BEFORE YOU BEGIN / SAFETY NOTES

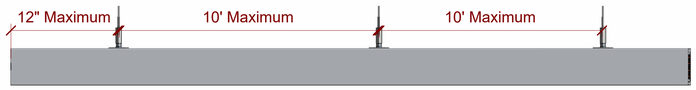
- **Installation must be performed by qualified personnel.**
- **Follow project electrical drawings, engineering documents, and applicable electrical codes.**
- **De-energize upstream power before making feed connections.**
- **Before installing, removing, or repositioning a plug-in unit, place the plug-in unit breaker in the OFF position. Do not turn the breaker ON until the plug-in unit is completely installed, fully inserted, and securely locked in place.**

MANUAL APPLICABILITY

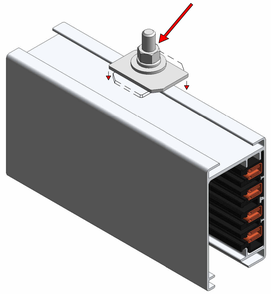
This manual applies to T225 225A Continuous Plug-In Busway in Standard Neutral, 200% Neutral, Isolated Ground (IG), and 200% Neutral with Isolated Ground (N2IG) configurations. Maximum rated voltage: 600 V. For indoor, horizontal installation only. Short-circuit current rating (SCCR): 22 kA for chassis-ground-only configurations.

STEP 1 - INSTALL HANGERS / SUSPEND BUSWAY

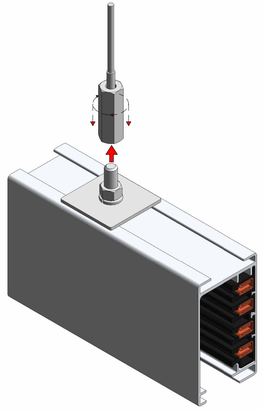
• Support the busway with approved USA TrackBusway hangers. Install two approved hangers per 10-foot busway section, position a hanger within 12 inches of each end of the continuous run, and do not exceed 10 feet between adjacent supports.



Hanger attached to 3/8"-16 threaded rod



Mounting channel torque of 24 to 30 in-lb



Threaded-rod hanger inserted into the top mounting channel

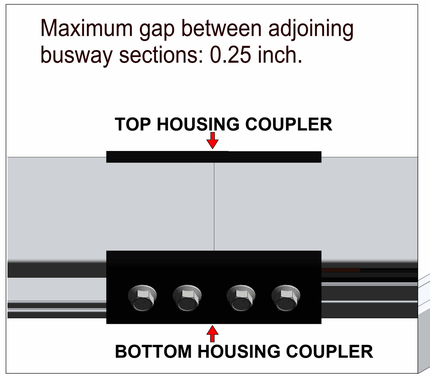
Install the hangers at the required suspension points. Lift the first 225A Track Busway length into position and secure it to the hangers. Bring the next length into position and align the housing ends before installing the joint kit.

STEP 2 - INSTALL THE JOINT KIT

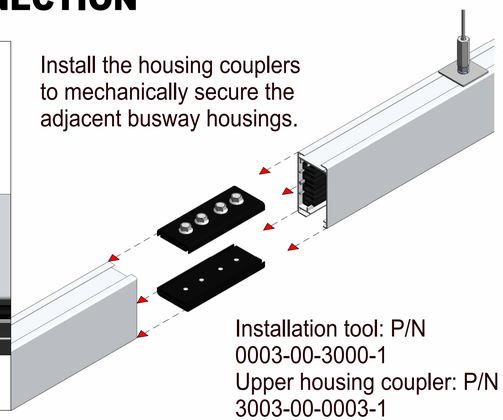
With the adjacent busway lengths aligned, install the joint kit to make the mechanical and electrical connection between sections.

A. MECHANICAL CONNECTION

Maximum gap between adjoining busway sections: 0.25 inch.

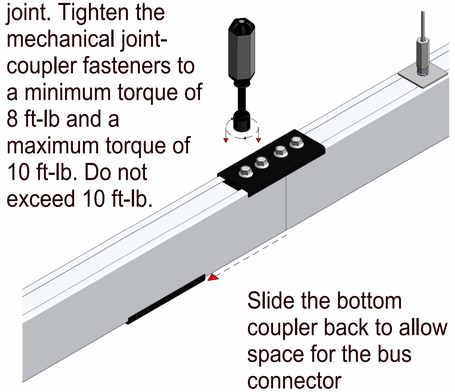


Install the housing couplers to mechanically secure the adjacent busway housings.



Installation tool: P/N 0003-00-3000-1
Upper housing coupler: P/N 3003-00-0003-1
Lower housing coupler: P/N 3003-00-0012-1

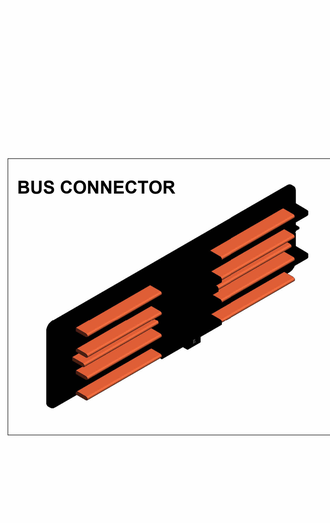
Center the top coupler over the joint. Tighten the mechanical joint-coupler fasteners to a minimum torque of 8 ft-lb and a maximum torque of 10 ft-lb. Do not exceed 10 ft-lb.

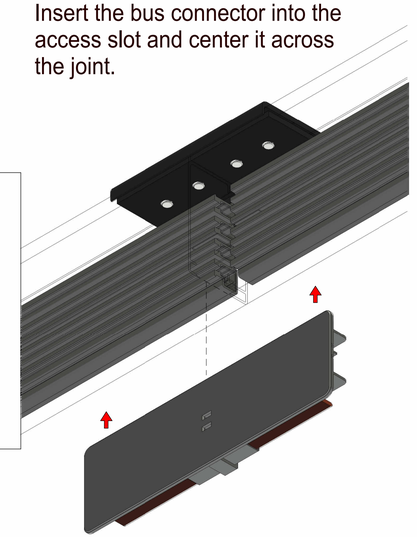


Slide the bottom coupler back to allow space for the bus connector

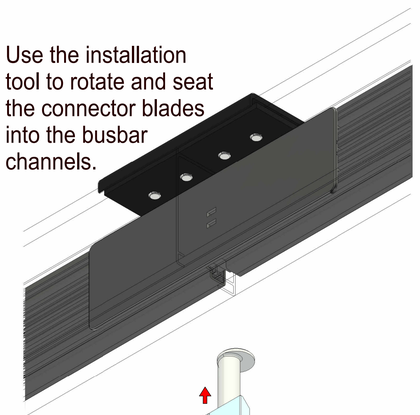
B. ELECTRICAL CONNECTION

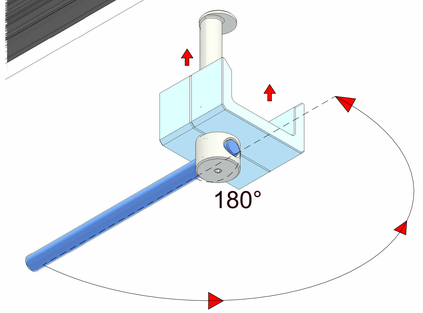
Insert the bus connector into the access slot and center it across the joint.



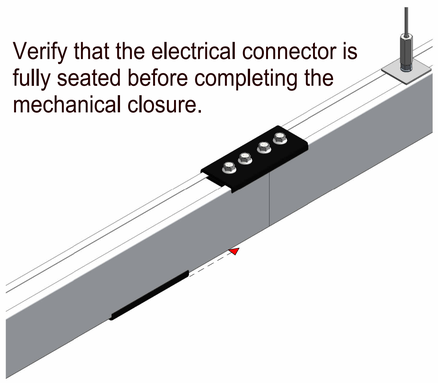


Use the installation tool to rotate and seat the connector blades into the busbar channels.





Verify that the electrical connector is fully seated before completing the mechanical closure.



<u>CAUTION</u>: Confirm that the mechanical couplers and electrical bus connector are fully installed before energizing the run. Do not install plug-in units directly at the joint or housing couplers.

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DRAWN BY: ALEYSHA MARTINEZ
ISSUE DATE: XX/XX/XXXX

TYPICAL
T225 225A Continuous Plug-In Busway Installation, Operation, and Maintenance Manual

DOCUMENT NUMBER: 00001
REVISION NUMBER: 1
RELEASE DATE: 08/01/2026
APPLICABLE CONFIGURATIONS: Standard Neutral, 200% Neutral, IG, and N2IG
ENGINEERING APPROVAL: GREG GELLERT
SHEET/PAGE NUMBER: 01 OF 03

REVISIONS			
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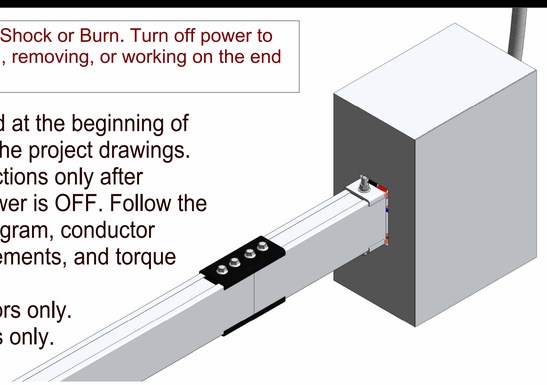
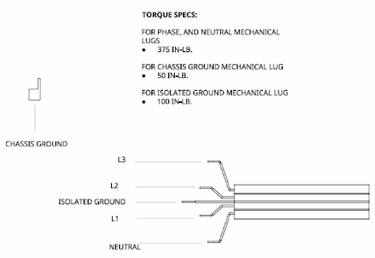
STEP 3 - INSTALL THE END FEED

DANGER – Risk of Electric Shock or Burn. Turn off power to the busway before installing, removing, or working on the end feed.



Install the 225A end feed at the beginning of the run or as shown on the project drawings. Make field wiring connections only after confirming upstream power is OFF. Follow the final approved wiring diagram, conductor sizing, grounding requirements, and torque values.

- Use copper conductors only.
- Use 90°C conductors only.



CONDUCTOR REQUIREMENTS

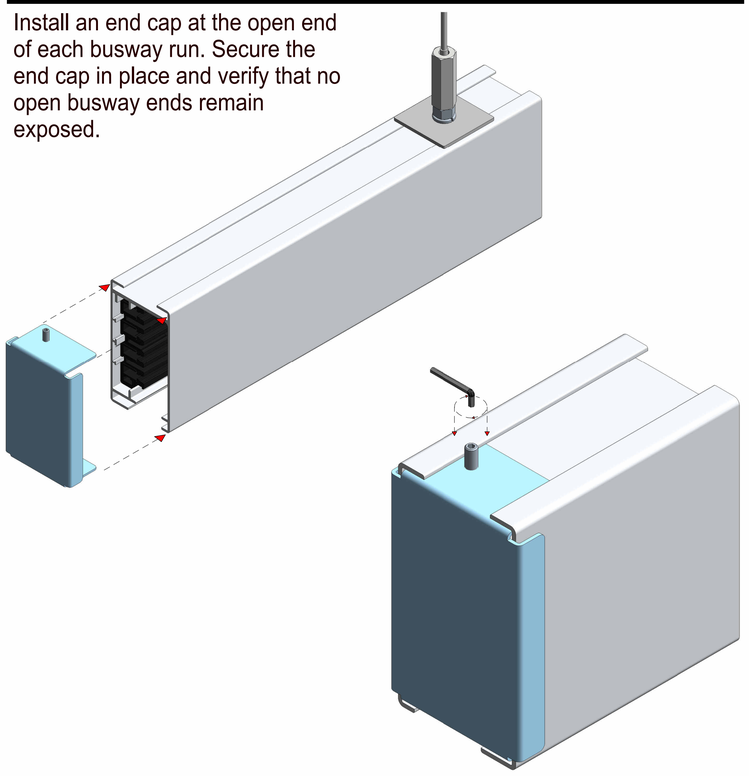
- L1, L2, L3, and neutral: 4/0 AWG copper conductors rated 90°C
- Chassis ground: 1/0 AWG copper conductor rated 90°C
- Isolated ground: 1/0 AWG copper conductor rated 90°C

TERMINAL TORQUE VALUES

- Phase and neutral mechanical lugs: 375 in-lb
- Chassis-ground mechanical lug: 50 in-lb
- Isolated-ground mechanical lug: 100 in-lb

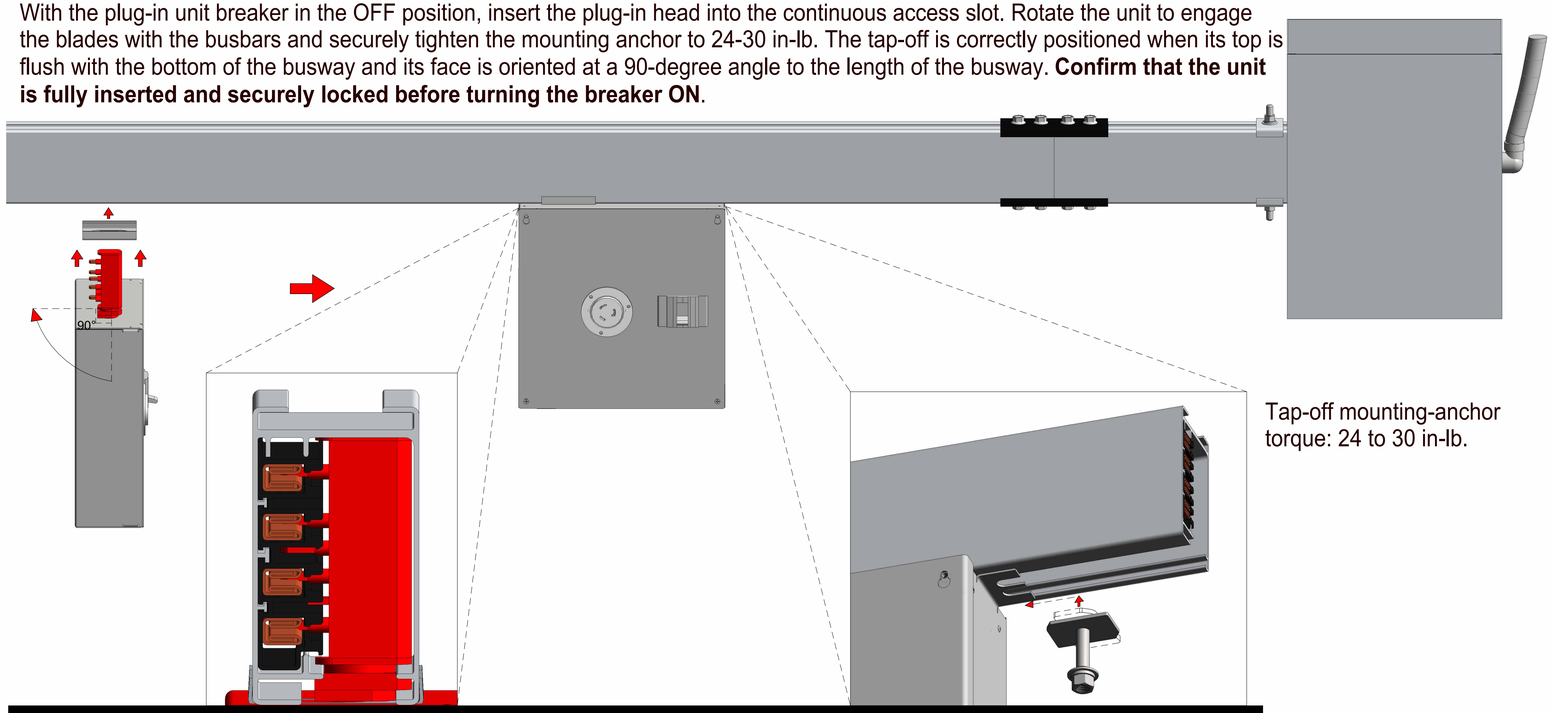
STEP 4 - INSTALL END CAPS

Install an end cap at the open end of each busway run. Secure the end cap in place and verify that no open busway ends remain exposed.



STEP 5 - INSTALL PLUG-IN POWERDROPS

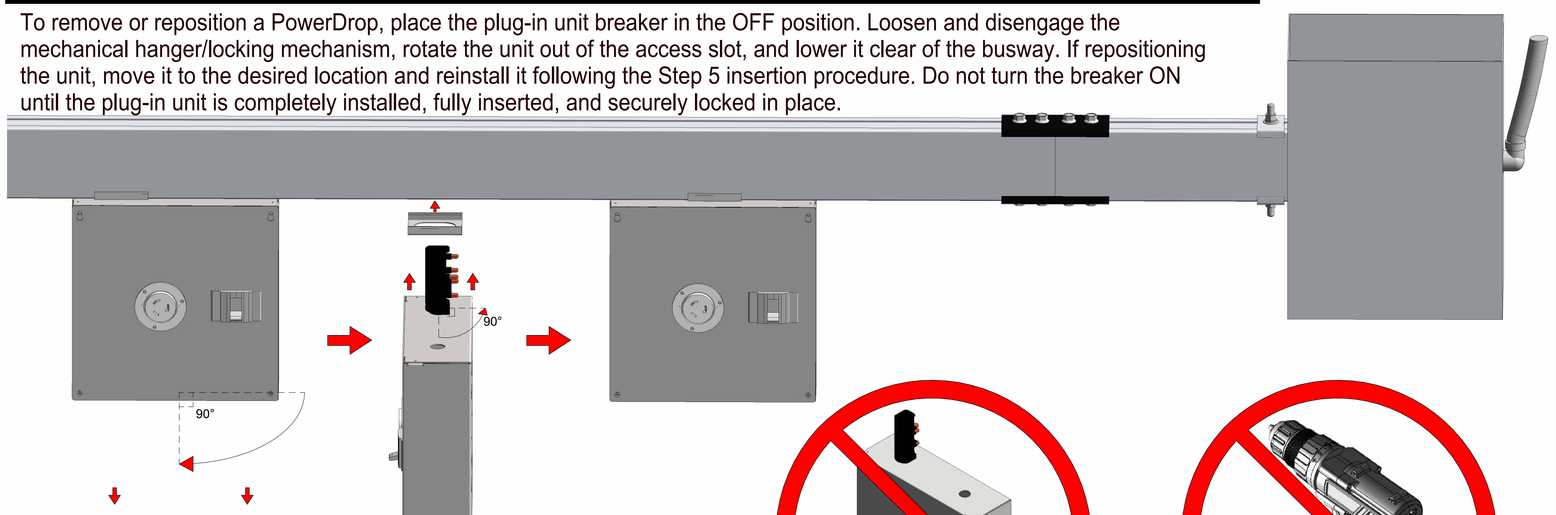
With the plug-in unit breaker in the OFF position, insert the plug-in head into the continuous access slot. Rotate the unit to engage the blades with the busbars and securely tighten the mounting anchor to 24-30 in-lb. The tap-off is correctly positioned when its top is flush with the bottom of the busway and its face is oriented at a 90-degree angle to the length of the busway. **Confirm that the unit is fully inserted and securely locked before turning the breaker ON**.

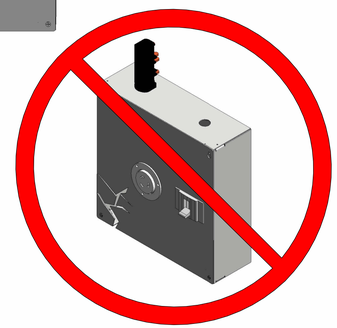


Tap-off mounting-anchor torque: 24 to 30 in-lb.

STEP 6 - REMOVE OR REPOSITION POWERDROPS

To remove or reposition a PowerDrop, place the plug-in unit breaker in the OFF position. Loosen and disengage the mechanical hanger/locking mechanism, rotate the unit out of the access slot, and lower it clear of the busway. If repositioning the unit, move it to the desired location and reinstall it following the Step 5 insertion procedure. Do not turn the breaker ON until the plug-in unit is completely installed, fully inserted, and securely locked in place.





DO NOT DRILL, CUT, OR ALTER COMPONENTS

DO NOT INSTALL DAMAGED COMPONENTS

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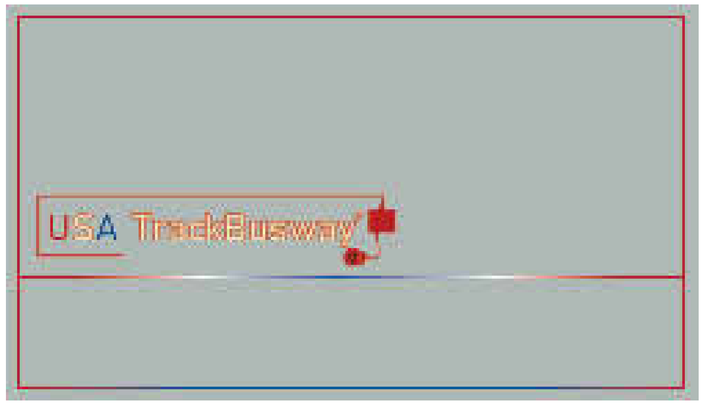
PRE-ENERGIZATION CHECKLIST

- [ ] **Installation is indoors and horizontal.**
- [ ] **Two approved hangers are installed per 10-foot busway section.**
- [ ] **A hanger is installed within 12 inches of each end of the continuous run.**
- [ ] **The distance between adjacent supports does not exceed 10 feet.**
- [ ] **Busway sections are properly aligned.**
- [ ] **Gaps between sections do not exceed 0.25 inch.**
- [ ] **Electrical connectors are completely seated.**
- [ ] **Mechanical couplers are installed and torqued to 8-10 ft-lb.**
- [ ] **Hangers are installed to 24 to 30 in-lb**
- [ ] **End-feed conductors are connected according to the applicable wiring diagram, and all mechanical lugs are tightened to the specified torque.**
- [ ] **Grounding and bonding are complete.**
- [ ] **End-feed covers and end caps are secured.**
- [ ] **Tap-offs are fully inserted and locked.**
- [ ] **Cord grips and strain reliefs are secure.**
- [ ] **No component is damaged or field-modified.**
- [ ] **All required labels are installed, permanent, legible, and visible.**

TAP-OFF LABEL

Label shown is representative only. Before installation and energization, verify the catalog number, voltage, current rating, SCCR, and breaker or fuse configuration shown on the nameplate of the actual tap-off unit.



BASIC OPERATION, INSPECTION, AND MAINTENANCE

DANGER: Before inspecting, servicing, or performing maintenance on the busway or equipment, de-energize the busway, follow applicable lockout/tagout procedures, and verify the absence of voltage. Plug-in units may be installed, removed, or repositioned without de-energizing the busway only by qualified personnel, with the plug-in unit breaker in the OFF position and the procedures in Steps 5 and 6 followed.

OPERATION

- Operate the busway and tap-off units only within the voltage, current, and SCCR ratings marked on each component.
- Keep all covers and end caps secured and all tap-off units fully inserted and locked.
- A tap-off is properly positioned when its top is flush with the bottom of the busway, its face is oriented at a 90-degree angle to the length of the busway, and its mechanical hanger is securely tightened.
- Do not drill, cut, alter, or operate any damaged or improperly installed component

INSPECTION

- Inspect the system before energization and whenever damage or abnormal operation is suspected.
- Check the supports, joints, enclosures, end caps, tap-off units, cords, cord grips, and strain reliefs for damage or loose or missing parts.
- Inspect for dents, cracks, overheating, discoloration, corrosion, moisture, contamination, or other damage.
- Confirm that all required labels remain installed, legible, and visible.

MAINTENANCE AND SERVICE RESTRICTIONS

- Tap-off units do not contain field-wiring terminals.
- Plug-in unit cord grips and strain-relief components are factory-installed. Field replacement, substitution, or modification of these components is strictly prohibited.
- Breakers, fuses, and other overcurrent protective devices must not be replaced without authorization from USA TrackBusway.
- Any authorized replacement overcurrent protective device must have the same manufacturer, type designation, short-circuit rating, and ampere rating as the original device.
- Where applicable, fused tap-offs use a Bussmann CCP Series fuse holder and an Eaton TCF Series time-delay, dual-element, current-limiting cube fuse.
- Do not perform unauthorized field repairs. Do not drill, cut, or modify busway housing, couplers, end caps, or tap-off enclosures. Do not install or use damaged components.
- Field substitution or modification of any component is prohibited without prior approval from USA TrackBusway.

OVERCURRENT PROTECTIVE DEVICES

- Circuit breakers are 80% rated.

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