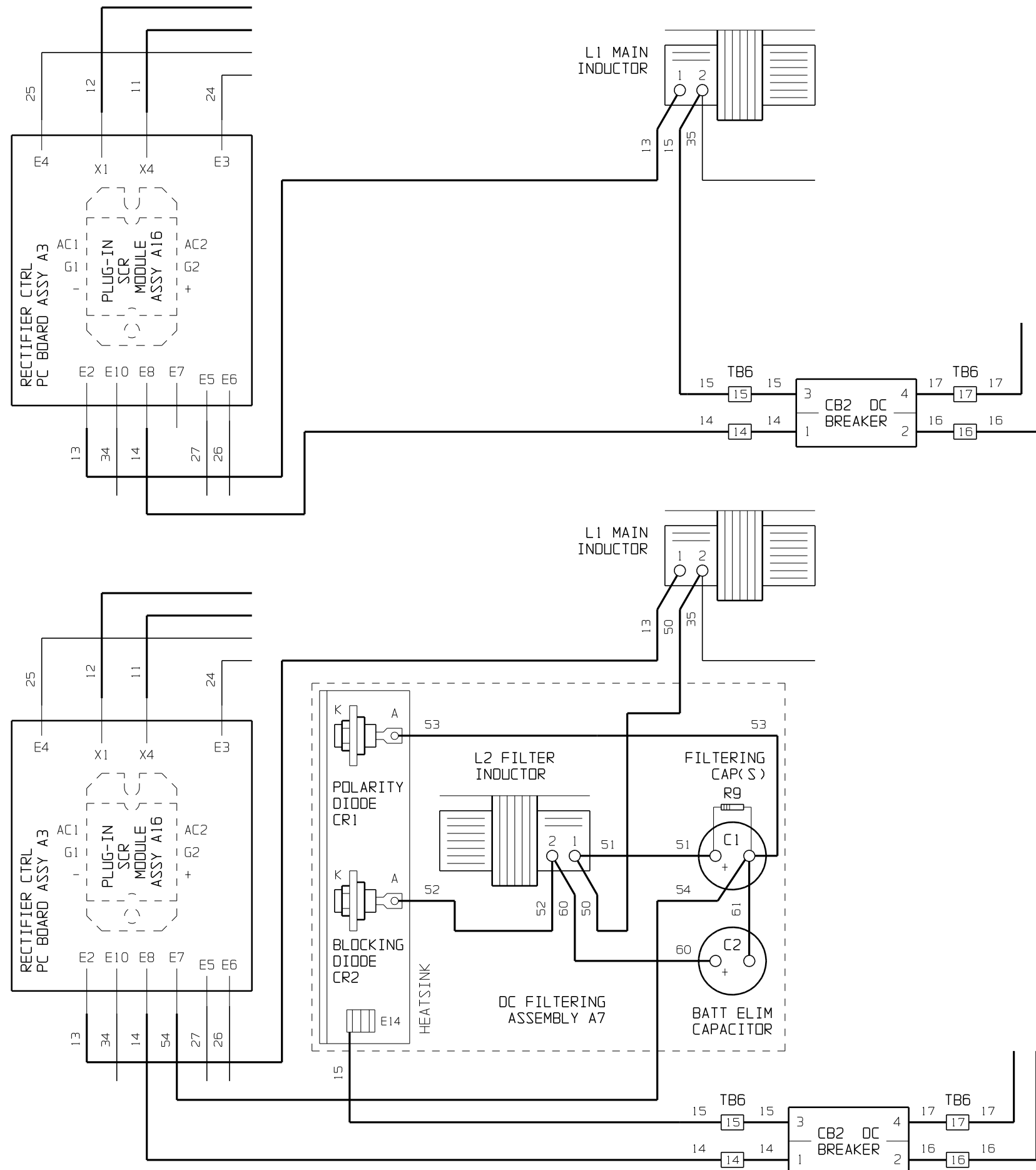
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### ELECTRICAL CONNECTION:

- 1) REFER TO THE CONNECTION DIAGRAMS TO THE LEFT. THE UPPER IMAGE DEPICTS THE WIRING OF AN UNFILTERED AT10.1 G1 BATTERY CHARGER. THE LOWER IMAGE DEPICTS WIRING WITH THE STANDARD FILTERING KIT (FEATURING COMPONENTS C1/CR1/CR2/L2/R9) AND AN OPTIONAL BATTERY ELIMINATOR FILTER CAPACITOR (C2).
- 2) DISCONNECT WIRE #15 FROM L1-2. RECONNECT WIRE #15 TO E14 ON THE DC FILTER HEATSINK.
- 3) CONNECT WIRE #50 (OF THE DC FILTER KIT) TO L1-2 (THE TAB THAT WIRE #15 WAS REMOVED FROM IN STEP 1).
- 4) CONNECT WIRE #54 (OF THE DC FILTER KIT) TO TAB E7 OF THE RECTIFIER CONTROL PC BOARD (A3).
- 5) CHECK YOUR WORK! ENSURE ALL SLIP-ON CONNECTORS HAVE A SNUG FIT. IF NOT, CLOSE DOWN THE EARS OF THE SLIP-ON CONNECTOR WITH A PAIR OF PLIERS AND REAPPLY THE LUG. MAKE SURE THAT NO OTHER WIRES WERE DISTURBED DURING THIS INSTALLATION. REFER TO THE CONNECTION DIAGRAMS IN THE USER'S MANUAL FOR COMPLETE CHARGER WIRING.
- 6) REPLACE THE PLEXIGLAS SAFETY COVER AND CLOSE THE FRONT PANEL DOOR.
- 7) RE-APPLY EXTERNAL AC AND DC VOLTAGES AND RE-ENERGIZE THE CHARGER BY TURNING ON THE DC BREAKER FIRST, FOLLOWED BY THE AC BREAKER.
- 8) TO VERIFY PROPER OPERATION OF THE FILTER ASSEMBLY, MEASURE THE AC RIPPLE CONTENT AT THE BATTERY TERMINALS DURING CHARGING. USE A DIGITAL VOLTMETER WITH AN AC RMS MILLIVOLT SCALE. PROPER FILTER OPERATION WILL LIMIT THE AC MILLIVOLT RIPPLE CONTENT, PROVIDING THAT THE BATTERY'S 8-HOUR AMPERE-HOUR RATING IS AT LEAST FOUR TIMES THE NOMINAL OUTPUT CURRENT OF THE BATTERY CHARGER. REFER TO APPENDIX A IN THE USER'S MANUAL FOR OUTPUT RIPPLE SPECIFICATIONS.
- 9) REFER TO SHEET 1 OF 2 OF THIS DOCUMENT FOR MECHANICAL INSTALLATION.



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