





## NOTES:

- 1) ENCLOSURE IS A NEMA-1 TYPE CABINET WITHOUT GASKETS.
- 2) ALLOW 6in (152mm) OF FREE AIR (TOP AND FRONT OF CABINET) FOR VENTILATION.
- 3) FOUR (4) KEY-HOLE SLOTS ARE PROVIDED ON THE BACK OF ENCLOSURE AS SHOWN, FOR WALL-MOUNTING WITH .25in (6.25mm) HARDWARE.
- 4) FOUR (4) 1.31in/33mm DIA KNOCKOUTS ARE PROVIDED AS SHOWN, WITH TWO (2) ADDITIONAL KNOCKOUTS FEATURED ON BOTTOM PANEL OF ENCLOSURE. USE OF ANY OF THESE FOUR (4) LOWER CONDUIT KNOCKOUTS WILL ALLOW REMOVAL OF THE CABINET SHROUD WITHOUT REMOVAL OF EXTERNAL WIRING.
- 5) BATTERY CHARGER SHIPPING WEIGHT RANGE: APPROXIMATELY 44-20 lbs. / 80-36 kg.
- 6) STANARD CIRCUIT BREAKER LOCATION AT BOTTOM OF ENCLOSURE. 480VAC AND/OR MEDIUM/HIGH AIC CIRCUIT BREAKERS RELOCATED TO TOP PENTHOUSE ENCLOSURE.

DUAL DIMENSIONS in

|   |     |        |        |     | $\oplus \ominus$                         | THIRD<br>ANGLE<br>PROJECTION |   |    |         |           |       |                        |     |
|---|-----|--------|--------|-----|--|------------------------------|---|----|---------|-----------|-------|------------------------|-----|
|   |     |        |        |     | DRAWN BY MCR                             | 022603                       | TITLE ATIO.1 SERIES BATTERY CHARGER DUTLINE: NEMA-1 STYLE-586 ENCLOSURE W/PENTHOUSE |    |         |           |       |                        |     |
|   |     |        |        |     | APPROVED                                 |                              | NEMA-1 STILE-JOU ENCLUSURE W/FENTHUI  |    |         |           | □7⊏   |                        |     |
|   |     |        |        |     |  |                              | DRAWING   | No |         |           |       | REV                    |     |
|   | 0   | E1151  | 022603 |     | UNLESS OTHERWISE N<br>ARE IN INCHES. TOL | JE5023-01                    |   |    |         |           | 0     | $\mid \mathbf{B} \mid$ |     |
|   | REV | ECN No | DATE   | APP |  |                              | SCALE   | ги | PART No | JE5023-01 | ZHEE. | 1 0                    | F 1 |
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