



- (51) International Patent Classification:
H02G 5/02 (2006.01)
- (21) International Application Number:
PCT/US2012/049412
- (22) International Filing Date:
3 August 2012 (03.08.2012)
- (25) Filing Language: English
- (26) Publication Language: English
- (30) Priority Data:
61/526,700 24 August 2011 (24.08.2011) US
- (71) Applicant (for all designated States except US): **ABB TECHNOLOGY AG** [CH/CH]; Affolternstrasse 44, CH-8050 Zurich (CH).
- (72) Inventors; and
(75) Inventors/Applicants (for US only): **KARNBACH, Robert S.** [US/US]; 148 Estates Circle, Lake Mary, FL 32746 (US). **KARANDIKAR, Harshavardhan M.** [IN/US]; 113 Fox Valley Ct., Longwood, FL 32779 (US). **PAWAR, Rahul** [IN/US]; 675 Pasatiempo Point, Apt. 209, Lake Mary, FL 32746 (US).
- (74) Agents: **STEMBERGER, Edward J.** et al.; Manelli Selter PLLC, 2000 M Street, N.W., Suite 700, Washington, DC 20036 (US).
- (81) Designated States (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BN, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT,

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(54) Title: SWITCHGEAR BUS SUPPORT BUSHING STRUCTURE

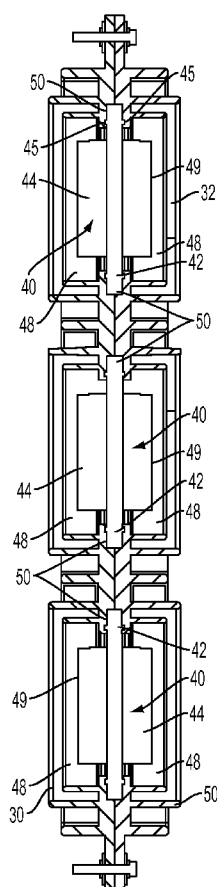


FIG. 5

(57) Abstract: A bushing structure for switchgear includes first and second separate support structures (30, 32) each having surfaces defining at least one opening (48). The support structures are coupled together so that the openings define a passage (49) through the bushing structure and so that a slot (50) is defined between the first and second support structures, surrounding the passage. A bushing (40) is disposed in the passage and has a body (42), a bus receiving member (44), and a compression structure (45). The bus receiving member has an opening (46) there-through sized to receive a bus bar (28). When the first and second support structures are coupled together with the bushing in the passage, the compression structure is disposed in the slot, sandwiched between the first and second support structures so that they exert pressure on the compression structure.





HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

- (84) **Designated States** (unless otherwise indicated, for every kind of regional protection available): ARIPO (BW, GH, GM, KE, LR, LS, MW, MZ, NA, RW, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, RU, TJ, TM), European (AL, AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU,

LV, MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Declarations under Rule 4.17:

- as to applicant's entitlement to apply for and be granted a patent (Rule 4.17(ii))
- as to the applicant's entitlement to claim the priority of the earlier application (Rule 4.17(iii))

Published:

- with international search report (Art. 21(3))

SWITCHGEAR BUS SUPPORT BUSHING STRUCTURE

[0001] FIELD OF THE INVENTION

[0002] The invention relates to switchgear and, more particularly, a bushing structure that supports a current carrying bus as it passes from one switchgear frame to another.

[0003] BACKGROUND OF THE INVENTION

[0004] High currents in switchgear are carried using thick copper bars (the bus) of varying cross-sections. The main bus of the switchgear runs the entire length of the switchgear. The bus is always coated with an insulating layer (epoxy coating or shrink wrap coating). As the bus extends from one switchgear frame to another, the bus needs to be structurally supported. Additionally, the structural support needs to be such that if there is an internal arc fault in the bus compartment of a frame, the arc gasses do not freely flow into the adjoining compartment. This is a difficult requirement since the arc pressures generated are quite high. Some leakage is permissible into the adjoining compartment but then, there should be zero gas intrusion into the next compartment.

[0005] An example of a conventional a bushing structure is shown in FIG. 1, where the bushing structure 10 is mounted to an outside surface of a switchgear frame 12 using a plurality screws 16 engaged with a plurality of Tinnerman nuts 18. Thus, the bushing 10 is sandwiched between the switchgear frames 12 and 14. The bushing structure 10 includes three bushings 20, each having a through-hole 22 for receiving a current carrying bus (not shown). The bushings 20 make it possible to pass the buses through openings 24 of the frames 12 and 14. The bushing structure 10 is made of molded glass epoxy and once assembled, the configuration relies on using putty or sealing material to close the gap between the bus and the bushing 16. Additionally, due to BIL and heat rise considerations, porcelain bushings are required for ratings of 3000A and

above. This multi-piece bushing structure 10 makes assembly difficult and tedious and also makes it difficult to control the quality of the final assembly.

[0006] Thus, there is a need for a bushing structure that is of simple configuration, is easy to assembly, and has improved quality.

[0007] SUMMARY OF THE INVENTION

[0008] An object of the invention is to fulfill the need referred to above. In accordance with the principles of the present invention, this objective is obtained by providing bushing structure for mounting to a switchgear frame and for supporting bus bars. The bushing structure includes first and second separate support structures, each having surfaces defining at least one opening. The support structures are coupled together so that the openings cooperate to define at least one passage through the bushing structure and so that a slot is defined between the first and second support structures, surrounding the passage. A bushing is constructed and arranged to be disposed in the passage. The bushing has a body, at least one bus receiving member, and a compression structure surrounding the at least one bus receiving member. The bus receiving member has an opening there-through sized to receive a bus bar. When the first and second support structures are coupled together with the bushing in the passage, the compression structure is disposed in the slot, sandwiched between the first and second support structures so that the first and second support structures exert pressure on the compression structure.

[0009] In accordance with another aspect of an embodiment, a method of supporting bus bars for a switchgear provides first and second separate support structures each having surfaces defining at least one opening. A bus bar is inserted into an opening of the first support structure. A bushing is provided having a body, at least one bus receiving member, and a compression structure surrounding the bus receiving member. The bus receiving member has an opening there-through. An end of the bus bar is inserted into the opening in the bus receiving member. The end of the bus bar is inserted into an opening in the second

support structure. The support structures are coupled together so that the openings in the support structures cooperate to define at least one passage, with the bus bar extending through the passage, and so that a slot is defined between the first and second support structures that surrounds the passage, with the compression structure being disposed in the slot, sandwiched between the first and second support structures so that the first and second support structures exert pressure on the compression structure.

[0010] Other objects, features and characteristics of the present invention, as well as the methods of operation and the functions of the related elements of the structure, the combination of parts and economics of manufacture will become more apparent upon consideration of the following detailed description and appended claims with reference to the accompanying drawings, all of which form a part of this specification.

[0011] BRIEF DESCRIPTION OF THE DRAWINGS

[0012] The invention will be better understood from the following detailed description of the preferred embodiments thereof, taken in conjunction with the accompanying drawings, wherein like reference numerals refer to like parts, in which:

[0013] FIG. 1 is an exploded view of a convention bushing structure shown being mounted to switchgear frames.

[0014] FIG. 2 is a side view of bushing structure in accordance with an embodiment of the invention, shown supporting bus bars.

[0015] FIG. 3 is an end view of the bushing structure and bus bars of FIG. 2.

[0016] FIG. 4 is a view of a bushing of the bushing structure of FIGs. 2 and 3.

[0017] FIG. 5 is a sectional view of the bushing structure of FIG. 3 showing bushings sandwiched between support structures and with the bus bars removed.

[0018] FIG. 6 is a sectional view of the bushing structure of FIG. 3, shown with bushings sandwiched between support structures and bus bars received in the bushings.

[0019] FIG. 7a shows a first step of assembling the bushing structure of the embodiment with bus bars and mounting the bushing assembly to a wall of a switchgear.

[0020] FIG. 7b shows a second step of assembling the bushing structure of the embodiment with bus bars and mounting the bushing assembly to a wall of a switchgear.

[0021] FIG. 7c shows a third step of assembling the bushing structure of the embodiment with bus bars and mounting the bushing assembly to a wall of a switchgear.

[0022] FIG. 7d shows a final step of assembling the bushing structure of the embodiment with bus bars and mounting the bushing assembly to a wall of a switchgear.

[0023] DETAILED DESCRIPTION OF THE EXEMPLARY EMBODIMENTS

[0024] With reference to FIG. 2, a bushing structure is shown, generally indicated at 26, in accordance with an embodiment of the invention supporting a plurality of bus bars 28. The bushing structure 26 includes a first support structure 30 and a second, support structure 32 that is a mirror image of the first support structure 30. Each support structure 30 and 32 has a flange 34 with a plurality of mounting holes 36 therein. The support structures 30 and 32 are coupled together by fasteners, such as screws 38 or the like, engaged with the holes 36 so that flange surfaces abut. Thus support structures 30, 32, when joined, can be mounted to a switchgear frame as will be explained more fully below.

[0025] With reference to FIGs. 3-6, the bushing structure 26 also comprises a plurality of bushings, generally indicated at 40, having a portion that is sandwiched between the support structures 30, 32. As best shown in FIG. 4, each bushing 40 is made preferably of rubber, such as ethylene propylene diene monomer

(EPDM). Each bushing 40 includes a body 42 and at least one bus receiving member 44. In the embodiment, a pair of bus receiving members are shown disposed in spaced relation and isolated from each other. The number of bus receiving members 44 (one or two) is based on the amperage rating of the main bus. Each bushing 40 includes compression structure 45 surrounding both of the bus receiving members 44 (when two are provided). In the embodiment, the compression structure 45 is a rib provided on each of the opposing sides of the body 42. Each bus receiving member 44 extends from opposing sides of the body and includes an opening 46 there-through constructed and arranged to receive a bus bar 28 therein. The isolated bus receiving members 44 ensure greater resistance to the possibility of arc gasses flowing from one compartment to another. If gasses pass through the bushing structure 26 mounted on one compartment, the receiving members 44 of a bushing 40 mounted on the other compartment is likely to trap any gasses due to natural differences in tolerances.

[0026] FIG. 5 is a sectional view showing a bushing 40 disposed in an associated opening 48 through the first and second support members 30, 32. When the support structures 30, 32 are joined, adjacent openings 48 cooperate to define a passage 49 (FIG. 2) through the bushing structure 26. A portion of the body 42, including the ribs 45 of each bushing 40, is received in a slot 50 defined by the support structures 30, 32 when coupled. Thus, when joined together, the first and second support structures 30, 32 sandwich the ribs 45 in an associated slot 50. A slot 50 is associated with each passage 49, surrounding each passage 49. Advantageously, when assembled, the first and second support structures 30, 32 exert a slight pressure on the ribs 45, providing a very good seal around the bus bar 28 when received in an opening 46 of the bushing 40. FIG. 6 is a sectional view, showing the bushings 40 receiving bus bars 28.

[0027] FIGs. 7a-7d show the process of assembly the bushing structure to receive a bus bar and then to be mounted to a switchgear compartment wall. FIG. 7a shows a preferably epoxy coated copper bus bar 28 disposed in an opening 48 of the first support structure 30. In FIG. 7b, an end 52 of the bus bar 28 is received in an opening 46 of a bushing 40 and the bushing 40 is moved to be

generally adjacent to the first support structure. FIG. 7c shows the end of the bus bar 28 being received in an opening 48 in the second support structure 32. The steps shown in FIG. 7a-7c can be repeated to insert a second bus bar 28 (if provided) in another opening 46 (when provided) in the bushing 40. As shown in FIG. 7d, the first and second support structures 30, 32 are coupled together with screws as noted above, thereby sandwiching the bushing 40 therebetween. Then, the bushing structure 26 can be mounted so that the bus bar 28 extends through an opening 54 in a switchgear frame wall 56. Alternatively, on the assembly floor, the bushing structure is assembled as shown in FIG. 2, but without the bus bars 28. The assembled unit is then mounted on the switchgear inside wall and the bus bars 28 are inserted through the openings 46.

[0028] The bushing structure 26 provides a simpler construction than conventional bushing structures, is easier to assemble, and also allows the use of a single configuration (and material) for all current ratings. In addition, the use of the rubber bushing 40 enables the switchgear to withstand shock and vibration during transportation.

[0029] The foregoing preferred embodiments have been shown and described for the purposes of illustrating the structural and functional principles of the present invention, as well as illustrating the methods of employing the preferred embodiments and are subject to change without departing from such principles. Therefore, this invention includes all modifications encompassed within the spirit of the following claims.

What is claimed is:

1. A bushing structure for mounting to a switchgear frame and for supporting bus bars, the bushing structure comprising:

first and second separate support structures each having surfaces defining at least one opening, the support structures being coupled together so that the openings cooperate to define at least one passage through the bushing structure and so that a slot is defined between the first and second support structures, surrounding the passage, and

a bushing constructed and arranged to be disposed in the passage, the bushing having a body, at least one bus receiving member, and a compression structure surrounding the at least one bus receiving member, the bus receiving member having an opening there-through sized to receive a bus bar,

wherein, when the first and second support structures are coupled together with the bushing in the passage, the compression structure is disposed in the slot, sandwiched between the first and second support structures so that the first and second support structures exert pressure on the compression structure.

2. The bushing structure of claim 1, wherein the bushing includes a pair of bush receiving members that are provided in spaced relation and isolated from each other, each bus receiving member having an opening there-through sized to receive a bus bar, and wherein the compression surrounds the pair of bus receiving members.

3. The bushing structure of claim 1, wherein the compression structure comprises a continuous, raised rib provided each of opposing sides of the body.

4. The bushing structure of claim 1, in combination with a bus bar disposed in the opening in the at least one bus receiving member.

5. The bushing structure of claim 1, wherein first and second separate support structures each having surfaces defining three separate passages, with a bushing being disposed in each passage.

6. The bushing structure of claim 1, wherein the bushing is made of rubber.
7. The bushing structure of claim 1, wherein the bushing is made of ethylene propylene diene monomer (EPDM).
8. The bushing structure of claim 1, wherein the second support structure is a mirror image of the first support structure.
9. The bushing structure of claim 1, wherein the at least one bus receiving member extends from opposing sides of the body.
10. A method of supporting bus bars for a switchgear, the method comprising:
 - providing first and second separate support structures each having surfaces defining at least one opening,
 - inserting a bus bar into an opening of the first support structure,
 - providing a bushing having a body, at least one bus receiving member, and a compression structure surrounding the bus receiving member, the bus receiving member having an opening there-through,
 - inserting an end of the bus bar into the opening in the bus receiving member,
 - inserting the end of the bus bar into an opening in the second support structure,
 - coupling the support structures together so that the openings in the support structures cooperate to define at least one passage, with the bus bar extending through the passage, and so that a slot is defined between the first and second support structures that surrounds the passage, with the compression structure being disposed in the slot, sandwiched between the first and second support structures so that the first and second support structures exert pressure on the compression structure.
11. The method of claim 10, wherein the step of providing the bushing provides the bushing of rubber.
12. The method of claim 10, wherein the step of providing the bushing provides the bushing of ethylene propylene diene monomer (EPDM).

13. The method of claim 10, wherein the step of providing the first and second support structures provides the second support structure as a mirror image of the first support structure.

14. The method of claim 10, wherein the step of coupling the first and second support structures includes using fasteners.

15. The method of claim 10, further comprising after the coupling step, mounting the coupled first and second support structures to a wall of a switchgear.

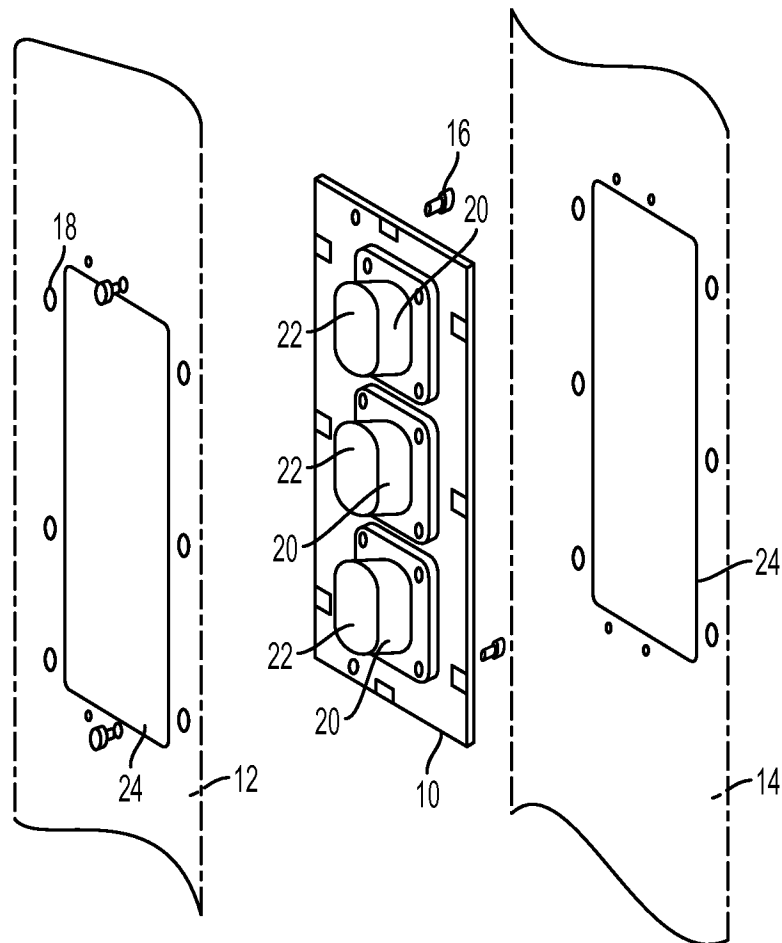


FIG. 1
PRIOR ART

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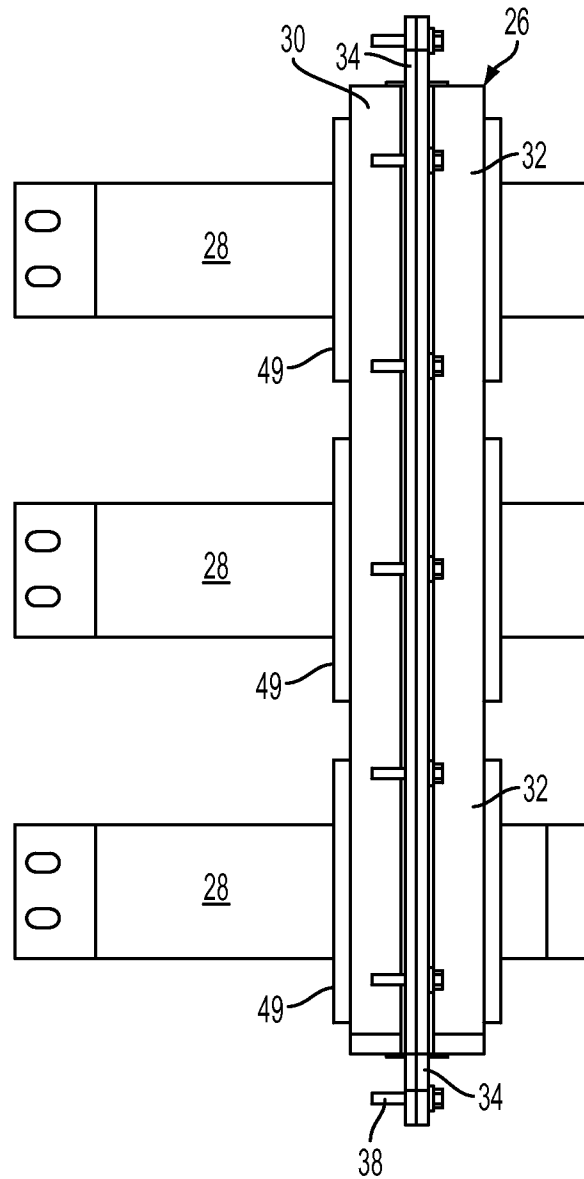


FIG. 2

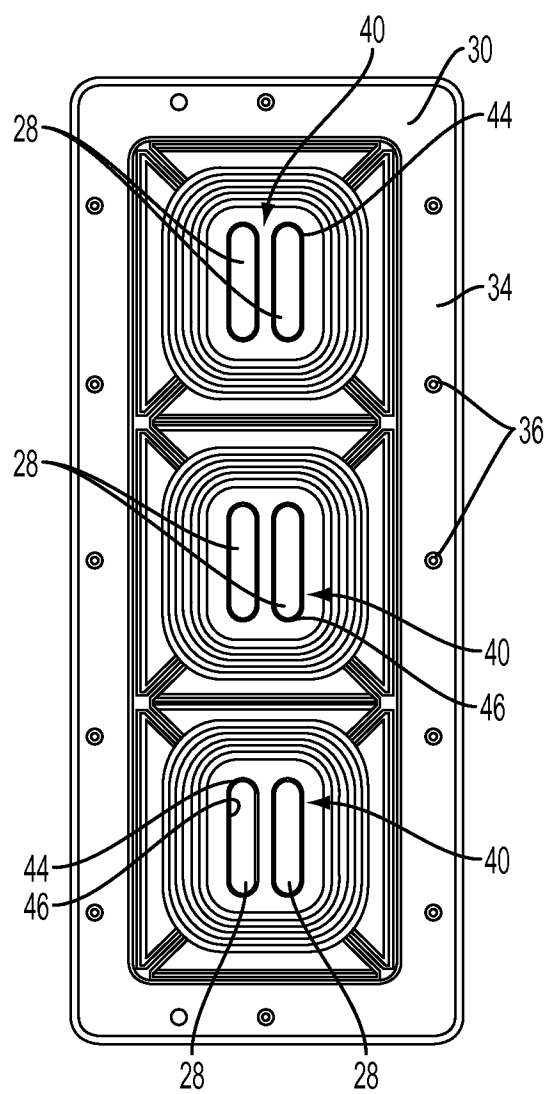


FIG. 3

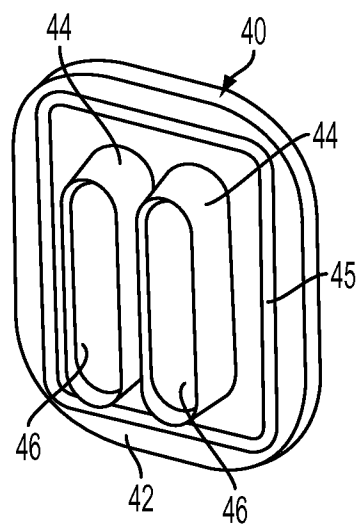


FIG. 4

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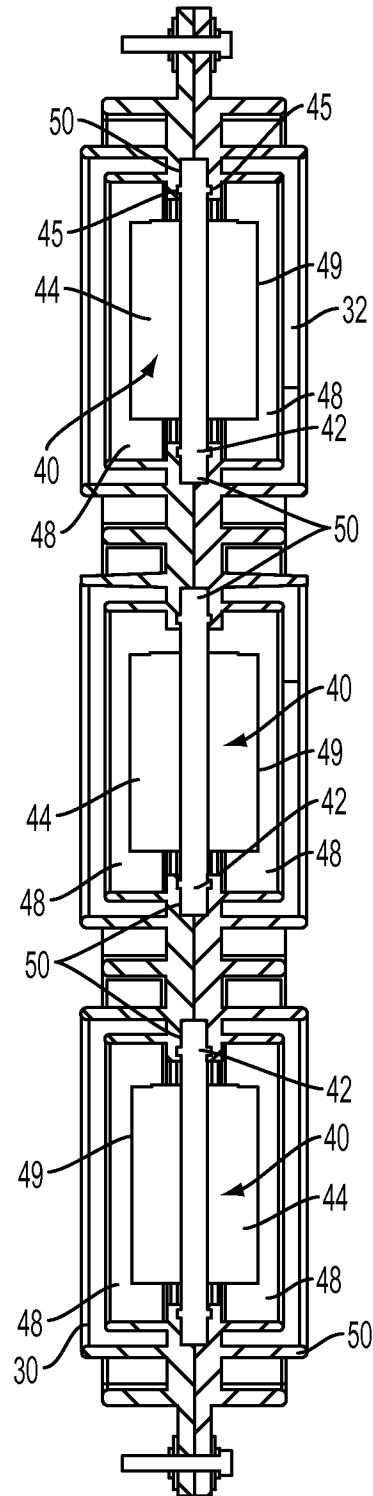


FIG. 5

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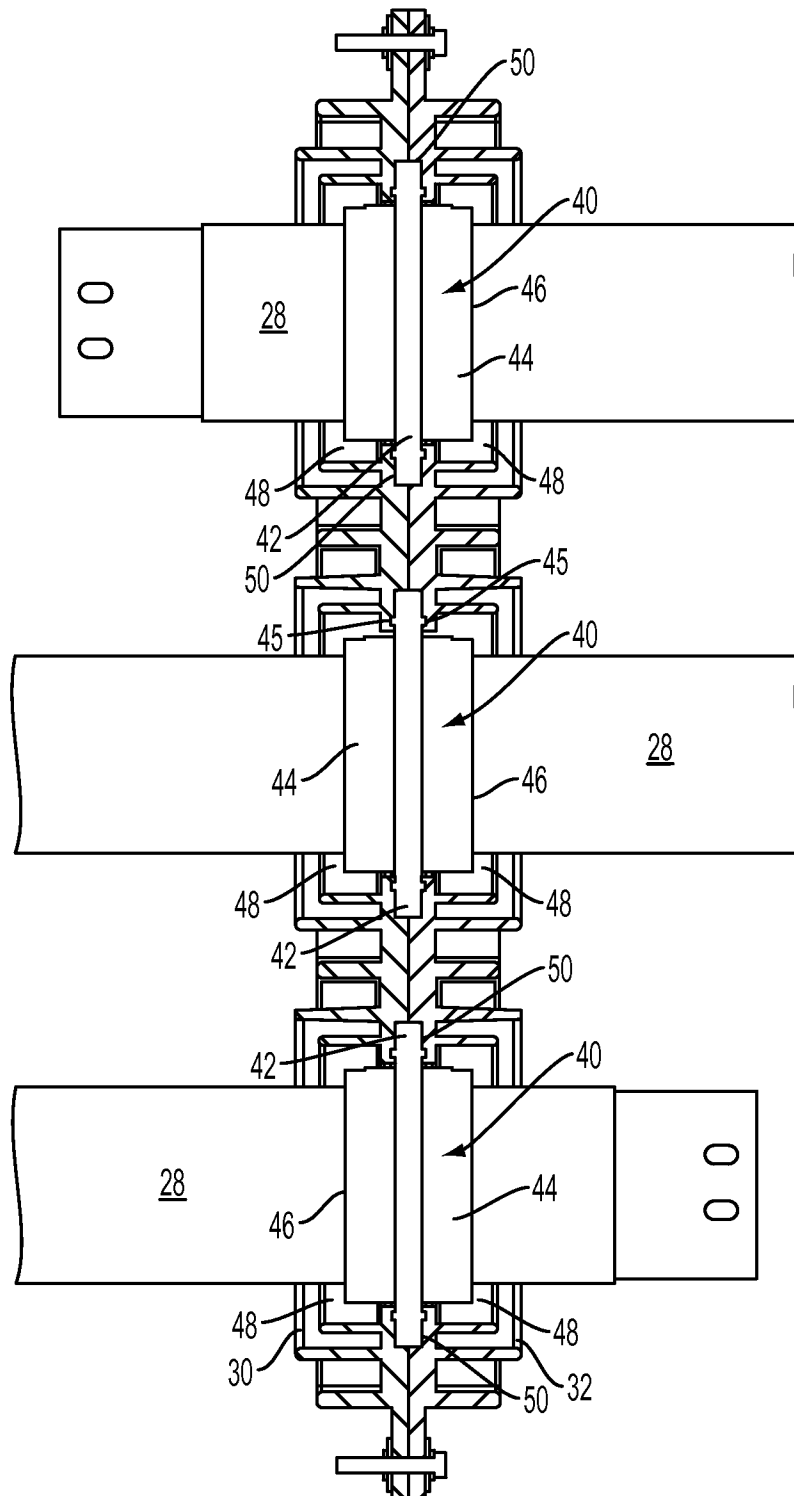


FIG. 6

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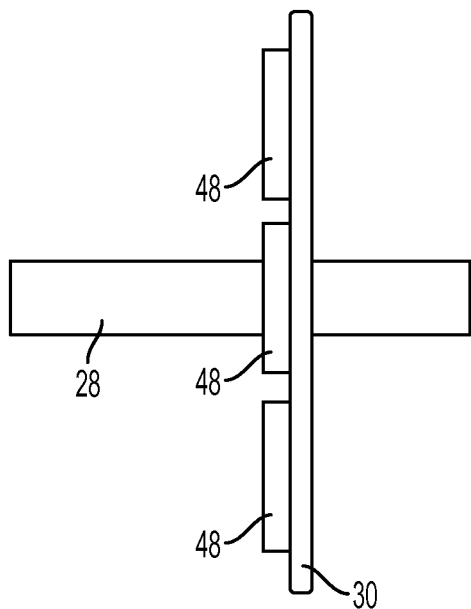


FIG. 7a

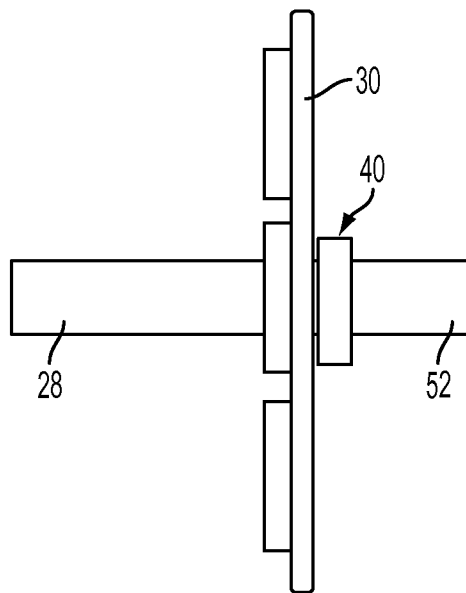


FIG. 7b

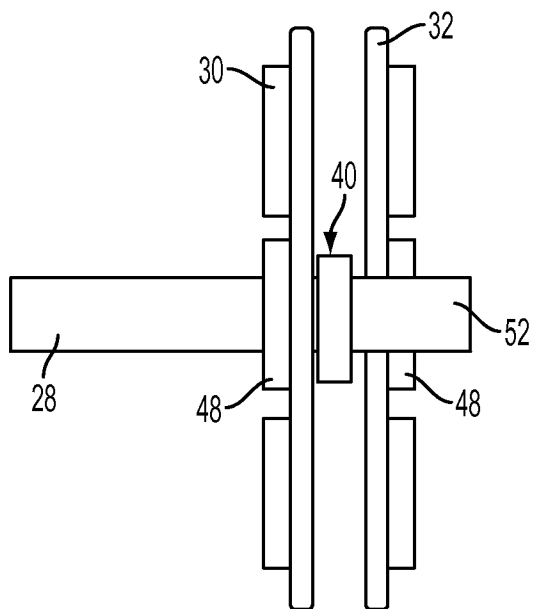


FIG. 7c

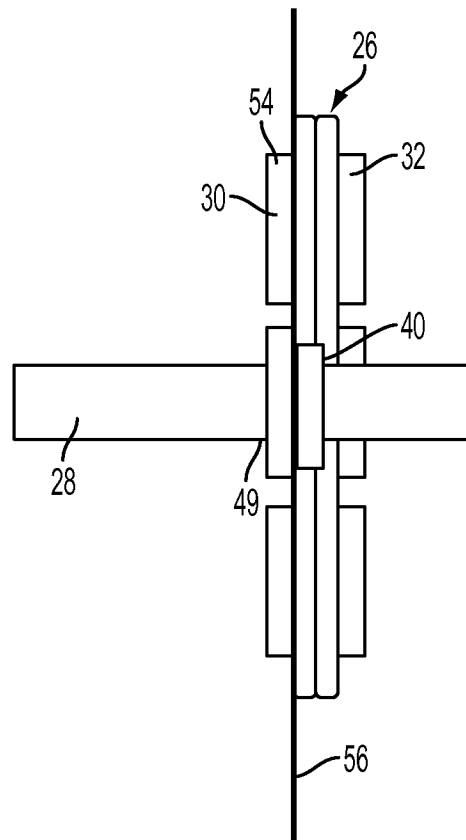


FIG. 7d

INTERNATIONAL SEARCH REPORT

International application No
PCT/US2012/049412

A. CLASSIFICATION OF SUBJECT MATTER
INV. H02G5/02
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

H02G H01B H02B H01F

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EP0-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	CH 363 386 A (LICENTIA GMBH [DE]) 31 July 1962 (1962-07-31) page 1, lines 53-63 page 2, lines 50-80; figure -----	1-15
X	FR 2 835 960 A1 (PIOCH SA [FR]) 15 August 2003 (2003-08-15) paragraphs [0019], [0030], [0031]; figures -----	1-15
X	US 2002/023769 A1 (PIOCH OLIVIER [FR]) 28 February 2002 (2002-02-28) paragraphs [0030] - [0032]; figure 1 -----	1-15
X	FR 1 387 824 A (POUSSET & PETEL SA) 5 February 1965 (1965-02-05) page 1, paragraph 2-4; figures ----- -/--	1,3,4,6, 8-11, 13-15



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents :

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"&" document member of the same patent family

Date of the actual completion of the international search

6 November 2012

Date of mailing of the international search report

12/11/2012

Name and mailing address of the ISA/

European Patent Office, P.B. 5818 Patentlaan 2
NL - 2280 HV Rijswijk
Tel. (+31-70) 340-2040,
Fax: (+31-70) 340-3016

Authorized officer

Castanheira Nunes, F

INTERNATIONAL SEARCH REPORT

International application No
PCT/US2012/049412

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
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INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

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