SECTION 26 32 15

ENGINE-GENERATOR SET STATIONARY 15-2500 KW, WITH AUXILIARIES

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS (ASME)

ASME B16.3	(2016) Malleable Iron Threaded Fittings, Classes 150 and 300
ASME B16.5	(2020) Pipe Flanges and Flanged Fittings NPS 1/2 Through NPS 24 Metric/Inch Standard
ASME B16.11	(2016) Forged Fittings, Socket-Welding and Threaded
ASME B16.21	(2016) Nonmetallic Flat Gaskets for Pipe Flanges

ASTM INTERNATIONAL (ASTM)

ASTM A53/A53M	(2020) Standard Specification for Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, Welded and Seamless
ASTM A106/A106M	(2019a) Standard Specification for Seamless Carbon Steel Pipe for High-Temperature Service
ASTM A181/A181M	(2014; R 2020) Standard Specification for Carbon Steel Forgings, for General-Purpose Piping
ASTM A193/A193M	(2020) Standard Specification for Alloy-Steel and Stainless Steel Bolting Materials for High-Temperature Service and Other Special Purpose Applications
ASTM A194/A194M	(2020a) Standard Specification for Carbon Steel, Alloy Steel, and Stainless Steel Nuts for Bolts for High-Pressure or High-Temperature Service, or Both
ASTM A234/A234M	(2019) Standard Specification for Piping Fittings of Wrought Carbon Steel and Alloy Steel for Moderate and High Temperature Service
ASTM B395/B395M	(2018) Standard Specification for U-Bend

	Seamless Copper and Copper Alloy Heat Exchanger and Condenser Tubes
ASTM D975	(2020) Standard Specification for Diesel Fuel Oils

ELECTRICAL GENERATING SYSTEMS ASSOCIATION (EGSA)

EGSA 101P	(1995) Performance Standard for Engine Driven Generator Sets

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)

IEEE 1	(2000; R 2011) General Principles for Temperature Limits in the Rating of Electric Equipment and for the Evaluation of Electrical Insulation
IEEE 43	(2013) Recommended Practice for Testing Insulation Resistance of Rotating Machinery
IEEE 81	(2012) Guide for Measuring Earth Resistivity, Ground Impedance, and Earth Surface Potentials of a Ground System
IEEE 100	(2000; Archived) The Authoritative Dictionary of IEEE Standards Terms
IEEE 115	(2019) Guide for Test Procedures for Synchronous Machines: Part I Acceptance and Performance Testing; Part II Test Procedures and Parameter Determination for Dynamic Analysis
IEEE 120	(1989; R 2007) Master Test Guide for Electrical Measurements in Power Circuits
IEEE 519	(2014) Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems
IEEE C2	(2017; Errata 1-2 2017; INT 1 2017) National Electrical Safety Code
IEEE C57.13	(2016) Requirements for Instrument Transformers

INTERNATIONAL CODE COUNCIL (ICC)

ICC IBC	(2021) International Building Code

INTERNATIONAL ELECTRICAL TESTING ASSOCIATION (NETA)

NETA ATS	(2021) Standard for Acceptance Testing Specifications for Electrical Power Equipment and Systems

INTERNATIONAL ELECTROTECHNICAL COMMISSION (IEC)

IEC 60034-2A	(1974; ED 1.0) Rotating Electrical Machines Part 2: Methods for Determining Losses and Efficiency of Rotating Electrical Machinery from Tests (Excluding Machines for Traction Vehicles) Measurement of Losses by the Calorimetric Method

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)

ISO 3046	(2002, 2006, 2009, 2001) Reciprocating Internal Combustion Engines - Performance--Part 1, 3, 4, 5, 6
ISO 8528	(1993; R 2018) Reciprocating Internal Combustion Engine Driven Alternating Current Generator Sets--Part 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13

NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

NEMA ICS 6	(1993; R 2016) Industrial Control and Systems: Enclosures
NEMA MG 1	(2018) Motors and Generators
NEMA PB 2	(2011) Deadfront Distribution Switchboards

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

NFPA 30	(2021; TIA 20-1; TIA 20-2) Flammable and Combustible Liquids Code
NFPA 37	(2021) Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines
NFPA 54	(2021) National Fuel Gas Code
NFPA 70	(2020; ERTA 20-1 2020; ERTA 20-2 2020; TIA 20-1; TIA 20-2; TIA 20-3; TIA 20-4) National Electrical Code
NFPA 110	(2016) Standard for Emergency and Standby Power Systems

SOCIETY OF AUTOMOTIVE ENGINEERS INTERNATIONAL (SAE)

SAE ARP892	(1965; R 1994) DC Starter-Generator, Engine
SAE J537	(2016) Storage Batteries

U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)

40 CFR 60	Standards of Performance for New Stationary Sources

UNDERWRITERS LABORATORIES (UL)

UL 142	(2006; Reprint Jan 2021) UL Standard for Safety Steel Aboveground Tanks for Flammable and Combustible Liquids
UL 467	(2013; Reprint Jun 2017) UL Standard for Safety Grounding and Bonding Equipment
UL 489	(2016; Rev 2019) UL Standard for Safety Molded-Case Circuit Breakers, Molded-Case Switches and Circuit-Breaker Enclosures
UL 891	(2005; Reprint Oct 2012) Switchboards
UL 1236	(2015; Reprint Feb 2021) UL Standard for Safety Battery Chargers for Charging Engine-Starter Batteries

1.2 RELATED MATERIALS

Section 33 71 02 UNDERGROUND ELECTRICAL DISTRIBUTION apply to this section, except as modified herein.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" classification. Submittals not having a "G" classification are for information only. When used, a code following the "G" classification identifies the office that will review the submittal for the Government. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-02 Shop Drawings

Engine-Generator Set and Auxiliary Equipment

Auxiliary Systems Engine-Generator Set and Auxillary Equipment Drawing Requirements

Auxiliary Systems Drawing Requirements Acceptance

SD-03 Product Data

Harmonic Requirements

Engine-Generator Set Efficiencies

Emissions

Filters

Special tools

Remote Alarm Annunciator

Engine-Generator Parameter Schedule

Heat Exchanger

Generator

Manufacturer's Catalog

Site Welding

Spare Parts

Onsite Training

Vibration-Isolation

Posted Data and Instructions

Instructions

Experience

Field Engineer

General Installation

Exciter

SD-05 Design Data

Performance Criteria

Sound Limitations

Integral Main Fuel Storage Tank

Power Factor

Heat Exchanger

Time-Delay on Alarms

Cooling System

Vibration Isolation

Battery Charger

Capacity Calculations for Engine-Generator Set

Brake Mean Effective Pressure (BMEP) Calculations

Torsional Vibration Stress Analysis Computations

Capacity Calculations for Batteries

Turbocharger Load Calculations

SD-06 Test Reports

Performance Tests

Factory Inspection and Tests

Factory Tests

Onsite Inspection and Tests

Acceptance Checks and Tests

Functional Acceptance Tests

Maintenance Procedures

Operation and Maintenance Manuals

Inspections

Functional Acceptance Test Procedure

SD-07 Certificates

Cooling System

Vibration Isolation

Prototype Test

Reliability and Durability

Fuel System Certification

Start-Up Engineer

Instructor's Qualification Resume

Engine Emission Limits

Sound Limitations

Site Visit

Current Balance

Materials and Equipment

Factory Inspection and Tests

SD-09 Manufacturer's Field Reports

Engine Tests

Generator Tests

Assembled Engine-Generator Set Tests

SD-10 Operation and Maintenance Data

Preliminary Assembled Operation and Maintenance Manuals

SD-11 Closeout Submittals

Posted Data and Instructions

Training Plan

1.4 QUALITY ASSURANCE

1.4.1 Conformance to Codes and Standards

Where equipment is specified to conform to requirements of any code or standard such as UL, NEMA, etc., the design, fabrication and installation must also conform to the code.

1.4.2 Vibration Limitation

Limit the maximum engine-generator set vibration in the horizontal, vertical, and axial directions to 6 mils (peak-peak RMS), with an overall velocity limit of 0.95 inches/second RMS, at rated speed for all loads through 110 percent of rated speed. The engine-generator set must be provided with vibration isolation in accordance with the manufacturer's standard recommendation. Where the vibration isolation system does not secure the base to the structure floor or unit foundation, provide seismic restraints in accordance with the seismic parameters specified.

1.4.3 Torsional Analysis

Submit torsional analysis including prototype testing or calculations which certify and demonstrate that no damaging or dangerous torsional vibrations will occur when the prime mover is connected to the generator, at synchronous speeds, plus/minus 10 percent.

1.4.4 Performance Data

Submit vibration isolation system performance data for the range of frequencies generated by the engine-generator set during operation from no load to full load and the maximum vibration transmitted to the floor. Also submit a description of seismic qualification of the engine-generator mounting, base, and vibration isolation.

1.4.5 Seismic Requirements

Seismic requirements must be in accordance with 26 05 48 SEISMIC PROTECTION FOR ELECTRICAL EQUIPMENT as shown on the drawings.

1.4.6 Experience

Each component manufacturer must have a minimum of 3 years' experience in the manufacture, assembly and sale of components used with stationary engine-generator sets for commercial and industrial use. The engine-generator set manufacturer/assembler must have a minimum of 3 years' experience in the manufacture, assembly and sale of stationary engine-generator sets for commercial and industrial use. Submit a statement showing and verifying these requirements.

1.4.7 Field Engineer

The engine-generator set manufacturer or assembler must furnish a qualified field engineer to supervise the complete installation of the engine-generator set, assist in the performance of the onsite tests, and instruct personnel as to the operational and maintenance features of the

equipment. The field engineer must have attended the engine generator manufacturer's training courses on installation and operation and maintenance of engine generator sets. Submit a letter listing the qualifications, schools, formal training, and experience of the field engineer.

1.4.8 Detailed Drawings

Submit detailed drawings showing the following:

a. Base-mounted equipment, complete with base and attachments, including anchor bolt template and recommended clearances for maintenance and operation.

b. Starting system.

c. Fuel system.

d. Cooling system.

e. Exhaust system.

f. Electric wiring of relays, breakers, programmable controllers, and switches including single line and wiring diagrams.

g. Lubrication system, including piping, pumps, strainers, filters, [heat exchangers for lube oil and turbocharger cooling,] [electric heater,] controls and wiring.

h. Location, type, and description of vibration isolation devices for all applications.

i. The safety system, including wiring schematics.

j. One-line schematic and wiring diagrams of the generator, exciter, regulator, governor, and instrumentation.

k. Panel layouts.

l. Mounting and support for each panel and major piece of electrical equipment.

m. Engine-generator set rigging points and lifting instructions.

1.4.9 Auxiliary Systems Engine-Generator Set and Auxiliary Equipment Drawing Requirements

Submit drawings pertaining to the engine-generator set and auxiliary equipment, including but not limited to the following:

a. Certified outline, general arrangement (setting plan), and anchor bolt details. Show total weight and center of gravity of assembled equipment on the steel sub-base.

b. Detailed elementary, schematic wiring, and interconnection diagrams of the engine starting system, jacket coolant heating system, engine protective devices, engine alarm devices, engine speed governor system, generator and excitation system, and other integral devices.

c. Detailed elementary, schematic wiring; and interconnection diagrams of the fuel system, starting battery system, engine-generator control panel, generator circuit breaker, and remote alarm annunciator.

d. Dimensional drawings or catalog cuts of exhaust silencers, radiator, fuel day tanks, fuel oil cooler, valves and pumps, intake filters, vibration isolators, and other auxiliary equipment not integral with the engine-generator set.

1.4.10 Auxiliary Systems Drawing Requirements

Submit drawings showing floor plan arrangement of exhaust, air intake, fuel oil cooler, and jacket coolant water systems including arrangement of piping and pipe sizes.

1.4.11 Vibration Isolation System Certification

Submit certification from the manufacturer that the vibration isolation system will reduce the vibration to the limits specified in the paragraph VIBRATION ISOLATION.

1.4.12 Fuel System Certification

When the fuel system requires a fuel oil cooler as described in the paragraph FUEL OIL COOLER, submit certification from the engine manufacturer that the fuel system design is satisfactory.

1.5 DELIVERY, STORAGE, AND HANDLING

Properly protect materials and equipment, in accordance with the manufacturers recommended storage procedures,before, during, and after installation. Protect stored items from the weather and contamination. During installation, cap piping and similar openings to keep out dirt and other foreign matter.

Deliver equipment on pallets or blocking wrapped in heavy-duty plastic, sealed to protect parts and assemblies from moisture and dirt. Protect and prepare batteries for shipment as recommended by the battery manufacturer. Store auxiliary equipment at the site in covered enclosures, protected from atmospheric moisture, dirt, and ground water.

1.6 EXTRA MATERIALS

Provide two sets of special tools and two sets of filters required for maintenance. Special tools are those that only the manufacturer provides, for special purposes, or to reach otherwise inaccessible parts. One handset must be provided for each electronic governor when required to indicate and/or change governor response settings. Furnish 4 liters one gallon of identical paint used on engine-generator set in manufacturer's sealed container with each engine-generator set.

Wrenches and tools specifically designed and required to work on the new equipment, which are not commercially available as standard mechanic's tools, must be furnished to the Contracting Officer.

Provide proposed operating instructions for the engine-generator set and auxiliary equipment laminated between matte-surface thermoplastic sheets and suitable for placement adjacent to corresponding equipment. After approval, install operating instructions where directed.

1.7 MAINTENANCE SERVICES

Submit the operation and maintenance manuals and have them approved prior to commencing onsite tests.

1.7.1 Operation Manual

Provide three copies of the operation manual in 8-1/2 by 11 inch three-ring binders. Sections must be separated by heavy plastic dividers with tabs which identify the material in the section. Fold drawings with the title block visible, and placed in 8-1/2 by 11 inch plastic pockets with reinforced holes. The manual must include:

a. Step-by-step procedures for system startup, operation, and shutdown;

b. Drawings, diagrams, and single-line schematics to illustrate and define the electrical, mechanical, and hydraulic systems with their controls, alarms, and safety systems;

c. Procedures for interface and interaction with related systems to include [automatic transfer switches] [fire alarm/suppression systems] [load shedding systems] [uninterruptible power supplies] [_____].

1.7.2 Maintenance Manual

Provide three copies of the maintenance manual containing the information described below in 8-1/2 x 11 inch three-ring binders. Separate each section by a heavy plastic divider with tabs. Fold drawings with the title block visible, and placed in plastic pockets with reinforced holes. The manual must include:

a. Procedures for each routine maintenance item. Procedures for troubleshooting. Factory-service, take-down overhaul, and repair service manuals, with parts lists.

b. The manufacturer's recommended maintenance schedule.

c. A component list which includes the manufacturer's name, address, type or style, model or serial number, rating, and catalog number for the major components.

d. A list of spare parts for each piece of equipment and a complete list of materials and supplies needed for operation.

1.7.3 Assembled Operation and Maintenance Manuals

The contents of the assembled operation and maintenance manuals must include the manufacturer's O&M information required by the paragraph SD-10, OPERATION AND MAINTENANCE DATA and the manufacturer's O&M information specified in Section 26 36 23 AUTOMATIC TRANSFER SWITCHES AND BY-PASS/ISOLATION SWITCH.

a. Manuals must be in separate books or volumes, assembled and bound securely in durable, hard covered, water resistant binder, and indexed by major assembly and components in sequential order.

b. A table of contents (index) must be made part of the assembled O&M. The manual must be assembled in the order noted in table of contents.

c. The cover sheet or binder on each volume of the manuals must be identified and marked with the words, "Operation and Maintenance Manual."

1.8 SITE CONDITIONS

Protect the components of the engine-generator set, including cooling system components, pumps, fans, and similar auxiliaries when not operating and provide components capable of the specified outputs in the following environment:

a. Site Location: State of Hawaii (Oahu and Hawaii Island)

b. Site Elevation: 15 feet above mean sea level.

c. Ambient Temperatures:

(1) Maximum 120 degrees F dry bulb.

(2) Minimum 32 degrees F dry bulb.

d. Seismic Zone: Category IV as defined by ICC IBC.

PART 2 PRODUCTS

2.1 SYSTEM REQUIREMENTS

a. Provide and install each engine-generator set complete and totally functional, with all necessary ancillary equipment to include: air filtration; starting system; generator controls, protection, and isolation; instrumentation; lubrication; fuel system; cooling system; and engine exhaust system. Each engine-generator set must satisfy the requirements specified in the Engine-Generator Parameter Schedule. Submit certification that the engine-generator set and cooling system function properly in the ambient temperatures specified.

b. Provide each engine-generator set consisting of one engine, one generator, and one exciter mounted, assembled, and aligned on one base; and all other necessary ancillary equipment which may be mounted separately. Assemble sets having a capacity of 750 kW or smaller and attach to the base prior to shipping. Sets over 750 kW capacity may be shipped in sections. Provide set components that are environmentally suitable for the locations shown and that are the manufacturer's standard product offered in catalogs for commercial or industrial use. Provide a generator strip heater for moisture control when the generator is not operating. Identify any nonstandard products or components and the reason for their use.

2.1.1 Engine-Generator Parameter Schedule

Engine-Generator Set and Auxiliary Equipment Capacity Calculations for Engine-Generator Set

ENGINE-GENERATOR PARAMETER SCHEDULE	
Identification	Make/Model
Electrical Characteristics	
Power Rating	Emergency Standby Gross bhp rating / Net brake power rating [_____] kW at 0.8 power factor
Governor Type	Type Make / Model Isochronous
Overload Capacity (Prime applications only)	110 percent of Service Load for 1 hour in 12 consecutive hours
Service Load	[_____] kVA (continuous)
Motor Starting kVA (Max.)	[_____] kVA
Power Factor	0.8 lagging
Voltage Regulation (No Load to Full Load)(Stand-alone applications)	plus or minus 2 percent (maximum)
Voltage Bandwidth (steady state)	plus or minus 0.5 percent
Frequency	60 Hz
Voltage	[_____] volts
Phases	3 Phase, Wye
Minimum Generator Sub-transient Reactance	20 percent Sub-transient
Nonlinear Loads	25 kVA
Max Step Load Increase	75 percent of Service Load at 0.8 PF
Transient Recovery Time with Step Load Increase (Voltage)	3 seconds
Transient Recovery	3 seconds
Time with Step Load Increase (Frequency)	
Maximum Voltage Deviation with Step Load Increase	10 percent of rated voltage

ENGINE-GENERATOR PARAMETER SCHEDULE	
Maximum Frequency Deviation with Step Load Increase	2.5 percent of rated frequency
Max Step Load Decrease (without shutdown)	50 percent of Service Load at 0.8 PF
Frequency Bandwidth (steady state)	plus or minus 0.25 percent
Frequency Regulation (droop) (No Load to Full Load)	0.25 percent (maximum)
Frequency Bandwidth (steady state)	plus or minus 0.25 percent
Reactances	Synchronous reactance, Xd Transient reactance, X'd Sub-transient reactance, X"d Negative sequence reactance, X2 Zero sequence reactance, Xo
Capacity Calculations	
Calculations must verify that the engine-generator set power rating is adequate for the following load conditions:	
Lighting	25 kW
Computer	5 kW
Uninterruptible Power Supplies (UPS)	10 kVA
Variable Frequency Drives (VFD)	25 kVA
Capacity Calculations for Batteries	
Calculation must verify that the engine starting battery capacity exceeds dc power requirements.	
Mechanical Characteristics	
Engine Description	Strokes/cycle Number of cylinders Bore and Stroke, inches
Engine Speed	1800 rpm
Piston Speed	[_____] fpm
Heat Exchanger Type	fin-tube (radiator)
Engine Cooling Type	water/ethylene glycol

ENGINE-GENERATOR PARAMETER SCHEDULE	
Intercooler Type	Air-to-Air / Jacket Water
Induction Method	Turbocharged
Turbocharger	Make / Model
Max Time to Start and be Ready to Assume Load	10 seconds
Max Summer Indoor Temp (Prior to Engine-generator Operation)	120 degrees F
Min Winter Indoor Temp (Prior to Engine-generator Operation)	85 degrees F
Max Allowable Heat Transferred To Engine Generator Space at Rated Output Capacity	80 MBTU/hr
Max Summer Outdoor Temp (Ambient)	120 degrees F
Min Winter Outdoor Temp (Ambient)	80 degrees F
Installation Elevation	15 above sea level
Engine-Generator Set Efficiencies	
Fuel Consumption	At 0.8 power factor, Gallons / hour for: 1 / 2 load 3 / 4 load Full Load
Generator Efficiency	At 0.8 power factor,(percent) hour for: 1 / 2 load 3 / 4 load Full Load
Radiator Capacity	Coolant Type gpm coolant cfm air through radiator Btu per hr of heat exchange based on optimum coolant temperature to and from engine
Engine-Generator Set Emissions Data	
Exhaust Temperature	Degrees F at full load
Weight of Exhaust Gas	lb per hr at full load
Weight of Intake Air	lb per hr at full load

ENGINE-GENERATOR PARAMETER SCHEDULE	
Total Heat Rejected	Btu per hr, at full load to: Jacket Coolant System Fuel Oil Cooling System
Emissions	lb per hr, at full load Total Suspended Particulate Particulate Matter with an average aerodynamic diameter of 10 microns Sulfur Dioxides Nitrogen Oxides (as NO2) Carbon Monoxide Volatile Organic Compounds
Visible Emissions	Percent opacity at full load: 0.3 percent

Brake Mean Effective Pressure (BMEP) Calculations

Calculation must verify that the engine meets the specified maximum BMEP, as follows:

$$BMEP \ psi = \frac{(120{,}000 \times bkW) \times (792{,}000 \times bhp)}{(rpm \times cu.\ in.)}$$

Where:

bkW bhp = bkW' + bkW" bhp' + bhp"
bkW" bhp" is the Brake kW horsepower required by engine driven fan for cooling radiator or motor driven fan for cooling radiator.
bkW' bhp' = kW/GEN.EFF. kW/(GEN.EFF. times 0.746)
GEN.EFF. = Generator efficiency
cu. in. = Total engine piston displacement in cubic inches
rpm = Engine revolutions per minute
kW = Minimum power rating

Torsional Vibration Stress Analysis Computations

ENGINE-GENERATOR PARAMETER SCHEDULE
Torsional vibrational stresses in the crankshaft and generator shaft of assembled engine and driven generator must not exceed 5000 psi when engine is driving generator at rated speed while assembled unit is loaded to rated engine-generator set power. Computations must be based on a mathematical model of the assembled generator set provided or based on calculations using measured values from tests on a unit identical to the one provided. Calculations based on models of, or measured data from, the unassembled engine and generator will not be acceptable. Calculations must include: a. A description of the system relating information pertinent to analysis such as operating speed range and identification plate data. b. A mass elastic assembly drawing, showing the arrangement of the units in the generator set and dimensions of shafting, including minimum diameters (or section moduli) of shafting in the system. c. A labeled line diagram of the mass elastic system indicating values of masses, stiffness, equivalent lengths, and equivalent diameters including basic assumptions and definition of terms. d. Sample computations showing procedures used to obtain resulting stress values. e. Computations indicating assembled engine-generator speed of 1800 rpm with assembly loaded to rated generator power and the resulting computed critical torsional stress values in the assembled engine crankshaft and generator shaft.
Turbocharger Load Calculations
NOTE: When the engine-generator set installation includes field installed exhaust system (i.e., the engine-generator set is installed internal to a building in lieu of in a self-contained outdoor enclosure), include the following paragraph. When the proposed exhaust system layout is different from that shown on the contract drawings, submit calculations showing that the external loads from the exhaust system such as weight and thermal expansion do not exceed the engine manufacturer's maximum allowed forces and moments on the turbocharger.

2.1.2 Rated Output Capacity

Provide each engine-generator-set with power equal to the sum of service load plus the machine's efficiency loss and associated ancillary equipment loads. Rated output capacity must also consider engine and/or generator

oversizing required to meet requirements in paragraph Engine-Generator Parameter Schedule.

The engine must meet the specified maximum BMEP requirements at rated speed as calculated in accordance with the calculations in the engine-generator parameter schedule. The engine capacity must be based on the following:

a. Engine burning diesel fuel conforming to ASTM D975, Grade 2-D, at an ambient temperature of 85 degrees F. For stationary engines operated in the United States, diesel fuel requirements are found in 40 CFR 60 Subpart IIII.

b. Engine cooled by a radiator fan mechanically driven by the engine or remote with a motor driven fan.

c. Engine cooled by coolant mixture of water and ethylene glycol, 50 percent by volume of each.

Maximum BMEP, psi	
	Turbocharged
Four-cycle engines	
Engine speed, rpm:	1800

2.1.2.1 Engine Emission Limits

Engine must be certified by the manufacturer to meet applicable EPA emission standards found in 40 CFR 60 Subpart IIII. In addition, engine must meet any applicable state or local emission requirements (ex: California SCAQMD).

2.1.2.2 Performance Class

The voltage and frequency behavior of the generator set must be in accordance with ISO 8528 operating limit values for performance Class G3.

2.1.3 Power Ratings

Power ratings must be in accordance with EGSA 101P.

2.1.4 Transient Response

The engine-generator set governor and voltage regulator must cause the engine-generator set to respond to the maximum step load changes such that output voltage and frequency recover to and stabilize within the operational bandwidth within the transient recovery time. The engine-generator set must respond to maximum step load changes such that the maximum voltage and frequency deviations from bandwidth are not exceeded.

2.1.5 Reliability and Durability

Provide prime engine-generator sets that have both an engine and a generator capable of delivering the specified power on a prime basis with an anticipated mean time between overhauls of not less than 10,000 hours

operating with a 70 percent load factor. Cite two like engines and two like generators that have performed satisfactorily in a stationary power plant, independent from the physical location of the manufacturer's and assembler's facilities. The engine and generators should have been in operation for a minimum of 8000 actual hours at a minimum load of 70 percent of the rated output capacity. During two consecutive years of service, the units should not have experienced any failure resulting in a downtime in excess of 72 hours. Provide engines that are the same model, speed, bore, stroke, number and configuration of cylinders and rated output capacity. Provide generators that are the same model, speed, pitch, cooling, exciter, voltage regulator and rated output capacity. Each standby engine-generator set must have both an engine and a generator capable of delivering the specified power on a standby basis with an anticipated mean time between overhauls of no less than 5,000 hours operating with a load factor of 70 percent. Cite two like engines and two like generators that have performed satisfactorily in a stationary power plant, independent and separate from the physical location of the manufacturer's and assembler's facilities, for standby without any failure to start, including all periodic exercise. Provide like engines and generators that have had no failures resulting in downtime for repairs in excess of 72 hours during two consecutive years of service. Provide engines that are the same model, speed, bore, stroke, number and configuration of cylinders, and rated output capacity. Provide generators that are the same model, speed, pitch, cooling, exciter, voltage regulator and rated output capacity.

Submit a reliability and durability certification letter from the manufacturer and assembler to prove that existing facilities are and have been successfully utilizing the same components proposed to meet this specification, in similar service. Certification may be based on components, i.e. engines used with different models of generators and generators used with different engines, and does not exclude annual technological improvements made by a manufacturer in the basic standard-model component on which experience was obtained, provided parts interchangeability has not been substantially affected and the current standard model meets the performance requirements specified. Provide a list with the name of the installations, completion dates, and name and telephone number of a point of contact.

2.1.6 Vibration Isolation

Provide an engine-generator set with a vibration isolation system in accordance with the manufacturer's standard recommendation. Submit vibration isolation system performance data for the range of frequencies generated by the engine-generator set during operation from no load to full load and the maximum vibration transmitted to the floor plus description of seismic qualification of the engine-generator mounting, base, and vibration isolation. Submit torsional analysis including prototype testing or and calculations which certify and demonstrate that no damaging or dangerous torsional vibrations will occur when the prime mover is connected to the generator, at synchronous speeds, plus 10 percent. Design and qualify vibration isolation systems as an integral part of the base and mounting system in accordance with the seismic parameters specified. Where the vibration isolation system does not secure the base to the structure floor or unit foundation, provide seismic restraints in accordance with the seismic parameters specified.

2.1.7 Harmonic Requirements

Non-linear loads to be served by each engine-generator set are as indicated. The maximum linear load demand (kVA at PF) when non-linear loads will also be in use is as indicated.

2.1.8 Starting Time Requirements

Upon receipt of a signal to start, each engine generator set will start, reach rated frequency and voltage and be ready to assume load within the time specified. For standby sets used in emergency power applications, each engine generator set will start, reach rated frequency and voltage, and power will be supplied to the load terminals of the automatic transfer switch within the starting time specified.

2.2 NAMEPLATES

Provide the manufacturer's name, type or style, model or serial number and rating on a plate secured to the equipment for each major component of this specification. Provide plates and tags sized so that inscription is readily legible to operating or maintenance personnel and securely mounted to or attached in proximity of their identified controls or equipment. Lettering must be normal block lettering, a minimum of 0.25 inch high. As a minimum, provide nameplates for:

Engines	Relays
Generators	Fuel Tanks
Regulators	Governors
Pumps and pump motors	Heat exchangers (other than base mounted)
Generator Breaker	

Where the following equipment is not provided as a standard component by the engine generator set manufacturer, the nameplate information may be provided in the maintenance manual in lieu of nameplates.

Battery charger	Heaters
Battery	Silencers
	Exciters

2.2.1 Materials

Construct ID plates and tags of 16 gage minimum thickness bronze or stainless steel sheet metal engraved or stamped with inscription. Construct plates and tags not exposed to the weather or high operational temperature of the engine of laminated plastic, 0.125 inch thick, matte white finish with black center core, with lettering accurately aligned and engraved into the core.

2.2.2 Control Devices and Operation Indicators

Provide ID plates or tags for control devices and operation indicators, including valves, off-on switches, visual alarm annunciators, gages and thermometers, that are required for operation and maintenance of provided mechanical systems. Plates or tags must be minimum of 0.5 inch high and 2 inches long and must indicate component system and component function.

2.2.3 Equipment

Provide ID plates of a minimum size of 3 inches high and 5 inches long on provided equipment indicating the following information:

a. Manufacturer's name, address, type and model number, serial number, and certificate of compliance with applicable EPA mission standards;

b. Contract number and accepted date;

c. Capacity or size;

d. System in which installed; and

e. System which it controls.

2.3 SAFETY DEVICES

Exposed moving parts, parts that produce high operating temperatures, parts which may be electrically energized, and parts that may be a hazard to operating personnel must be insulated, fully enclosed, guarded, or fitted with other types of safety devices. Install safety devices such that proper operation of the equipment is not impaired.

2.4 MATERIALS AND EQUIPMENT

Submit certification stating that where materials or equipment are specified to comply with requirements of UL, written proof of such compliance has been obtained. The label or listing of the specified agency, or a written certificate from an approved, nationally recognized testing organization equipped to perform such services, stating that the items have been tested and conform to the requirements and testing methods of the specified agency are acceptable as proof.

2.4.1 Circuit Breakers, Low Voltage

UL 489.

2.4.2 Filter Elements

Provide the manufacturer's standard fuel-oil, lubricating-oil, and combustion-air filter elements.

2.4.3 Instrument Transformers

NEMA/ANSI C12.11.

2.4.4 Revenue Metering

IEEE C57.13.

2.4.5 Pipe (Fuel/Lube-Oil, Compressed Air, Coolant, and Exhaust)

ASTM A53/A53M, or ASTM A106/A106M steel pipe. Pipe smaller than 2 inches must be Schedule 80. Pipe 2 inches and larger must be Schedule 40.

2.4.5.1 Flanges and Flanged Fittings

ASTM A181/A181M, Class 60, or ASME B16.5, Grade 1, Class 150.

2.4.5.2 Pipe Welding Fittings

ASTM A234/A234M, Grade WPB or WPC, Class 150 or ASME B16.11, 3000 lb.

2.4.5.3 Threaded Fittings

ASME B16.3, Class 150.

2.4.5.4 Valves

MSS SP-80, Class 150.

2.4.5.5 Gaskets

Manufacturer's standard.

2.4.6 Electrical Enclosures

NEMA ICS 6.

2.4.6.1 Switchboards

NEMA PB 2.

2.4.6.2 Panelboards

NEMA PB 1.

2.4.7 Electric Motors

Provide electric motors that conform to the requirements of NEMA MG 1. Motors must have sealed ball bearings and a maximum speed of 1800 rpm. Motors used indoors must have drip-proof frames; enclose those that are used outside. Alternating current motors larger than 1/2 Hp must be of the squirrel-cage induction type for operation on 208 volts or higher, 60 Hz, and three-phase power. Alternating current motors 1/2 Hp or smaller, must be suitable for operation on 120 volts, 60 Hz, and single-phase power.

2.4.8 Motor Controllers

Provide motor controllers and starters that conform to the requirements of NFPA 70 and NEMA ICS 2.

2.5 ENGINE

Each engine must operate on No. 2-D diesel fuel conforming to ASTM D975, must be designed for stationary applications and must be complete with ancillaries. The engine must be a standard production model shown in the manufacturer's catalog describing and depicting each engine-generator set and all ancillary equipment in sufficient detail to demonstrate complete

specification compliance. The engine must be naturally aspirated, supercharged, or turbocharged. The engine must be 4-stroke-cycle and compression-ignition type. The engine must be vertical in-line, V- or opposed-piston type, with a solid cast block or individually cast cylinders. The engine must have a minimum of two cylinders. Opposed-piston type engines must have more than four cylinders. Each block must have a coolant drain port. Equip each engine with an over-speed sensor.

ISO 3046. Diesel engines must be four-cycle naturally aspirated, or turbocharged, or turbocharged and intercooled; vertical in-line or vertical Vee type; designed for stationary service. Engines must be capable of immediate acceleration from rest to normal speed without intermediate idle/warm up period or pre-lubrication to provide essential electrical power. Two-cycle engines are not acceptable.

2.5.1 Sub-base Mounting

Mount each engine-generator set on a structural steel sub-base sized to support the engine, generator, and necessary accessories, auxiliaries and control equipment to produce a complete self-contained unit as standard with the manufacturer. Design the structural sub-base to properly support the equipment and maintain proper alignment of the engine-generator set in the specified seismic zone. In addition, provide sub-base with both lifting rings and jacking pads properly located to facilitate shipping and installation of the unit. Factory align engine and generator on the sub-base and securely bolt into place in accordance with the manufacturer's standard practice. Crankshaft must have rigid coupling for connection to the generator.

2.5.2 Assembly

Completely shop assemble each engine-generator set on its structural steel sub-base. Paint entire unit with manufacturer's standard paints and colors. After factory tests and before shipping, thoroughly clean and retouch painting as necessary to provide complete protection.

2.5.3 Turbocharger

If required by the manufacturer to meet the engine-generator set rating, provide turbine type driven by exhaust gas from engine cylinders, and direct connected to the blower supplying air to the engine intake manifold.

2.5.4 Intercooler

Provide manufacturer's standard intercooler for engine size specified.

2.5.5 Crankcase Protection

2.5.6 Miscellaneous Engine Accessories

Provide the following engine accessories where the manufacturer's standard design permits:

a. Piping on engine to inlet and outlet connections, including nonstandard companion flanges.

b. Structural steel sub-base and vibration isolators, foundation bolts, nuts, and pipe sleeves.

c. Level jack screws or shims, as required.

d. Rails, chocks, and shims for installation of sub-base on the foundation.

e. Removable guard, around fan. Support guard, on engine sub-base, to suit manufacturer's standard.

2.5.7 Intercooler

Provide manufacturer's standard intercooler for engine size specified.

2.6 FUEL SYSTEM

Provide fuel system conforming to the requirements of NFPA 30 and NFPA 37 and containing the following elements.

2.6.1 Pumps

Fuel transfer pumps may be mounted on the day tank. Pump[s] must be [duplex,] horizontal, positive displacement. Direct-connect pump to motor through a flexible coupling. Equip each pump with a bypass relief valve, if not provided with an internal relief valve. Provide motor and controller in accordance with the paragraphs ELECTRIC MOTORS and MOTOR CONTROLLERS, respectively.

2.6.1.1 Main Pump

Provide engines with an engine driven pump. The pump must supply fuel at a minimum rate sufficient to provide the amount of fuel required to meet the performance indicated within the parameter schedule. Base the fuel flow rate on meeting the load requirements and all necessary recirculation.

2.6.1.2 Auxiliary Fuel Pump

Provide auxiliary fuel pumps to maintain the required engine fuel pressure, if either required by the installation or indicated on the drawings. The auxiliary pump must be driven by a dc electric motor powered by the starting/station batteries. Automatically actuate the auxiliary pump by a pressure-detecting device.

2.6.2 Fuel Filter

Provide a minimum of one full-flow fuel filter for each engine. The filter must be readily accessible and capable of being changed without disconnecting the piping or disturbing other components. Mark the inlet and outlet connections of the filter.

Provide intake filter assemblies for each engine of the oil bath or dry type, as standard with the manufacturer. Filters must be capable of removing a minimum of 92 percent of dirt and abrasive 3 microns and larger from intake air. Size filters to suit engine requirements at 100 percent of rated full load. Design unit for field access for maintenance purposes.

2.6.3 Relief/Bypass Valve

Provide a relief/bypass valve to regulate pressure in the fuel supply line, return excess fuel to a return line and prevent the build-up of

excessive pressure in the fuel system.

2.6.4 Integral Main Fuel Storage Tank

Provide each engine with an integral main fuel tank. Each tank must be factory installed and provided as an integral part of the generator manufacturer's product. Provide each tank with connections for fuel supply line, fuel return line, local fuel fill port, gauge, vent line, and float switch assembly. Provide a fuel return line cooler as recommended by the manufacturer and assembler. The temperature of the fuel returning to the tank must be below the flash point of the fuel. Mount the tank within the enclosure for each engine-generator set provided with weatherproof enclosures. The fuel fill line must be accessible without opening the enclosure.

a. All Tanks: UL 142. Provide double wall (110 percent containment) fuel tanks with a capacity as indicated. Epoxy coat day tanks inside and prime and paint outside. Construct tanks of not less than 3/16 inch steel plate with welded joints and necessary stiffeners on exterior of tank. Provide a braced structural steel framework support. Weld tank top tight. Provide 4 1/2 inch square inspection port with a 2 inch NPT fill connection and spill box. Provide proper normal and emergency venting for the primary tank and emergency venting only for the secondary tank / containment basin in accordance with UL 142 requirements. Provide an overflow or return line between the fuel day tank and storage tank in accordance with NFPA 37.

b. Float Switches for Day Tanks: Provide tank-top mounted or external float cage, single-pole, single-throw type designed for use on fuel oil tanks. Arrange high level float switches to close on rise of liquid level, and low level float switches to close on fall of liquid level. Mount float cage units with isolating and drain valves. Contacts must be suitable for the station battery voltage.

    (1) Critical low level float switch which must activate at 5 percent of normal liquid level must shut engine off.

    (2) Low-low level float switch which must activate alarm at 30 percent of normal liquid level.

    (3) Low level float switch which must open the fuel oil solenoid valve and start the remote fuel transfer pump at 75 percent of normal liquid level.

    (4) High level float switch which must close the fuel oil solenoid valve and stop the remote fuel transfer pump at 90 percent of normal liquid level.

    (5) Critical high level float switch which must activate alarm at 95 percent of normal liquid level.

c. Leak Detector Switch for All Tanks: Actuates when fuel is detected in containment basin, stops fuel transfer pump, and closes the fuel oil solenoid valve.

d. Tank Gages for All Tanks: Provide buoyant force type gages for fuel tanks with dial indicator not less than 4 inches in size and arranged for top mounting. Calibrate each reading dial or scale for its specific tank to read from empty to full, with intermediate points of

1/4, 1/2, and 3/4.

2.6.4.1 Capacity

Each tank must have capacity [as shown] [to supply fuel to the engine for an uninterrupted 48-hour period at 100 percent rated load without being refilled.

2.6.4.2 Local Fuel Fill

Each local fuel fill port on the day tank must have a screw-on cap.

2.6.4.3 Fuel Level Controls

Provide tanks with a float-switch assembly to perform the following functions:

a. Activate the "Low Fuel Level" alarm at 70 percent of the rated tank capacity.

b. Activate the "Overfill Fuel Level" alarm at 95 percent of the rated tank capacity.

2.6.4.4 Arrangement

Integral tanks may allow gravity flow into the engine. Gravity flow tanks and any tank that allows a fuel level above the fuel injectors must have an internal or external factory installed valve located as near as possible to the shell of the tank. The valve must close when the engine is not operating. Provide integral day tanks with any necessary pumps to supply fuel to the engine as recommended by the generator set manufacturer. The fuel supply line from the tank to the manufacturer's standard engine connection must be welded pipe.

2.7 LUBRICATION

Provide engine with a separate lube-oil system conforming to NFPA 30 and NFPA 37. Pressurize each system by engine-driven pumps. Regulate system pressure as recommended by the engine manufacturer. Provide a pressure relief valve on the crankcase for closed systems. Vent the crankcase in accordance with the manufacturer's recommendation. Do not vent the crankcase to the engine exhaust system. Crankcase breathers, if provided on engines installed in buildings or enclosures, must be piped to vent to the outside. The system must be readily accessible for service such as draining, refilling, etc. Each system must permit addition of oil and have oil-level indication with the set operating. The system must utilize an oil cooler as recommended by the engine manufacturer.

2.7.1 Lube-Oil Filter

Provide one full-flow filter for each pump. The filter must be readily accessible and capable of being changed without disconnecting the piping or disturbing other components. Mark inlet and outlet connections.

2.7.2 Lube-Oil Sensors

Equip each engine with lube-oil pressure sensors located downstream of the filters and provide signals for required indication and alarms. Submit two complete sets of filters, required for maintenance, supplied in a

suitable storage box. Provide these filters in addition to filters replaced after testing.

2.7.3 Precirculation Pump

Provide a motor-driven precirculation pump powered by the station battery, complete with motor starter, if recommended by the engine manufacturer.

2.8 COOLING SYSTEM

Provide each engine with its own cooling system to operate automatically while its engine is running. The cooling system coolant must use a combination of water and ethylene-glycol sufficient for freeze protection at the minimum winter outdoor temperature specified. The maximum temperature rise of the coolant across each engine must not exceed that recommended below. Submit a letter which certifies that the engine-generator set and cooling system function properly in the ambient temperature specified, stating the following values:

a. The maximum allowable inlet temperature of the coolant fluid.

b. The minimum allowable inlet temperature of the coolant fluid through the engine.

c. The maximum allowable temperature rise in the coolant fluid through the engine.

d. The minimum allowable inlet fuel temperature.

2.8.1 Coolant Pumps

Provide centrifugal coolant pumps. Each engine must have an engine-driven primary pump. Provide secondary pumps that are electric motor driven and have automatic controllers.

2.8.2 Heat Exchanger

Provide heat exchanger with the size and capacity to limit the maximum allowable temperature rise in the coolant across the engine to that recommended and submitted for the maximum summer outdoor design temperature and site elevation. Submit manufacturer's data to quantify heat rejected to the space with the engine generator set at rated capacity. Provide heat exchangers that are corrosion resistant, suitable for service in ambient conditions of application.

2.8.2.1 Fin-Tube-Type Heat Exchanger (Radiator)

Heat exchanger may be factory coated with corrosion resistant film, provided that corrective measures are taken to restore the heat rejection capability of the radiator to the initial design requirement via over sizing, or other compensating methods. Provide internal surfaces that are compatible with liquid fluid coolant used. Materials and coolant are subject to approval by the Contracting Officer. Provide heat exchangers that are pressure type incorporating a pressure valve, vacuum valve and a cap. Design caps for pressure relief prior to removal. Provide heat exchanger and cooling system that is capable of withstanding a minimum pressure of 7 psi and protect with a strong grille or screen guard. Provide heat exchanger with at least two tapped holes; equip one tapped hole with a drain cock, and plug the rest.

Provide for each engine-generator set, as standard with the manufacturer.

a. Design Conditions: Each radiator unit must have ample capacity to remove not less than the total Btu per hour of heat rejected by its respective engine at 100 percent full-rated load to the jacket water, fuel oil, and lubricating oil system, and intercooler. Radiator capacity must be rated at optimum temperature of coolant leaving the engine and intercooler as recommended by the engine manufacturer with an ambient dry bulb air temperature outside the enclosure of 120 degrees F maximum, and 85 degrees F minimum at the site elevation specified in the paragraph SITE CONDITIONS, and with the coolant mixture specified in the paragraph ENGINE CAPACITY. Pressure drop through the radiator must not exceed 6 psi when circulating the maximum required coolant flow. Radiator air velocity must be a maximum of 1500 feet per minute.

b. Engine Mounted Radiator Construction: Radiator fan must direct airflow from the engine outward through the radiator. Fan must be V-belt driven directly from the engine crankshaft. Radiator fan must have sufficient capacity to meet design conditions against a static restriction of 0.5 inch of water. Fan static capacity must be adjusted to suit the ductwork furnished. Cooling section must have a tube and fin-type core consisting of copper or copper base alloy tubes with nonferrous fins. Select engine-driven fans for quiet vibration-free operation. Make provision for coolant expansion either by self-contained expansion tanks or separately mounted expansion tanks, as standard with the manufacturer. Provide suitable guards for each fan and drive.

c. Coolant solution must be a mixture of clean water and ethylene glycol, 50 percent by volume each. Provide an anti-freeze solution tester suitable for the mixture.

2.8.2.2 Shell and U-Tube Type Heat Exchanger

Provide multiple pass shell, U-tube type heat exchanger. Exchanger must operate with low temperature water in the shell and high temperature water in the tubes. Provide exchangers that are constructed in accordance with ASME BPVC SEC VIII D1 and certified with ASME stamp secured to the unit. Provide U-tube bundles that are completely removable for cleaning and tube replacement and free to expand with the shell. Construct shells of seamless steel pipe or welded steel. Tubes must be cupronickel or inhibited admiralty, constructed in accordance with ASTM B395/B395M, suitable for the temperatures and pressures specified. Tubes less than 3/4 inch unless otherwise indicated are not acceptable. Design shell side and tube side for 150 psig working pressure and factory tested at 300 psig. Locate high and low temperature water and pressure relief connections in accordance with the manufacturers standard practice. Water connections larger than 3 inches must be ASME Class 150 flanged. Water pressure loss through clean tubes must be as recommended by the engine manufacturer. Minimum water velocity through tubes must be 1 fps and assure turbulent flow. Provide one or more pressure relief valves for each heat exchanger in accordance with ASME BPVC SEC VIII D1. The aggregate relieving capacity of the relief valves must be not less than that required by the above code. Install discharge from the valves indicated. Install the relief valves on the heat exchanger shell. Install a drain connection with 3/4 inch hose bib at the lowest point in the system near the heat exchanger. Install additional drain connection with threaded cap or plug

wherever required for thorough draining of the system.

2.8.3 Thermostatic Control Valve

Provide a modulating type, thermostatic control valve in the coolant system to maintain the coolant temperature range submitted in paragraph SUBMITTALS.

2.8.4 Temperature Sensors

Equip each engine with coolant temperature sensors. Provide temperature sensors with signals for pre-high and high indication and alarms.

2.9 SOUND LIMITATIONS

Submit sound power level data for the packaged unit operating at 100 percent load in a free field environment. The data should demonstrate compliance with the sound limitation requirements of this specification. Submit certification from the manufacturer stating that the sound emissions meet the specification. Do not exceed the following sound pressure levels in any of the indicated frequencies when measured in a free field at a radial distance of 22.9 feet 7 meters at 45 degrees apart in all directions when operating at 100 percent load.

Frequency Band (Hz)	Maximum Acceptable Sound Level (Decibels)
31	N/A
63	81.6
125	93.2
250	87.7
500	84.9
1,000	85.0
2,000	84.4
4,000	83.2
8,000	86.7

2.10 AIR INTAKE EQUIPMENT

Locate filters and silencers in locations that are convenient for servicing. Provide high-frequency filter type silencers and locate in the air intake system as recommended by the engine manufacturer. Provide silencer to reduce the noise level at the air intake so that the indicated pressure levels specified in paragraph SOUND LIMITATIONS will not be exceeded. A combined filter-silencer unit meeting requirements for the separate filter and silencer items may be provided. Provide rubber expansion elements in air-intake lines.

Provide intake filter assemblies for each engine of the oil bath or dry type, as standard with the manufacturer. Filters must be capable of

removing a minimum of 92 percent of dirt and abrasive 3 microns and larger from intake air. Size filters to suit engine requirements at 100 percent of rated full load. Design unit for field access for maintenance purposes.

2.11 EXHAUST SYSTEM

Provide a separate and complete system for each engine. Support piping to minimize vibration. Where a V-type engine is provided, use a V-type connector, with necessary flexible sections and hardware, to connect the engine exhaust outlets.

2.11.1 Flexible Sections and Expansion Joints

Provide a flexible section at each engine and an expansion joint at each muffler. Provide flexible sections and expansion joints that have flanged connections. Provide flexible sections made of convoluted seamless tube without joints or packing. Provide bellows type expansion joints. Provide stainless steel expansion and flexible elements suitable for engine exhaust gas at the maximum exhaust temperature that is specified by the engine manufacturer. Provide expansion and flexible elements that are capable of absorbing vibration from the engine and compensation for thermal expansion and contraction.

2.11.2 Exhaust Muffler

Provide a chamber type exhaust muffler. Provide welded steel muffler designed for [outside] [inside] [vertical] [horizontal] mounting. Provide eyebolts, lugs, flanges, or other items as necessary for support in the location and position indicated. Do not exceed the engine manufacturer's recommended pressure drop. Outside mufflers must be zinc coated or painted with high temperature 400 degrees F resisting paint. The muffler and exhaust piping together must reduce the noise level to less than the maximum acceptable level listed for sound limitations in paragraph SOUND LIMITATIONS. Provide muffler with a drain valve, nipple, and cap at the low-point of the muffler.

A critical class silencer must be provided for each engine which will reduce the exhaust sound spectrum by the following listed values at a 75 foot radius from the outlet, with generator set loaded to rated capacity and clear weather. Inlet and outlet connections must be flanged.

Octave Band Center Frequency (Hertz)								
Minimum Silencer Attenuation Decibels	63	125	250	500	1000	2000	4000	8000
Hospital Grade	20	40	50	45	32	30	30	30

2.11.3 Exhaust Piping

Slope horizontal sections of exhaust piping downward away from the engine to a drip leg for collection of condensate with drain valve and cap. Changes in direction must be long radius. Insulate exhaust piping, mufflers and silencers installed inside any building in accordance with paragraph THERMAL INSULATION and covered to protect personnel. Provide vertical exhaust piping with a hinged, gravity-operated, self-closing, rain cover.

Field installed exhaust piping must conform to the following:

a. Exhaust Piping: Provide flanges for connections to engines, exhaust mufflers, and flexible connections. Provide steel pipe conforming to ASTM A53/A53M for each engine complete with necessary fittings, flanges, gaskets, bolts, and nuts. Exhaust piping must be Schedule 40 pipe for 12 inches and smaller. Exhaust piping exposed to weather shall be 316L stainless steel in accordance with ASTM A312/A312M, with 316L stainless steel flanges and fittings. Flanges must be Class 150 slip-on forged steel welding flanges in accordance with ASME B16.5, with material in accordance with ASTM A181/A181M, Grade I. Fittings must be butt welding conforming to ASTM A234/A234M, with wall thickness same as adjoining piping. Fittings must be of same material and wall thickness as pipe. Built-up miter welded fittings may be used. Miter angles of each individual section must not exceed 22.5 degrees total and not more than 11.25 degrees relative to the axis of the pipe at any one cut. Gaskets for exhaust piping must be of high temperature asbestos-free material suitable for the service and must be ASME B16.21, composition ring, 0.0625 inch thick. Bolting material for exhaust flanges must be alloy-steel bolt-studs conforming to ASTM A193/A193M, Grade B7 bolts and alloy-steel nuts conforming to ASTM A194/A194M, Grade 7. Bolts must be of sufficient length to obtain full bearing on the nuts and must project not more than two full threads beyond the nut. Provide stainless steel counterbalance type rain caps at termination of each exhaust pipe.

b. Expansion (Flexible) Joints: Provide sections of multiple corrugated stainless steel expansion joints [with liners] in the engine exhaust piping for each engine to absorb expansion strains and vibration transmitted to the piping. Flexible joints must be suitable for operation at 200 degrees F above normal exhaust gas temperature at 100 percent load, 10,000 cycles, minimum. Joints must be flanged and located between engine exhaust manifold and exhaust piping, must be the same size as exhaust piping size, and must be designed and constructed for engine exhaust service.

c. Hangers and Supports: MSS SP-58.

d. Piping Insulation: Provide exhaust piping insulation in accordance with Section 23 07 00 THERMAL INSULATION FOR MECHANICAL SYSTEMS.

2.12 EMISSIONS

The finished installation must comply with Federal, state, and local regulations and restrictions regarding the limits of emissions. Submit certification from the engine manufacturer stating that the engine exhaust emissions meet the federal, state, and local regulations and restrictions specified. At a minimum this certification must include emission factors for criteria pollutants including nitrogen oxides, carbon monoxide, particulate matter, sulfur dioxide, non-methane hydrocarbon, and for hazardous air pollutants (HAPs).

2.13 STARTING SYSTEM

Provide starting system for [standby engine generator sets used in emergency applications in accordance with NFPA 99 and NFPA 110 and as follows.

2.13.1 Controls

Provide an engine control switch with functions including: run/start (manual), off/reset, and, automatic mode. Provide start-stop logic for adjustable cycle cranking and cool-down operation. Arrange the logic for [manual starting] [and] [fully automatic starting in accordance with paragraph AUTOMATIC ENGINE-GENERATOR-SET SYSTEM OPERATION]. Provide electrical starting systems with an adjustable cranking limit device to limit cranking periods from 1 second up to the maximum duration.

2.13.2 Capacity

Provide starting system with sufficient capacity, at the maximum indoor summer temperature specified to crank the engine without damage or overheating. The system must provide a minimum of three cranking periods with 15 second intervals between cranks. Each cranking period must have a maximum duration of 15 seconds. Starting must be accomplished using an adequately sized dc starter system with a positive shift solenoid to engage the starter motor and to crank the engine continuously for 60 seconds without overheating.

2.13.3 Electrical Starting

Manufacturers recommended dc system, utilizing a negative circuit ground. Starting motors must be in accordance with SAE ARP892.

2.13.3.1 Battery

Provide a starting battery system including the battery, battery rack, intercell connectors, spacers, automatic battery charger with overcurrent protection, metering and relaying. Provide battery in accordance with SAE J537. Size critical system components (rack, protection, etc.) to withstand the seismic acceleration forces specified. Provide lead-acid battery with sufficient capacity, at the minimum indoor and maximum indoor temperature specified, to provide the specified cranking periods. Valve-regulated lead-acid batteries are not acceptable.

2.13.3.2 Battery Charger

Provide a current-limiting battery charger, conforming to UL 1236, that automatically recharges the batteries. Submit battery charger sizing calculations. The charger must be capable of an equalize charging rate [for recharging fully depleted batteries within 24 hours which is manually adjustable in a continuous range and a floating charge rate for maintaining the batteries at fully charged condition. Provide an ammeter to indicate charging rate. Provide a voltmeter to indicate charging voltage. Provide a timer for the equalize charging-rate setting. A battery is considered to be fully depleted when the output voltage falls to a value which will not operate the engine generator set and its components.

Provide 120 volt ac, enclosed, automatic equalizing, dual-rate, solid-state, constant voltage type battery charger with automatic ac line compensation. DC output must be voltage regulated and current limited. Charger must have two ranges, float and equalize, and must provide continuous taper charging. The charger must have a continuous output rating of not less than 10 amperes and must be sized to recharge the engine starting batteries in a minimum of 8 hours while providing the control power needs of the engine-generator set. Enclosure must be

NEMA ICS 6, Type 1. The following accessories must be included:

a. DC ammeter

b. DC voltmeter

c. Equalize light

d. AC on light

e. Low voltage light

f. High voltage light

g. Equalize test button/switch

h. AC circuit breaker

i. Low dc voltage alarm relay

j. High dc voltage alarm relay

k. Current failure relay

l. AC power failure relay

2.13.4 Storage Batteries

Provide storage batteries of suitable rating and capacity to supply and maintain power for the remote alarm annunciator for a period of 90 minutes minimum without the voltage applied falling below 87.5 percent of normal. Provide a 120 volt ac automatic battery charger.

2.13.5 Exerciser

Provide exerciser in accordance with Section 26 36 23 AUTOMATIC TRANSFER SWITCH AND BY-PASS/ISOLATION SWITCH.

2.14 GOVERNOR

Provide a forward acting type engine speed governor system. Steady-state frequency band and frequency regulation (droop) must be in accordance with the operating limit values of the performance class specified in the paragraph PERFORMANCE CLASS.

Provide engine with a governor which maintains the frequency within a bandwidth of the rated frequency, over a steady-state load range of zero to 100 percent of rated output capacity. Configure the governor for safe manual adjustment of the speed/frequency during operation of the engine-generator set, without special tools, from 90 to 110 percent of the rated speed/frequency, over a steady state load range of 0 to 100 percent or rated capacity. Submit two complete sets of special tools required for maintenance (except for electronic governor handset). Special tools are those that only the manufacturer provides, for special purposes, or to reach otherwise inaccessible parts. Provide a suitable tool box for tools. Provide one handset for each electronic governor when required to indicate and/or change governor response settings. Maintain the midpoint of the frequency bandwidth linearly for steady-state loads over the range of zero to 100 percent of rated output capacity, with 3 percent droop

configured for safe, manual, external adjustment of the droop from zero to 0.33 percent for droop governors.

2.15 GENERATOR

Provide synchronous type, one or two bearing, generator conforming to the performance criteria in NEMA MG 1, equipped with winding terminal housings in accordance with NEMA MG 1, equipped with an amortisseur winding, and directly connected to the engine. Submit calculations of the engine and generator output power capability, including efficiency and parasitic load data. Provide Class H insulation.

a. Select NEMA MG 1, Part 16, standby duty, and temperature rise of 130 degrees C for engine-generator sets which are expected to operate for less than 300 hours per year. Select NEMA MG 1, Part 22, continuous duty, and temperature rise of 105 degrees C for engine-generator sets expected to operate 300 hours or greater per year or rated 300 kW and above.

b. Select 2/3 pitch design option for engine-generator sets rated 300 kW and above.

c. Select 10-12 lead re-connectable for engine-generator sets rated 300 kW to 800 kW.

d. For applications requiring high SCR loading or in harsh environments laden with salts and chemicals, select vacuum pressure impregnation (VPI) insulated coils. When engine-generator sets are rated 800 kW and larger, also select form wound coils.

e. Provide salient-pole type, ac, brushless-excited, revolving field, air-cooled, self-ventilated, drip-proof guarded, coupled type, synchronous generator conforming to NEMA MG 1, Part [16] [22], and IEEE C50.12. Generator must be rated for standby duty at 100 percent of the power rating of the engine-generator set as specified in paragraph ENGINE-GENERATOR SET RATINGS AND PERFORMANCE. Temperature rise of each of the various parts of the generator must not exceed 130 degrees C as measured by resistance, based on a maximum ambient temperature of 40 degrees C. Winding insulation must be Class H.

f. Stator: Stator windings must be 2/3 pitch design.

g. Rotor: The rotor must have connected amortisseur windings.

h. Generator Space Heater: Provide 120 volt ac heaters. Heater capacity must be as recommended by the generator manufacturer to aid in keeping the generator insulation dry.

i. Grounding: Provide non-corrosive steel grounding pads located at two opposite mounting legs.

j. Filters: Provide manufacturer's standard generator cooling air filter assembly.

k. Design generator to protect against mechanical, electrical and thermal damage due to vibration, 25 percent overspeeds, or voltages and temperatures at a rated output capacity of 110 percent for prime applications and 100 percent for standby applications.

l. Provide generator ancillary equipment meeting the short circuit requirements of NEMA MG 1. Select drip-proof guarded option for generators without weatherproof enclosures.

m. Submit manufacturer's standard data for each generator (prototype data at the specified rating or above is acceptable), listing the following information:

(1) Direct-Axis sub-transient reactance (per unit).

(2) The generator kW rating and short circuit current capacity (both symmetric and asymmetric).

2.15.1 Current Balance

At 100 percent rated output capacity, and load impedance equal for each of the 3 phases, the permissible current difference between any 2 phases must not exceed 2 percent of the largest current on either of the 2 phases. Submit certification stating that the flywheel has been statically and dynamically balanced and is capable of being rotated at 125 percent of rated speed without vibration or damage.

2.15.2 Voltage Balance

At any balanced load between 75 and 100 percent of rated output capacity, the difference in line-to-neutral voltage among the 3 phases must not exceed 1 percent of the average line-to-neutral voltage. For a single phase load condition, consisting of 25 percent load at unity power factor placed between any phase and neutral with no load on the other 2 phases, the maximum simultaneous difference in line-to-neutral voltage between the phases must not exceed 3 percent of rated line to neutral voltage. The single-phase load requirement must be valid utilizing normal exciter and regulator control. The interpretation of the 25 percent load for single phase load conditions means 25 percent of rated current at rated phase voltage and unity power factor.

2.15.3 Waveform

The deviation factor of the line-to-line voltage at zero load and at balanced rated output capacity must not exceed 10 percent. The RMS of all harmonics must be less than 5.0 percent and that of any one harmonic less than 3.0 percent of the fundamental at rated output capacity. Design and configure engine-generator to meet the total harmonic distortion limits of IEEE 519.

2.16 EXCITER

Provide brushless generator exciter. Provide semiconductor rectifiers that have a minimum safety factor of 300 percent for peak inverse voltage and forward current ratings for all operating conditions, including 110 percent generator output at 104 degrees F ambient. The exciter and regulator in combination must maintain generator-output voltage within the limits specified.

Provide a brushless excitation system consisting of an exciter and rotating rectifier assembly [, and permanent magnet generator] integral with the generator and a voltage regulator. Insulation class for parts integral with the generator must be as specified in paragraph GENERATOR. System must provide a minimum short circuit of 300 percent rated

engine-generator set current for at least 10 seconds. Steady state voltage regulation must be in accordance with the operating limit values of the performance class specified in the paragraph PERFORMANCE CLASS.

a. Exciter and Rotating Rectifier Assembly: Rectifiers must be provided with surge voltage protection.

b. Permanent Magnet Generator: Provide a voltage spike suppression device for permanent magnet generator (PMG) excitation systems.

c. Voltage Regulator: Voltage regulator must be solid state or digital, automatic, three-phase sensing, volts per hertz type regulator. Regulator must receive its input power from a PMG. Voltage variation for any 40 degree C change over the operating temperature range must be less than plus or minus 1.0 percent. Operating temperature must be minus 40 degree C to plus 70 degree C. Voltage adjust range must be plus to minus 5.0 percent of nominal. Inherent regulator features must include over excitation shutdown.

2.16.1 Electromagnetic Interference (EMI) Suppression

Provide as an integral part of the generator and excitation system, EMI suppression complying with MIL-STD-461.

2.17 VOLTAGE REGULATOR

Provide a solid-state voltage regulator, separate from the exciter, for each generator. Maintain the voltage within a bandwidth of the rated voltage, over a steady-state load range of zero to 100 percent of rated output capacity. Configure regulator for safe manual adjustment of the engine-generator voltage output without special tools, during operation, from 90 to 110 percent of the rated voltage over the steady state load range of 0 to 100 percent of rated output capacity. Regulation drift exceeding plus or minus 0.5 percent for an ambient temperature change of 68 degrees F is not acceptable. Reactive droop compensation or reactive differential compensation must load share the reactive load proportionally between sets during parallel operation. Provide voltage regulator with a maximum droop of 2 percent of rated voltage over a load range from 0 to 100 percent of rated output capacity and automatically maintain the generator output voltage within the specified operational bandwidth.

2.18 GENERATOR ISOLATION AND PROTECTION

Provide necessary devices for electrical protection and isolation of each engine-generator set and its ancillary equipment. The generator circuit breaker (IEEE Device 52) ratings must be consistent with the generator rated voltage and frequency, with continuous, short circuit withstand, and interrupting current ratings to match the generator capacity. Provide electrically operated generator circuit breaker. Mount a set of surge capacitors at the generator terminals. Provide monitoring and control devices.

The generator circuit breaker must comply with UL 489 requirements for molded case, adjustable thermal magnetic trip type circuit breaker. The circuit breaker continuous current rating must be adequate for the power rating of the engine-generator set and the circuit breaker must be rated to withstand the short circuit current provided by the generator set. Provide circuit breaker in a NEMA ICS 6, Type 1 enclosure mounted on the engine-generator set.

2.18.1 Switchboards

Provide free-standing, metal-enclosed, general purpose, 3-phase, 4-wire, 600 volt rated, with neutral bus and continuous ground bus, switchboards conforming to NEMA PB 2 and UL 891. Neutral bus and ground bus capacity must be full capacity. Provide panelboards conforming to NEMA PB 1. Provide enclosure designs, construction, materials and coatings as indicated. Bus continuous current rating must be as indicated. Current withstand (short circuit rating) must be equal to the breaker interrupting rating. Provide copper buses.

2.18.2 Devices

Provide switches, circuit breakers, switchgear, fuses, relays, and other protective devices as specified in Section 26 36 23 AUTOMATIC TRANSFER SWITCHES AND BY-PASS/ISOLATION SWITCH.

2.19 SAFETY SYSTEM

Provide and install devices, wiring, remote panels, and local panels, etc., as a complete system to automatically activate the appropriate signals and initiate the appropriate actions. Provide a safety system with a self-test method to verify its operability. Provide alarm signals that have manual acknowledgment and reset devices. The alarm signal systems must reactivate for new signals after acknowledgment is given to any signal. Configure the systems so that loss of any monitoring device will be dealt with as an alarm on that system element.

2.19.1 Audible Signal

Provide audible alarm signal sound at a frequency of 70 Hz at a volume of 75 dB at 10 feet. The sound must be continuously activated upon alarm and silenced upon acknowledgment. Locate signal devices as shown.

2.19.2 Visual Signal

The visual alarm signal must be a panel light. The light must be normally off, activated to be blinking upon alarm. The light must change to continuously lit upon acknowledgement. If automatic shutdown occurs, the display must maintain activated status to indicate the cause of failure and must not be reset until cause of alarm has been cleared and/or restored to normal condition. Shutdown alarms must be red; all other alarms must be amber.

2.19.3 Alarms and Action Logic

2.19.3.1 Shutdown

Accomplish simultaneous activation of the audible signal, activation of the visual signal, stopping the engine, and opening the generator main circuit breakers.

2.19.3.2 Problem

Accomplish activation of the visual signal.

2.19.4 Safety Indications and Shutdowns

Provide a local alarm panel with the following shutdown and alarm functions in accordance with NFPA 99 and NFPA 110 level 1 mounted either on or adjacent to the engine generator set.

A remote alarm panel is required for audible alarms, e.g., in the control room.

Indicator Function (at battery voltage)	NFPA 99 Level 1 CV S RA	NFPA 110 Level 1 CV S RA	NFPA 110 Level 2 CV S RA
Overcrank	X X X	X X X	X X O
Low water temperature	X NA X	X NA X	X NA O
High engine temperature pre-alarm	X NA X	X NA X	O NA NA
High engine temperature	X X X	X X X	X X O
Low lube oil pressure pre-alarm	X NA X	NA NA NA	NA NA NA
Low lube oil pressure	X X X	X X X	X X O
Overspeed	X X X	X X X	X X O
Low fuel main tank	X NA X	X NA X	O NA O
Low coolant level	X O X	X O X	X O X
EPS supplying load	X NA NA	X NA NA	O NA NA
Control switch not in automatic position	X NA X	X NA X	X NA X
High battery voltage	X NA NA	X NA NA	O NA NA
Low cranking voltage	X NA X	X NA X	O NA NA
Low voltage in battery	X NA NA	X NA NA	O NA NA
Battery charger ac failure	X NA NA	X NA NA	O NA NA
Lamp test	X NA NA	X NA NA	X NA NA
Contacts for local and remote common alarm	X NA X	X NA X	X NA X
Audible alarm silencing switch	NA NA X	NA NA X	NA NA O

Indicator Function (at battery voltage)	NFPA 99 Level 1 CV S RA	NFPA 110 Level 1 CV S RA	NFPA 110 Level 2 CV S RA
Low starting air pressure	X NA NA	X NA NA	O NA NA
Low starting hydraulic pressure	X NA NA	X NA NA	O NA NA
Air shutdown damper when used	X X X	X X X	X X O
Remote emergency stop	NA X NA	NA X NA	NA X NA

Symbology:
CV: Control panel-mounted visual.
S: Shutdown of EPS indication.
RA: Remote audible.
Symbology:
CV: Control panel-mounted visual.
S: Shutdown of EPS indication.
RA: Remote audible.
X: Required.
O: Optional.
NA: Not applicable.

2.19.5 Time-Delay on Alarms

For startup of the engine-generator set, install time-delay devices bypassing the low lubricating oil pressure alarm during cranking, and the coolant-fluid outlet temperature alarm. Submit the magnitude of monitored values which define alarm or action set points, and the tolerance (plus and/or minus) at which the devices activate the alarm or action for items contained within the alarm panels. The lube-oil time-delay device must return its alarm to normal status after the engine starts. The coolant time-delay device must return its alarm to normal status 5 minutes after the engine starts.

2.20 ENCLOSURES

2.20.1 Enclosures

Design enclosures for the application and environment, conforming to NEMA ICS 6. Locking mechanisms are optional.

1 Provide for each engine-generator set and fabricate from 16 gage minimum steel in accordance with the manufacturer's standard design. Provide a complete, weatherproof enclosure for the engine, generator, and auxiliary systems and equipment. Support exhaust piping and silencer so that the turbocharger is not subjected to exhaust system weight or lateral forces generated in connecting piping that exceed the engine manufacturer's maximum allowed forces and moments. The housing must have sufficient

louvered openings to allow entrance of outside air for engine and generator cooling at full load. Design louvered openings to exclude driving rain and snow. Provide properly arranged and sized, hinged panels in the enclosure to allow convenient access to the engine, generator, and control equipment for maintenance and operational procedures. Provide hinged panels with spring type latches which must hold the panels closed securely and will not allow them to vibrate. Brace the housing internally to prevent excessive vibration when the set is in operation.

2.20.2 Electronic

Electronic indicating instruments must be true RMS indicating instruments, 100 percent solid state, state-of-the-art, microprocessor controlled to provide specified functions. Provide control, logic, and function devices that are compatible as a system, sealed, dust and water tight, and that utilize modular components with metal housings and digital instrumentation. Provide an interface module to decode serial link data from the electronic panel and translate alarm, fault and status conditions to set of relay contacts. Instrument accuracy less than 98 percent for unit mounted devices and 99 percent for control room, panel mounted devices, throughout a temperature range of minus 4 to 158 degrees F is not acceptable. Provide LED or back lit LCD data display. Additionally, the display must provide indication of cycle programming and diagnostic codes for troubleshooting. Numeral height must be 0.5 inch.

2.20.3 Parameter Display

Provide indication or readouts of the tachometer, lubricating-oil pressure, ac voltmeter, ac ammeter, frequency meter, and safety system parameters. Specify a momentary switch for other panels.

2.21 SURGE PROTECTION

Electrical and electronic components must be protected from, or designed to withstand the effects of surges from switching and lightning.

2.22 AUTOMATIC ENGINE-GENERATOR-SET SYSTEM OPERATION

Provide fully automatic operation for the following operations: engine generator set starting and load transfer upon loss of normal source; retransfer upon restoration of the normal source; sequential starting; paralleling, and load-sharing for multiple engine-generator sets; and stopping of each engine-generator set after cool-down. Devices must automatically reset after termination of their function.

2.22.1 Automatic Transfer Switch

Provide automatic transfer switches in accordance with Section 26 36 23AUTOMATIC TRANSFER SWITCH AND BY-PASS/ISOLATION SWITCH.

2.22.2 Monitoring and Transfer

Provide devices to monitor voltage and frequency for the normal power source
and each engine-generator set, and control transfer from the normal source and retransfer upon restoration of the normal source. Describe functions, actuation, and time delays as described in Section 26 36 23 AUTOMATIC TRANSFER SWITCH AND BY-PASS/ISOLATION SWITCH.

2.23 MANUAL ENGINE-GENERATOR-SET SYSTEM OPERATION

Provide complete facilities for manual starting and testing without load, loading and unloading of each set.

2.24 BASE

Provide a steel base. Design the base to rigidly support the engine-generator set, ensure permanent alignment of rotating parts, be arranged to provide easy access to allow changing of lube-oil, and ensure that alignment is maintained during shipping and normal operation. The base must permit skidding in any direction during installation and must withstand and mitigate the affects of synchronous vibration of the engine and generator. Provide base with suitable holes for anchor bolts and jacking screws for leveling.

2.25 THERMAL INSULATION

Provide thermal insulation.

2.26 PAINTING AND FINISHING

Clean, prime and paintthe engine-generator set in accordance with the manufacturer's standard color and practice.

2.27 FACTORY INSPECTION AND TESTS

Submit six complete reproducible copies of the factory inspection result on the checklist format specified below. Perform the factory tests on each engine-generator set. The component manufacturer's production line test is acceptable as noted. Run each engine-generator set for at least 1 hour at rated output capacity prior to inspections. Complete inspections and make all necessary repairs prior to testing. Use engine generator controls and protective devices that are provided by the generator set manufacturer as part of the standard package for factory tests. When controls and switchgear are not provided as part of the generator set manufacturer's standard package, the actual controls and protective devices provided for the project are not required to be used during the factory test. The Contracting Officer may provide one or more representatives to witness inspections and tests.

2.27.1 Factory Inspection

Perform inspections prior to beginning and after completion of testing of the assembled engine-generator set. Look for leaks, looseness, defects in components, proper assembly, etc. and note any item found to be in need of correction as a necessary repair. Use the following checklist for the inspection:

INSPECTION ITEM	GOOD	BAD	NOTES
Drive belts			
Governor and adjustments			
Engine timing mark			

INSPECTION ITEM	GOOD	BAD	NOTES
Starting motor			
Starting aids			
Coolant type and concentration			
Radiator drains			
Block coolant drains			
Coolant fill level			
All coolant line connections			
All coolant hoses			
Combustion air filter			
Combustion air silencer			
Lube oil type			
Lube oil sump drain			
Lube-oil filter			
Lube-oil-level indicator			
Lube-oil-fill level			
All lube-oil line connections			
All lube-oil lines			
Fuel type and amount			
All fuel-line connections			
All fuel lines			
Fuel filter			
Coupling and shaft alignment			
Voltage regulators			
Battery-charger connections			
All wiring connections			
Instrumentation			

INSPECTION ITEM	GOOD	BAD	NOTES
Hazards to personnel			
Base			
Nameplates			
Paint			
Exhaust-heat recovery unit			
Switchboard			
Switchgear			

2.27.2 Factory Tests

Submit a letter giving notice of the proposed dates of factory inspections and tests at least 14 days prior to beginning tests, including:

a. A detailed description of the manufacturer's procedures for factory tests at least 14 days prior to beginning tests.

b. Six copies of the Factory Test data described below in 8-1/2 by 11 inch binders having a minimum of 3 rings from which material may readily be removed and replaced, including a separate section for each test. Separate sections by heavy plastic dividers with tabs. Provide full size (8-1/2 by 11 inch minimum) data plots showing grid lines, with full resolution.

(1) A detailed description of the procedures for factory tests.

(2) A list of equipment used, with calibration certifications.

(3) A copy of measurements taken, with required plots and graphs.

(4) The date of testing.

(5) A list of the parameters verified.

(6) The condition specified for the parameter.

(7) The test results, signed and dated.

(8) A description of adjustments made.

On engine-generator set tests where the engine and generator are required to be connected and operated together, the load power factor must be the power factor specified in the engine generator set parameter schedule power factor. Perform electrical measurements in accordance with IEEE 120. Temperature limits in the rating of electrical equipment and for the evaluation of electrical insulation must be in accordance with IEEE 1. In the following tests where measurements are to be recorded after stabilization of an engine-generator set parameter (voltage, frequency,

current, temperature, etc.), stabilization is considered to have occurred when measurements are maintained within the specified bandwidths or tolerances, for a minimum of four consecutive readings. Tests specifically for the generator may be performed utilizing any prime mover.

a. Insulation Resistance for Stator and Exciter Test, IEEE 115 and IEEE 43, to the performance criteria in NEMA MG 1, Part 22. Generator manufacturer's production line test is acceptable.

b. High Potential Test, in accordance with IEEE 115 and NEMA MG 1, test voltage in accordance with NEMA MG 1. Generator manufacturer's production line test is acceptable.

c. Winding Resistance Test, Stator and Exciter, in accordance with IEEE 115. Generator manufacturer's production line test is acceptable.

d. Phase Balance Voltage Test, to the performance criteria specified in paragraph GENERATOR. This test can be performed with any prime mover. Generator manufacturer's production line test results are acceptable.

   (1) Start and operate the generator at no load.

   (2) Adjust a regulated phase voltage (line-to-neutral) to rated voltage.

   (3) Read and record the generator frequency, line-to-neutral voltages, and the line-to-line voltages.

   (4) Apply 75 percent rated load and record the generator frequency, line-to-neutral voltages, and the line-to-line voltages.

   (5) Apply rated load and record the generator frequency, line-to-neutral voltages, and the line-to-line voltages.

   (6) Calculate average line-neutral voltage and percent deviation of individual line-neutral voltages from average for each load condition.

e. Current Balance on Stator Winding Test, by measuring the current on each phase of the winding with the generator operating at 100 percent of Rated Output Capacity, with the load impedance equal for each of the three phases: to the performance criteria specified in paragraph GENERATOR.

f. Voltage Waveform Deviation and Distortion Test in accordance with IEEE 115 to the performance criteria specified in paragraph GENERATOR. Use high-speed recording instruments capable of recording voltage waveform deviation and all distortion, including harmonic distortion. Include appropriate scales to provide a means to measure and interpret results.

g. Voltage and Frequency Droop Test. Verify that the output voltage and frequency are within the specified parameters as follows:

   (1) With the generator operating at no load, adjust voltage and frequency to rated voltage and frequency. Record the generator output frequency and line-line and line-neutral voltages.

(2) Increase load to Rated Output Capacity. Record the generator output frequency and line-line and line-neutral voltages.

(3) Calculate the percent droop for voltage and frequency with the following equations:

$$\text{Voltage droop percent} = \frac{\text{(No-Load Volts) - (Rated Capacity Volts)}}{\text{(Service-Load Volts)}} \times 100$$

$$\text{Frequency droop percent} = \frac{\text{(No-Load Hertz) - (Rated Capacity Hertz)}}{\text{(Service-Load Hertz)}} \times 100$$

(4) Repeat steps 1 through 3 two additional times without making any adjustments.

h. Frequency and Voltage Stability and Transient Response. Verify that the engine-generator set responds to addition and dropping of blocks of load in accordance with the transient response requirements. Document maximum voltage and frequency variation from bandwidth and verify that voltage and frequency return to and stabilize within the specified bandwidth, within the specified response time period. Document results in tabular form and with high resolution, high speed strip chart recorders or comparable digital recorders, as approved by the Contracting Officer. Include the following tabular data:

(1) Ambient temperature (at 15 minute intervals).

(2) Generator output current (before and after load changes).

(3) Generator output voltage (before and after load changes).

(4) Frequency (before and after load changes).

(5) Generator output power (before and after load changes).

(6) Graphic representations must include the actual instrument trace of voltage and frequency showing: charts marked at start of test; observed steady-state band; mean of observed band; momentary overshoot and undershoot (generator terminal voltage and frequency) and recovery time for each load change together with the voltage and frequency maximum and minimum trace excursions for each steady state load condition prior to and immediately following each load change. Generator terminal voltage and frequency transient recovery time for each step load increase and decrease.

(a) Perform and record engine manufacturer's recommended pre-starting checks and inspections.

(b) Start the engine, make and record engine manufacturer's after-starting checks and inspections during a reasonable warm-up period and no load. Verify stabilization of voltage and frequency within specified bandwidths.

(c) With the unit at no load, apply the Maximum Step Load Increase.

(d) Apply load in steps equal to the Maximum Step Load Increase until the addition of one more step increase will exceed the Service Load.

(e) Decrease load to the unit such that addition of the Maximum Step Load Increase will load the unit to 100 percent of Service Load.

(f) Apply the Maximum Step Load Increase.

(g) Decrease load to zero percent in steps equal to the Maximum Step Load Decrease.

(h) Repeat steps (c) through (g).

j. Test Voltage Unbalance with Unbalanced Load (Line-to-Neutral) to the performance criteria specified in paragraph GENERATOR. Prototype test data is acceptable in lieu of the actual test. Submit manufacturer's standard certification that prototype tests were performed for the generator model proposed. This test may be performed using any prime mover.

(1) Start and operate the generator set at rate voltage, no load, rated frequency, and under control of the voltage regulator. Read and record the generator frequency, line-to-neutral voltages, and the line-to-line voltages.

(2) Apply the specified load between terminals L_1-L_2, L_2-L_0, and L_3-L_0 in turn. Record all instrument readings at each line-neutral condition.

(3) Express the greatest difference between any two of the line-to-line voltages and any two of the line-to-neutral voltages as a percent of rated voltage.

(4) Compare the largest differences expressed in percent with the maximum allowable difference specified.

PART 3 EXECUTION

3.1 GENERAL INSTALLATION

Provide clear space for operation and maintenance in accordance with NFPA 70 and IEEE C2. Submit a copy of the manufacturer's installation procedures and a detailed description of the manufacturer's recommended break-in procedure. Install pipe, duct, conduit, and ancillary equipment to facilitate easy removal and replacement of major components and parts of the engine-generator set.

3.2 PIPING INSTALLATION

Weld piping. Provide flanged valve connections. Provide flanged connections at equipment. Provide threaded connections to the engine if the manufacturers standard connection is threaded. Except where otherwise specified, use welded flanged fittings to allow for complete dismantling and removal of each piping system from the facility without disconnecting or removing any portion of any other system's equipment or piping. Make connections to equipment with vibration isolation-type flexible

connectors. Support and align piping and tubing to prevent stressing of flexible hoses and connectors. Flash pipes extending through the roof. Install piping clear of windows, doors and openings, to permit thermal expansion and contraction without damage to joints or hangers, and install a 1/2 inch drain valve with cap at each low point.

The installation of gas engines must conform to the requirements of NFPA 37 and its references therein, including NFPA 54, NFPA 58, and ASME B31.3.

3.2.1 Flanged Joints

Provide flanges that are Class 125 type, drilled, and of the proper size and configuration to match the equipment and engine connections. Provide gasketed flanged joints that are square and tight.

3.2.2 Cleaning

After fabrication and before assembly, piping interiors must be manually wiped clean of debris.

3.3 ELECTRICAL INSTALLATION

Perform electrical installation in compliance with NFPA 70, IEEE C2, and Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM. For vibration isolation, provide flexible fittings for conduit, cable trays, and raceways attached to engine-generator sets; provide flexible stranded conductor for metallic conductor cables installed on the engine generator set and from the engine generator set to equipment not mounted on the engine generator set; and provide crimp-type terminals or lugs for terminations of conductors on the engine generator set.

3.4 FIELD PAINTING

Perform field painting as specified in Section 09 90 00 PAINTS AND COATINGS.

3.5 ONSITE INSPECTION AND TESTS

Perform and report on factory tests and inspections prior to shipment. Provide certified copies of manufacturer's test data and results. Test procedures must conform to ASME, IEEE, [IEC,] and ANSI standards, and to ISO requirements on testing, as appropriate and applicable. The manufacturer performing the tests must provide equipment, labor, and consumables necessary for tests and measuring and indicating devices must be certified to be within calibration. Tests must indicate satisfactory operation and attainment of specified performance. If satisfactory, equipment tested will be given a tentative approval. Equipment must not be shipped before approval of the factory test reports for the following tests.

Submit a letter giving notice of the proposed dates of onsite inspections and tests at least 14 days prior to beginning tests.

a. Submit a detailed description of the Contractor's procedures for onsite tests including the test plan and a listing of equipment necessary to perform the tests at least 30 days prior to beginning tests.

b. Submit six copies of the onsite test data described below in 8-1/2 by

11 inch binders having a minimum of 3 rings from which material may readily be removed and replaced, including a separate section for each test. Separate sections by heavy plastic dividers with tabs. Provide full size (8-1/2 by 11 inch minimum) data plots showing grid lines, with full resolution.

(1) A detailed description of the procedures for onsite tests.

(2) A list of equipment used, with calibration certifications.

(3) A copy of measurements taken, with required plots and graphs.

(4) The date of testing.

(5) A list of the parameters verified.

(6) The condition specified for the parameter.

(7) The test results, signed and dated.

(8) A description of adjustments made.

3.5.1 Test Conditions

3.5.1.1 Data

Make and record measurements of all parameters necessary to verify that each set meets specified parameters. If the results of any test step are not satisfactory, make adjustments, replacements, or repairs and repeat the step until satisfactory results are obtained. Unless otherwise indicated, record data in 15 minute intervals during engine-generator set operation and include: readings of all engine-generator set meters and gauges for electrical and power parameters; oil pressure; ambient temperature; and engine temperatures available from meters and gauges supplied as permanent equipment on the engine-generator set. Perform electrical measurements in accordance with IEEE 120. Definitions of terms are in accordance with IEEE 100. Provide temperature limits in the rating of electrical equipment and for the evaluation of electrical insulations in accordance with IEEE 1.

3.5.1.2 Power Factor

Submit the generator capability curve showing generator kVA output capability (kW vs. kvar) for both leading and lagging power factors ranging from 0 to 1.0. For all engine-generator set operating tests the load power factor must be the power factor specified in the engine-generator set parameter schedule.

3.5.1.3 Contractor Supplied Items

Provide equipment and supplies required for inspections and tests including fuel, test instruments, and loadbanks at the specified power factors.

3.5.1.4 Instruments

Verify readings of panel gauges, meters, displays, and instruments provided as permanent equipment during test runs, using test instruments of greater precision and accuracy. Test instrument accuracy must be

within the following: current plus or minus 1.5 percent, voltage plus or minus 1.5 percent, real power plus or minus 1.5 percent, reactive power plus or minus 1.5 percent, power factor plus or minus 3 percent, frequency plus or minus 0.5 percent. Calibrate test instruments by a recognized standards laboratory within 30 days prior to testing.

3.5.1.5 Sequence

Provide the sequence of testing as specified in the approved testing plan unless variance is authorized by the Contracting Officer. Perform field testing in the presence of the Contracting Officer. Schedule and sequence tests in order to optimize run-time periods; however, follow the general order of testing: Construction Tests; Inspections; Pre-operational Tests; Safety Run Tests; Performance Tests; and Final Inspection.

3.5.2 Construction Tests

Perform individual component and equipment functional tests for fuel piping, coolant piping, and lubricating-oil piping, electrical circuit continuity, insulation resistance, circuit protective devices, and equipment not provided by the engine-generator set manufacturer prior to connection to the engine-generator set.

3.5.2.1 Piping Test

a. Flush lube-oil and fuel-oil piping with the same type of fluid intended to flow through the piping, until the outflowing fluid has no obvious sediment or emulsion.

b. Test fuel piping which is external to the engine-generator set in accordance with NFPA 30. Pressure all remaining piping which is external to the engine-generator set with air pressure at 150 percent of the maximum anticipated working pressure, but not less than 150 psi, for a period of 2 hours to prove the piping has no leaks. If piping is to be insulated, perform the test before the insulation is applied.

3.5.2.2 Electrical Equipment Tests

a. Perform low-voltage cable insulation integrity tests for cables connecting the generator breaker to the automatic transfer switch. Test low-voltage cable, complete with splices, for insulation resistance after the cables are installed, in their final configuration, ready for connection to the equipment, and prior to energization. Apply a test voltage of 500 volts dc for one minute between each conductor and ground and between all possible combinations conductors in the same trench, duct, or cable, with all other conductors in the same trench, duct, or conduit. Provide the minimum value of insulation as follows:

(1) R in meg-ohms = (rated voltage in kV plus 1) x 304.8/(length of cable in meters)

(2) R in meg-ohms = (rated voltage in kV plus 1) x 1000/(length of cable in feet)

(3) Each cable failing this test must be repaired or replaced. The repair cable must be retested until failures have been eliminated.

b. Ground-Resistance Tests. Measure the resistance of [each grounding

electrode] [each grounding electrode system] [the ground mat] [the ground ring] using the fall-of-potential method defined in IEEE 81. On systems consisting of interconnected ground rods, perform tests after interconnections are complete. Take measurements in normally dry weather, not less than 48 hours after rainfall. Provide site diagram indicating location of test probes with associated distances, and provide a plot of resistance vs. distance. The combined resistance of separate systems may be used to meet the requirements resistance, but the specified number of electrodes must still be provided as follows:

(1) Multiple rod electrodes - 25 ohms.

c. Examine and test circuit breakers and switchgear in accordance with the manufacturer's published instructions for functional testing.

3.5.3 Inspections

Perform the following inspections jointly by the Contracting Officer and the Contractor, after complete installation of each engine-generator set and its associated equipment, and prior to startup of the engine-generator set. Submit a letter certifying that all facilities are complete and functional; that each system is fully functional; and that each item of equipment is complete, free from damage, adjusted, and ready for beneficial use. Perform checks applicable to the installation. Document and submit the results of those which are physical inspections (I) in accordance with paragraph SUBMITTALS. Present manufacturer's data for the inspections designated (D) at the time of inspection. Verify that equipment type, features, accessibility, installation and condition are in accordance with the contract specification. Provide manufacturer's statements to certify provision of features which cannot be verified visually.

Drive belts	I
Governor type and features	I
Engine timing mark	I
Starting motor	I
Starting aids	I
Coolant type and concentration	D
Radiator drains	I
Block coolant drains	I
Coolant fill level	I
Coolant line connections	I
Coolant hoses	I

Combustion air filter	I
Intake air silencer	I
Lube oil type	D
Lube oil sump drain	I
Lube-oil filter	I
Lube-oil level indicator	I
Lube-oil fill level	I
Lube-oil line connections	I
Lube-oil lines	I
Fuel type	D
Fuel level	I
Fuel-line connections	I
Fuel lines	I
Fuel filter	I
Access for maintenance	I
Voltage regulator	I
Battery-charger connections	I
Wiring and terminations	I
Instrumentation	I
Hazards to personnel	I
Base	I
Nameplates	I
Paint	I
Exhaust-heat system	I
Exhaust muffler	I
Switchboard	I
Switchgear	I

Access provided to controls	I
Enclosure is weather resistant	I
Engine and generator mounting bolts (application)	I

3.5.4 Engine Tests

Perform customary commercial factory tests in accordance with ISO 3046 on each engine and associated engine protective device, including, but not limited to the following:

a. Perform dynamometer test at rated power. Record horsepower at rated speed and nominal characteristics such as lubricating oil pressure, jacket water temperature, and ambient temperature.

b. Test and record the values that the low oil pressure alarm and protective shutdown devices actuate prior to assembly on the engine.

c. Test and record values that the high jacket water temperature alarm and protective shutdown devices actuate prior to assembly on the engine.

3.5.5 Generator Tests

Tests must be performed on the complete factory assembled generator prior to shipment. Conduct tests in accordance with IEEE 115, IEC 60034-2A, and NEMA MG 1.

3.5.5.1 Routine Tests

Perform the following routine tests on the generators and their exciters:

a. Resistance of armature and field windings.

b. Mechanical balance.

c. Phases sequence.

d. Open circuit saturation curve and phase (voltage) balance test.

e. Insulation resistance of armature and field windings.

f. High potential tes.t

3.5.5.2 Design Tests

Submit the following design tests made on prototype machines that are physically and electrically identical to the generators specified.

a. Temperature rise test

b. Short circuit saturation curve and current balance test

3.5.6 Assembled Engine-Generator Set Tests

Submit the following tests made on prototype machines that are physically and electrically identical to the engine-generator set specified.

3.5.6.1 Initial Stabilization Readings

Operate the engine-generator set and allow the set to stabilize at rated kW at rated power factor, rated voltage, and rated frequency. During this period record instrument readings for output power (kW), terminal voltage, line current, power factor, frequency (rpm) generator (exciter) field voltage and current, lubricating oil pressure, jacket water temperature, and ambient temperature at minimum intervals of 15 minutes. Adjust the load, voltage, and frequency to maintain rated load at rated voltage and frequency. Adjustments to load, voltage, or frequency controls must be recorded on the data sheet at the time of adjustment. Stabilization must be considered to have occurred when four consecutive voltage and current recorded readings of the generator (or exciter) field either remain unchanged or have only minor variations about an equilibrium condition with no evident continued increase or decrease in value after the last adjustment to the load, voltage, or frequency has been made.

3.5.6.2 Regulator Range Test

Remove load and record instrument readings (after transients have subsided). Adjust voltage to the maximum attainable value or to a value just prior to actuation of the overvoltage protection device. Apply rated load and adjust voltage to the minimum attainable value or a value just prior to activation of the under-voltage protection device. The data sheets must indicate the voltage regulation as a percent of rated voltage and the maximum and minimum voltages attainable. Voltage regulation must be defined as follows:

$$\text{Percent Regulation} = \frac{(\text{No-Load Voltage}) - (\text{Rated-Load Voltage})}{(\text{Rated-Load Voltage})} \times 100$$

3.5.6.3 Frequency Range Test

Adjust the engine-generator set frequency for the maximum attainable frequency at rated load. Record instrument readings. Adjust the engine-generator set frequency for the specified minimum attainable frequency at rated load. Record instrument readings. Reduce the load to zero and adjust the engine-generator set frequency for the maximum attainable frequency. Record instrument readings. Adjust the engine-generator set frequency for the minimum attainable frequency. Record instrument readings. The data sheet must show the maximum and minimum frequencies attained at rated load, and at no load.

3.5.6.4 Transient Response Test

Drop the load to no load and re-apply rated load three times to ensure that the no load and rated load voltage and frequency values are repeatable and that the frequency and voltage regulation is within the limits specified. Record generator terminal voltage and frequency using a high speed strip chart recorder. The data sheet must show the following results:

a. Frequency

(1) Stability bandwidth or deviation in percent of rated frequency.

(2) Recovery time.

(3) Overshoot and undershoot.

b. Voltage

(1) Stability bandwidth or deviation in percent of rated voltage.

(2) Recovery time.

(3) Overshoot and undershoot.

3.5.7 Pre-operational Tests

3.5.7.1 Protective Relays

Visually and mechanically inspect, adjust, test, and calibrate protective relays in accordance with the manufacturer's published instructions. Include pick-up, timing, contact action, restraint, and other aspects necessary to ensure proper calibration and operation. Implement relay settings in accordance with the installation coordination study. Manually or electrically operate relay contacts to verify that the proper breakers and alarms initiate. Field test relaying current transformers in accordance with IEEE C57.13.1.

3.5.7.2 Insulation Test

Test generator and exciter circuits insulation resistance in accordance with IEEE 43. Take stator readings including generator leads to switchboard at the circuit breaker. Record results of insulation resistance tests. Readings must be within limits specified by the manufacturer. Verify mechanical operation, insulation resistance, protective relay calibration and operation, and wiring continuity of switchboard assembly. Do not damage generator components during test.

3.5.7.3 Engine-Generator Connection Coupling Test

When the generator provided is a two-bearing machine, inspect and check the engine-generator connection coupling by dial indicator to prove that no misalignment has occurred. Use the dial indicator to measure variation in radial positioning and axial clearance between the coupling halves. Take readings at four points, spaced 90 degrees apart. Align solid couplings and pin-type flexible couplings within a total indicator reading of 0.0005 to 0.001 inch for both parallel and angular misalignment. For gear-type or grid-type couplings, 0.002 inch will be acceptable.

3.5.8 Safety Run Test

For the following tests, repeat the associated safety tests if any parts are changed, or adjustments made to the generator set, its controls, or auxiliaries.

a. Perform and record engine manufacturer's recommended prestarting checks and inspections.

b. Start the engine, record the starting time, make and record engine

manufacturer's after-starting checks and inspections during a reasonable warm-up period.

c. Activate the manual emergency stop switch and verify that the engine stops.

d. Remove the high and pre-high lubricating oil temperature sensing elements from the engine and temporarily install a temperature gauge in their normal locations on the engine (required for safety, not for recorded data). Where necessary provide temporary wiring harness to connect the sensing elements to their permanent electrical leads.

e. Start the engine, record the starting time, make and record engine manufacturer's after-starting checks and inspections during a reasonable warm-up period. Operate the engine-generator set at no load until the output voltage and frequency stabilize. Monitor the temporarily installed temperature gauges. If either temperature reading exceeds the value required for an alarm condition, activate the manual emergency stop switch.

f. Immerse the elements in a vessel containing controlled-temperature hot oil and record the temperature at which the pre-high alarm activates and the temperature at which the engine shuts down. Remove the temporary temperature gauges and reinstall the temperature sensors on the engine.

g. Remove the high and pre-high coolant temperature sensing elements from the engine and temporarily install a temperature gauge in their normal locations on the engine (required for safety, not for recorded data). Where necessary provide temporary wiring harness to connect the sensing elements to their permanent electrical leads.

h. Start the engine, record the starting time, make and record engine manufacturer's after-starting checks and inspections during a reasonable warm-up period. Operate the engine generator-set at no load until the output voltage and frequency stabilize.

i. Immerse the elements in a vessel containing controlled-temperature hot oil and record the temperature at which the pre-high alarm activates and the temperature at which the engine shuts down. Remove the temporary temperature gauges and reinstall the temperature sensors on the engine.

j. Start the engine, record the starting time, make and record engine manufacturer's after-starting checks and inspections during a reasonable warm-up period.

k. Operate the engine generator-set for at least 2 hours at 75 percent of Service Load.

l. Verify proper operation and set-points of gauges and instruments.

m. Verify proper operation of ancillary equipment.

n. Manually adjust the governor to increase engine speed past the over-speed limit. Record the RPM at which the engine shuts down.

o. Start the engine, record the starting time, make and record engine manufacturer's after-starting checks and inspections and operate the

engine generator-set for at least 15 minutes at 75 percent of Service Load.

p. Manually adjust the governor to increase engine speed to within 2 percent of the over-speed trip speed previously determined and operate at that point for 5 minutes. Manually adjust the governor to the rated frequency.

q. Manually fill the day tank to a level above the overfill limit. Record the level at which the overfill alarm sounds. Verify shutdown of the fuel transfer pump. Drain the day tank down below the overfill limit.

r. Shut down the engine. Remove the time-delay low lube oil pressure alarm bypass and try to start the engine.

s. Attach a manifold to the engine oil system (at the oil pressure sensor port) that contains a shutoff valve in series with a connection for the engine's oil pressure sensor followed by an oil pressure gauge ending with a bleed valve. Move the engine's oil pressure sensor from the engine to the manifold. Open the manifold shutoff valve and close the bleed valve.

t. Start the engine, record the starting time, make and record engine manufacturer's after-starting checks and inspections and operate the engine generator-set for at least 15 minutes at 75 percent of Service Load.

u. Close the manifold shutoff valve. Slowly allow the pressure in the manifold to bleed off through the bleed valve while watching the pressure gauge. Record the pressure at which the engine shuts down. Catch oil spillage from the bleed valve in a container. Add the oil from the container back to the engine, remove the manifold, and reinstall the engine's oil pressure sensor on the engine.

v. Start the engine, record the starting time, make and record engine manufacturer's after-starting checks and inspections and operate the engine generator-set for at least 15 minutes at 100 percent of Service Load. Record the maximum sound level in each frequency band at a distance of 75 feet from the end of the exhaust and air intake piping directly along the path of intake and discharge for horizontal piping; or at a radius of 35 feet from the engine at 45 degrees apart in all directions for vertical piping. If a sound limiting enclosure is provided, modify or replace the enclosure, the muffler, and intake silencer must be modified or replaced as required to meet the sound requirements contained within this specification. If a sound limiting enclosure is not provided, the muffler and air intake silencer as required to meet the sound limitations of this specification. If the sound limitations cannot be obtained by modifying or replacing the muffler and air intake silencer, notify the Contracting Officers Representative and provide a recommendation for meeting the sound limitations.

w. Manually drain off fuel slowly from the day tank to empty it to below the low fuel level limit and record the level at which the audible alarm sounds. Add fuel back to the day tank to fill it above low level alarm limits.

3.5.9 Performance Tests

In the following tests, where measurements are to be recorded after stabilization of an engine-generator set parameter (voltage, frequency, current, temperature, etc.), stabilization is considered to have occurred when measurements are maintained within the specified bandwidths or tolerances, for a minimum of four consecutive readings. For the following tests, repeat the associated tests if any parts are changed, or adjustments made to the generator set, its controls, or auxiliaries.

3.5.9.1 Continuous Engine Load Run Test

Test the engine-generator set and ancillary systems at service load to demonstrate durability; verify that heat of extended operation does not adversely affect or cause failure in any part of the system; and check all parts of the system. If the engine load run test is interrupted for any reason, repeat the entire test. Accomplish the engine load run test during daylight hours, with an average ambient temperature of 75 degrees F, during the month of April. After each change in load in the following test, measure the vibration at the end bearings (front and back of engine, outboard end of generator) in the horizontal, vertical, and axial directions. Verify that the vibration is within the allowable range. Take data taken at 15 minute intervals and include the following:

Electrical: Output amperes, voltage, real and reactive power, power factor, frequency.

Pressure: Lube-oil.

Temperature: Coolant, Lube-oil, Exhaust, Ambient.

a. Perform and record engine manufacturer's recommended prestarting checks and inspections. Include as a minimum checking of coolant fluid, fuel, and lube-oil levels.

b. Start the engine, make and record engine manufacturer's after-starting checks and inspections during a reasonable warmup period.

c. Operate the engine generator-set for 2 hours at 75 percent of Service Load.

d. Increase load to 100 percent of Service Load and operate the engine generator-set for 4 hours.

e. For prime rated units, increase load to 110 percent of Service Load and operate the engine generator-set for 2 hours.

f. Decrease load to 100 percent of Service Load and operate the engine generator-set for 2 hours or until all temperatures have stabilized.

g. Remove load from the engine-generator set.

3.5.9.2 Voltage and Frequency Droop Test

For the following steps, verify that the output voltage and frequency return to and stabilize within the specified bandwidth values following each load change. Record the generator output frequency and line-line and line-neutral voltages following each load change.

a. With the generator operating at no load, adjust voltage and frequency to rated voltage and frequency.

b. Increase load to 100 percent of Rated Output Capacity. Record the generator output frequency and line-line and line-neutral voltages.

c. Calculate the percent droop for voltage and frequency with the following equations.

$$\text{Voltage droop percent} = \frac{\text{No-load volts - rated output capacity volts}}{\text{Rated output capacity volts}} \times 100$$

$$\text{Frequency droop percent} = \frac{\text{No load hertz - rated output capacity hertz}}{\text{Rated output capacity volts}} \times 100$$

d. Repeat steps a. through c. two additional times without making any adjustments.

3.5.9.3 Voltage Regulator Range Test

a. While operating at no load, verify that the voltage regulator adjusts from 90 to 110 percent of rated voltage.

b. Increase load to 100 percent of Rated Output Capacity. Verify that the voltage regulator adjusts from 90 to 110 percent of rated voltage.

3.5.9.4 Governor Adjustment Range Test

a. While operating at no load, verify that the governor adjusts from 90 to 110 percent of rated frequency.

b. Increase load to 100 percent of Rated Output Capacity. Verify that the governor adjusts from 90 to 110 percent of rated frequency.

3.5.9.5 Frequency and Voltage Stability and Transient Response

Verify that the engine-generator set responds to addition and dropping of blocks of load in accordance with the transient response requirements. Document maximum voltage and frequency variation from bandwidth and verify that voltage and frequency return to and stabilize within the specified bandwidth, within the specified response time period. Document results in tabular form and with high resolution, high speed strip chart recorders or comparable digital recorders, as approved by the Contracting Officer. Include the following tabular data:

(1) Ambient temperature (at 15 minute intervals).

(2) Generator output current (before and after load changes).

(3) Generator output voltage (before and after load changes).

(4) Frequency (before and after load changes).

(5) Generator output power (before and after load changes.

(6) Include the actual instrument trace of voltage and frequency in

graphic representations showing:

Charts marked at start of test; observed steady-state band; mean of observed band; momentary overshoot and undershoot (generator terminal voltage and frequency) and recovery time for each load change together with the voltage and frequency maximum and minimum trace excursions for each steady state load condition prior to and immediately following each load change. Generator terminal voltage and frequency transient recovery time for each step load increase and decrease.

a. Perform and record engine manufacturer's recommended prestarting checks and inspections.

b. Start the engine, make and record engine manufacturer's after-starting checks and inspections during a reasonable warm-up period and no load. Verify stabilization of voltage and frequency within specified bandwidths.

c. With the unit at no load, apply the Maximum Step Load Increase.

d. Apply load in steps equal to the Maximum Step Load Increase until the addition of one more step increase will exceed the Service Load.

e. Decrease load to the unit such that addition of the Maximum Step Load Increase will load the unit to 100 percent of Service Load.

f. Apply the Maximum Step Load Increase.

g. Decrease load to zero percent in steps equal to the Maximum Step Load Decrease.

h. Repeat steps c. through g.

3.5.10 Automatic Operation Tests

Test the automatic operating system to demonstrate automatic starting, the response to loss of operating engine-generator sets, and paralleling of each engine-generator set. Utilize load banks at the indicated power factor] [and actual loads to be served for this test, and the loading sequence is the indicated sequence. Record load-sharing characteristics during all operations. Perform this test for a minimum of two successive, successful tests. Include the following data:

(1) Ambient temperature (at 15 minute intervals).

(2) Generator output current (before and after load changes).

(3) Generator output voltage (before and after load changes).

(4) Generator output frequency (before and after load changes).

(5) Power division and exchange between generator sets.

(6) Real and reactive power on each set.

a. Initiate loss of the preferred power source and verify the specified sequence of operation.

b. Verify resetting of automatic starting and transfer logic.

3.6 GROUNDING

NFPA 70 and IEEE C2, except that grounding systems must have a resistance to solid earth ground not exceeding 5 ohms.

3.6.1 Grounding Electrodes

Provide driven ground rods as specified in Section 33 71 02 UNDERGROUND ELECTRICAL DISTRIBUTION. Connect ground conductors to the upper end of ground rods by exothermic weld or compression connector. Provide compression connectors at equipment end of ground conductors.

3.6.2 Engine-Generator Set Grounding

Provide separate copper grounding conductors and connect them to the ground system as indicated. When work in addition to that indicated or specified is required to obtain the specified ground resistance, the provision of the contract covering "Changes" must apply.

3.6.3 Connections

Make joints in grounding conductors by exothermic weld or compression connector. Exothermic welds and compression connectors must be installed as specified in Section 33 71 02 UNDERGROUND ELECTRICAL DISTRIBUTION paragraph regarding GROUNDING.

3.6.4 Grounding and Bonding Equipment

UL 467, except as indicated or specified otherwise.

3.7 START-UP ENGINEER

Provide the services of a qualified factory trained start-up engineer, regularly employed by the engine-generator set manufacturer. The start-up services must include conducting preliminary operations and functional acceptance tests. The start-up engineer must be present at the engine generator set installation-site, full-time, while preliminary operations and functional acceptance tests are being conducted.

3.8 PREREQUISITES FOR FUNCTIONAL ACCEPTANCE TESTING

Completion of the following requirements is mandatory prior to scheduling functional acceptance tests for the engine-generator set and auxiliary equipment.

3.8.1 Performance of Acceptance Checks and Tests

The acceptance checks and tests must be accomplished by the testing organization.

3.8.2 Generator Sets

Complete as specified in the paragraph ACCEPTANCE CHECKS AND TESTS.

3.8.2.1 Automatic Transfer Switches

Complete acceptance checks and tests as specified in Section 26 36 23 AUTOMATIC TRANSFER SWITCHES AND BY-PASS/ISOLATION SWITCH.

3.8.3 Preliminary Operations

The start-up engineer must conduct manufacturer recommended start-up procedures and tests to verify that the engine-generator set and auxiliary equipment are ready for functional acceptance tests. Give the Contracting Officer 15 days' advance notice that preliminary operations will be conducted. After preliminary operation has been successfully conducted, the start-up engineer will notify the Contracting Officer in writing stating the engine-generator set and auxiliary equipment are ready for functional acceptance tests.

3.8.4 Preliminary Assembled Operation and Maintenance Manuals

Preliminary assembled operation and maintenance manuals must have been submitted to and approved by the Contracting Officer. Manuals must be prepared as specified in the paragraph ASSEMBLED OPERATION AND MAINTENANCE MANUALS.

3.8.5 Functional Acceptance Test Procedure

Test procedure must be prepared by the start-up engineer specifically for the engine-generator set and auxiliary equipment. The test agenda must cover the requirements specified in the paragraph FUNCTIONAL ACCEPTANCE TESTS. The test procedure must indicate in detail how tests are to be conducted. A statement of the tests that are to be performed without indicating how the tests are to be performed is not acceptable. Indicate what work is planned on each workday and identify the calendar dates of the planned workdays. Specify what additional technical support personnel is needed such as factory representatives for major equipment. Specify on which testing workday each technical support personnel is needed. Data recording forms to be used to document test results are to be submitted with the proposed test procedure. A list of test equipment and instruments must also be included in the test procedure.

3.8.6 Test Equipment

Test equipment and instruments must be on hand prior to scheduling field tests or, subject to Contracting Officer approval, evidence must be provided to show that arrangements have been made to have the necessary equipment and instruments on-site prior to field testing.

3.9 FIELD QUALITY CONTROL

Give Contracting Officer 30 days' notice of dates and times scheduled for tests which require the presence of the Contracting Officer. The Contracting Officer will coordinate with the using activity and schedule a time that will eliminate or minimize interruptions and interference with the activity operations. The Contractor must be responsible for costs associated with conducting tests outside of normal working hours and with incorporating special arrangements and procedures, including temporary power conditions. The Contractor must provide labor, equipment, fuel, test load, and consumables required for the specified tests. The test load must be a cataloged product. Calibration of measuring devices and indicating devices must be certified. Refer to Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM, for requirements for a cataloged product. Perform the following field tests.

3.9.1 Acceptance Checks and Tests

Perform in accordance with the manufacturer's recommendations, and include the following visual and mechanical inspections and electrical tests, performed in accordance with NETA ATS.

3.9.1.1 Circuit Breakers - Low Voltage Insulated Case/Molded Case

a. Visual and Mechanical Inspection

(1) Compare nameplate data with specifications and approved shop drawings.

(2) Inspect circuit breaker for correct mounting.

(3) Operate circuit breaker to ensure smooth operation.

(4) Inspect case for cracks or other defects.

(5) Verify tightness of accessible bolted connections and cable connections by calibrated torque-wrench method. Thermo-graphic survey is not required.

(6) Inspect mechanism contacts and arc chutes in unsealed units.

b. Electrical Tests

(1) Perform contact-resistance tests.

(2) Perform insulation-resistance tests.

(3) Adjust breaker(s) for final settings in accordance with engine-generator set manufacturer's requirements.

3.9.1.2 Current Transformers

a. Visual and Mechanical Inspection

(1) Compare equipment nameplate data with specifications and approved shop drawings.

(2) Inspect physical and mechanical condition.

(3) Verify correct connection.

(4) Verify that adequate clearances exist between primary and secondary circuit.

(5) Verify tightness of accessible bolted electrical connections by calibrated torque-wrench method. Thermo-graphic survey is not required.

(6) Verify that all required grounding and shorting connections provide good contact.

b. Electrical Tests

(1) Perform insulation-resistance tests.

(2) Perform polarity tests.

(3) Perform ratio-verification tests.

3.9.1.3 Metering and Instrumentation

a. Visual and Mechanical Inspection

(1) Compare equipment nameplate data with specifications and approved shop drawings.

(2) Inspect physical and mechanical condition.

(3) Verify tightness of electrical connections.

b. Electrical Tests

(1) Determine accuracy of meters at 25, 50, 75, and 100 percent of full scale.

(2) Calibrate watt-hour meters according to manufacturer's published data.

(3) Verify all instrument multipliers.

(4) Electrically confirm that current transformer secondary circuits are intact.

3.9.1.4 Battery Systems

a. Visual and Mechanical Inspection

(1) Compare equipment nameplate data with specifications and approved shop drawings.

(2) Inspect physical and mechanical condition.

(3) Verify tightness of accessible bolted electrical connections by calibrated torque-wrench method. Thermo-graphic survey is not required.

(4) Measure electrolyte specific gravity and temperature and visually check fill level.

(5) Verify adequacy of battery support racks, mounting, anchorage, and clearances.

b. Electrical Tests

(1) Set charger float and equalizing voltage levels.

(2) Verify all charger functions and alarms.

(3) Measure each cell voltage and total battery voltage with charger energized and in float mode of operation.

(4) Perform a capacity load test.

3.9.1.5 Engine-Generator Set

a. Visual and Mechanical Inspection

(1) Compare equipment nameplate data with specifications and approved shop drawings.

(2) Inspect physical and mechanical condition.

(3) Inspect for correct anchorage and grounding.

b. Electrical and Mechanical Tests

(1) Perform an insulation-resistance test on generator winding with respect to ground. Calculate polarization index.

(2) Perform phase rotation test to determine compatibility with load requirements.

3.9.1.6 Grounding System

a. Visual and Mechanical Inspection

(1) Inspect ground system for compliance with contract plans and specifications.

b. Electrical Tests

(1) Perform ground-impedance measurements utilizing the fall-of-potential method defined in IEEE 81. On systems consisting of interconnected ground rods, perform tests after interconnections are complete. Take measurements in normally dry weather, not less than 48 hours after rainfall. Provide site diagram indicating location of test probes with associated distances, and provide a plot of resistance vs. distance.

3.9.2 Functional Acceptance Tests

The tests must be performed by the start-up engineer. Upon successful test completion, the start-up engineer must provide the Contracting Officer with a written test report within 15 calendar days showing the tests performed and the results of each test. The report must include the completed approved test data forms and certification from the start-up engineer that the test results fall within the manufacturer's recommended limits and meet the specified requirements performance. The report must be dated and signed by the start-up engineer, and submitted for approval by the Contracting Officer. The Contracting Officer will witness final acceptance tests. Testing must include, but not be limited to, the following:

a. Verify proper functioning of each engine protective shutdown device and pre-shutdown alarm device. Testing of the devices must be accomplished by simulating device actuation and observing proper alarm and engine shutdown operation.

b. Verify proper functioning of the engine over-speed trip device. Testing of the over-speed trip device must be accomplished by raising the speed of the engine-generator set until an over-speed trip is experienced.

c. Verify proper functioning of the crank cycle/terminate relay. Testing of the relay must be accomplished by engaging the starter motor with the engine being prevented from running. Observe the complete crank/rest cycle as described in the paragraph STARTING SYSTEM.

d. Verify proper functioning of the following automatic and manual operations. Testing must include, but not be limited to, the following:

(1) Loss of Utility: Initiate a normal power failure with connected test load of rated kW at 1.0 power factor. Record time delay on start, cranking time until engine starts and runs, time to come up to operating speed, voltage and frequency overshoot, and time to achieve steady state conditions with all switches transferred to emergency position.

(2) Return of Utility: Return normal power and record time delay on retransfer for each automatic transfer switch, and time delay on engine cool-down and shutdown.

(3) Manual starting.

(4) Emergency stop.

e. Operate the engine-generator set at rated current (amperes) until the jacket water temperature stabilizes. Stabilization will be considered to have occurred when three consecutive temperature readings remain unchanged. Continue to operate the generator set for an additional 2 hours. Record instrument readings for terminal voltage, line current, frequency (Hz), engine speed rpm, lubricating oil pressure, jacket water temperature, and ambient temperature at 5 minute intervals for first 15 minutes and at 15 minute intervals thereafter.

3.10 DEMONSTRATION

Upon completion of the work and at a time approved by the Contracting Officer, the Contractor must provide instructions by a qualified instructor to the Government personnel in the proper operation and maintenance of the equipment. Four Government personnel must receive training comparable to the equipment manufacturer's factory training. The duration of instruction must be for not less than one 8 hour working day for instruction of operating personnel and not less than one 8 hour working day for instruction of maintenance personnel.

3.10.1 Instructor's Qualification Resume

Instructors must be regular employees of the engine-generator set manufacturer. The instruction personnel provided to satisfy the requirements above must be factory certified by the related equipment manufacturer to provide instruction services. Submit the name and qualification resume of instructor to the Contracting Officer for approval.

3.10.2 Training Plan

Submit training plan 30 calendar days prior to training sessions. Training plan must include scheduling, content, outline, and training material (handouts). Content must include, but not be limited to, the following:

3.10.2.1 Operating Personnel Training

This instruction includes operating the engine-generator set, auxiliary equipment including automatic transfer switches in all modes, and the use of all functions and features specified.

3.10.2.2 Maintenance Personnel Training

Training must include mechanical, hydraulic, electrical, and electronic instructions for the engine-generator set and auxiliary equipment including automatic transfer switches.

a. Mechanical Training: Must include at least the following:

(1) A review of mechanical diagrams and drawings.

(2) Component location and functions.

(3) Troubleshooting procedures and techniques.

(4) Repair procedures.

(5) Assembly/disassembly procedures.

(6) Adjustments (how, when, and where).

(7) Preventive maintenance procedures.

(8) Review of flow diagram.

(9) Valve locations and function.

(10) Valve and hydraulic equipment adjustment and maintenance procedures.

(11) Hydraulic system maintenance and servicing.

(12) Lubrication points, type, and recommended procedures and frequency.

b. Electrical and Electronic Maintenance Training: Must include at least the following:

(1) A review of electrical and electronic systems including wiring diagrams and drawings.

(2) Troubleshooting procedures for the machine and control systems.

(3) Electrical and electronic equipment servicing and care.

(4) Use of diagnostics to locate the causes of malfunction.

(5) Procedures for adjustments (locating components, adjustments to be made, values to be measured, and equipment required for making adjustments).

(6) Maintenance and troubleshooting procedures for microprocessor or minicomputer where applicable.

(7) Circuit board repair procedures where applicable (with schematics provided).

(8) Use of diagnostic tapes.

(9) Recommended maintenance servicing and repair for motors, switches, relays, solenoids, and other auxiliary equipment and devices.

3.11 ONSITE TRAINING

Conduct a training course for the operating staff as designated by the Contracting Officer. The training period must consist of a total 12 hours of normal working time and must start after the system is functionally completed but prior to final acceptance.

a. Submit a letter giving the date proposed for conducting the onsite training course, the agenda of instruction, a description of the digital video recording to be provided. The course instructions must cover pertinent points involved in operating, starting, stopping, servicing the equipment, as well as major elements of the operation and maintenance manuals. Additionally, the course instructions must demonstrate routine maintenance procedures as described in the operation and maintenance manuals.

b. Submit a digital video recording of the manufacturers operating and maintenance training course.

c. One full size reproducible Mylar ach drawing must accompany the booklets. Mylars must be rolled and placed in a heavy cardboard tube with threaded caps on each end. The manual must include step-by-step procedures for system startup, operation, and shutdown; drawings, diagrams, and single-line schematics to illustrate and define the electrical, mechanical, and hydraulic systems together with their controls, alarms, and safety systems; the manufacturer's name, model number, and a description of equipment in the system. The instructions must include procedures for interface and interaction with related systems to include automatic transfer switches, fire alarm/suppression systems and load shedding systems. Each booklet must include a CD containing an ASCII file of the procedures.

d. Provide approved operation and maintenance manuals for the training course. Post approved instructions prior to the beginning date of the training course. Coordinate the training course schedule with the using service's work schedule, and submit for approval 14 days prior to beginning date of proposed beginning date of training.

3.12 INSTALLATION

Installation must conform to the applicable requirements of IEEE C2, NFPA 30, NFPA 37, and NFPA 70.

3.13 FINAL TESTING AND INSPECTION

a. Start the engine, record the starting time, make and record all engine manufacturer's after-starting checks and inspections during a reasonable warm-up period.

b. Increase the load in steps no greater than the Maximum Step Load

Increase to 100 percent of Service Load, and operate the engine-generator set for at least 30 minutes. Measure the vibration at the end bearings (front and back of engine, outboard end of generator) in the horizontal, vertical, and axial directions. Verify that the vibration is within the same range as previous measurements and is within the required range.

c. Remove load and shut down the engine-generator set after the recommended cool down period.

d. Remove the lube oil filter and have the oil and filter examined by the engine manufacturer for excessive metal, abrasive foreign particles, etc. Verify any corrective action for effectiveness by running the engine for 8 hours at Service Load, then re-examine the oil and filter.

e. Remove the fuel filter and examine the filter for trash, abrasive foreign particles, etc.

f. Visually inspect and check engine and generator mounting bolts for tightness and visible damage.

g. Replace air, oil, and fuel filters with new filters.

3.14 MANUFACTURER'S FIELD SERVICE

The engine generator-set manufacturer must furnish a qualified representative to supervise the installation of the engine generator-set, assist in the performance of the onsite tests, and instruct personnel as to the operational and maintenance features of the equipment.

3.15 POSTED DATA AND INSTRUCTIONS

Post Data and Instructions prior to field acceptance testing of the engine generator set. [Provide two sets of instructions/data, typed and framed under weatherproof laminated plastic, and post side-by-side where directed. Include a one-line diagram, wiring and control diagrams and a complete layout of the system in the first set. Include the condensed operating instructions describing manufacturer's pre-start checklist and precautions; startup procedures for test-mode, manual-start mode, and automatic-start mode (as applicable); running checks, procedures, and precautions; and shutdown procedures, checks, and precautions in the second set. Submit posted data including wiring and control diagrams showing the key mechanical and electrical control elements, and a complete layout of the entire system.

a. Include procedures for interrelated equipment (such as heat recovery systems, co-generation, load-shedding, and automatic transfer switches). Provide two sets of typed instructions/data in 8-1/2 x 11 inch format, laminated in weatherproof plastic, and placed in three-ring vinyl binders. Place the binders as directed by the Contracting Officer. Provide the instructions prior to acceptance of the engine generator set installation.

b. Include a one-line diagram, wiring and control diagrams and a complete layout of the system in the first set. Include the condensed operating instructions describing manufacturer's pre-start checklist and precautions; startup procedures for test-mode, manual-start mode, and automatic-start mode (as applicable); running checks, procedures, and precautions; and shutdown procedures, checks, and precautions in

the second set. Include procedures for interrelated equipment (such as heat recovery systems, co-generation, load-shedding, and automatic transfer switches).

c. Submit instructions including: the manufacturers pre-start checklist and precautions; startup procedures for test-mode, manual-start mode, and automatic-start mode (as applicable); running checks, procedures, and precautions; and shutdown procedures, checks, and precautions. Include procedures for interrelated equipment (such as heat recovery systems, co-generation, load-shedding, and automatic transfer switches). Provide weatherproof instructions, laminated in plastic, and post where directed.

3.16 ACCEPTANCE

Submit drawings which accurately depict the as-built configuration of the installation, upon acceptance of the engine-generator set installation. Revise layout drawings to reflect the as-built conditions and submit them with the as-built drawings. Final acceptance of the engine-generator set will not be given until the Contractor has successfully completed all tests and all defects in installation material or operation have been corrected.

-- End of Section --