

SECTION 26 32 15.00 10

DIESEL-GENERATOR SET STATIONARY 100-2500 KW, WITH AUXILIARIES
04/06

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 NATIONAL STANDARDS INSTITUTE (ANSI)

- ANSI C12.11 (1987) Instrument Transformers for Revenue Metering, 10 kV BIL through 350 kV BIL (0.6 kV NSV through 69 kV NSV)
- ANSI C39.1 (1981; R 1992) Requirements for Electrical Analog Indicating Instruments

ASME INTERNATIONAL (ASME)

- ASME B16.11 (2009) Forged Fittings, Socket-Welding and Threaded
- ASME B16.3 (2006) Malleable Iron Threaded Fittings, Classes 150 and 300
- ASME B16.5 (2009) Standard for Pipe Flanges and Flanged Fittings: NPS 1/2 Through NPS 24
- ASME B31.1 (2007; Addenda a-2008) Power Piping
- ASME BPVC SEC IX (2007; Addenda 2008; Addenda 2009) Boiler and Pressure Vessel Code; Section IX, Welding and Brazing Qualifications
- ASME BPVC SEC VIII D1 (2007; Addenda 2008; Addenda 2009) Boiler and Pressure Vessel Code; Section VIII, Rules for Construction of Pressure Vessels Division 1

ASTM INTERNATIONAL (ASTM)

- ASTM A 106/A 106M (2004b) Seamless Carbon Steel Pipe for High-Temperature Service
- ASTM A 181/A 181M (2001) Carbon Steel Forgings, for General-Purpose Piping
- ASTM A 234/A 234M (2007) Standard Specification for Piping Fittings of Wrought Carbon Steel and Alloy Steel for Moderate and High Temperature Service

ASTM A 53/A 53M (2007) Standard Specification for Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, Welded and Seamless

ASTM B 395/B 395M (2002) U-Bend Seamless Copper and Copper Alloy Heat Exchanger and Condenser Tubes

ASTM D 975 (2004be1) Diesel Fuel Oils

ELECTRICAL GENERATING SYSTEMS ASSOCIATION (EGSA)

EGSA 101P (1995) Engine Driven Generator Sets

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)

IEEE C2 (2007; TIA 2007-1; TIA 2007-2; TIA 2007-3; TIA 2007-4; TIA 2007-5) National Electrical Safety Code

IEEE C57.13 (1993; R 2003) Standard Requirements for Instrument Transformers

IEEE C57.13.1 (1981) Guide for Field Testing of Relaying Current Transformers

IEEE Std 1 (2000) General Principles for Temperature Limits in the Rating of Electric Equipment and for the Evaluation of Electrical Insulation

IEEE Std 100 (2000) The Authoritative Dictionary of IEEE Standards Terms

IEEE Std 115 (1995; R 2002) Test Procedures for Synchronous Machines: Part I: Acceptance and Performance Testing; Part II: Test Procedures and Parameter Determination for Dynamic Analysis

IEEE Std 120 (1989) Master Test Guide for Electrical Measurements in Power Circuits

IEEE Std 43 (2000) Testing Insulation Resistance of Rotating Machinery

IEEE Std 484 (2002) Recommended Practice for Installation Design and Implementation of Vented Lead-Acid Batteries for Stationary Applications

IEEE Std 485 (1997) Recommended Practice for Sizing Lead-Acid Batteries for Stationary Applications

IEEE Std 519 (1992) Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems

IEEE Std 81 (1983) Guide for Measuring Earth

Resistivity, Ground Impedance, and Earth
Surface Potentials of a Ground System
(Part 1) Normal Measurements

MANUFACTURERS STANDARDIZATION SOCIETY OF THE VALVE AND FITTINGS
INDUSTRY (MSS)

- MSS SP-58 (2009) Pipe Hangers and Supports -
Materials, Design and Manufacture,
Selection, Application, and Installation
- MSS SP-69 (2003) Pipe Hangers and Supports -
Selection and Application (ANSI Approved
American National Standard)
- MSS SP-80 (2003) Bronze Gate, Globe, Angle and Check
Valves

NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

- NEMA ICS 2 (2000; Errata 2006; R 2005; Errata 2008)
Standard for Controllers, Contactors, and
Overload Relays Rated 600 V
- NEMA ICS 6 (1993; R 2001; R 2006) Standard for
Enclosures
- NEMA MG 1 (2007; Errata 2008) Standard for Motors
and Generators
- NEMA PB 1 (2000) Panelboards
- NEMA PB 2 (2006) Deadfront Distribution Switchboards
- NEMA SG 6 (2000) Power Switching Equipment

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

- NFPA 110 (2005) Emergency and Standby Power Systems
- NFPA 30 (2003) Flammable and Combustible Liquids
Code
- NFPA 37 (2002) Installation and Use of Stationary
Combustion Engines and Gas Turbines
- NFPA 70 (2008; AMD 1 2008) National Electrical Code
- NFPA 99 (2005; Errata 05-1; Am 05-1, 2, 3)
Standard for Health Care Facilities

SOCIETY OF AUTOMOTIVE ENGINEERS INTERNATIONAL (SAE)

- SAE J537 (2000) Storage Batteries

UNDERWRITERS LABORATORIES (UL)

- UL 1236 (2002) Battery Chargers for Charging
Engine-Starter Batteries

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. Information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-02 Shop Drawings

Detailed Drawings; G

Detailed drawings, as specified.

Acceptance; G

Drawings which accurately depict the as-built configuration of the installation, upon acceptance of the diesel-generator set installation. Layout drawings shall be revised to reflect the as-built conditions and shall be submitted with the as-built drawings.

SD-03 Product Data

Performance Criteria

Calculations of the engine and generator output power capability, including efficiency and parasitic load data.

Harmonic Requirements

Engine-Generator Parameter Schedule

Description of the generator features which mitigate the effects of the non-linear loads listed.

Integral Main Fuel Storage Tank
Day Tank

Calculations for the capacity of each day tank, including allowances for recirculated fuel, usable tank capacity, and duration of fuel supply.

Power Factor

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.

Heat Exchanger

Manufacturers data to quantify heat rejected to the space with the engine generator set at rated capacity.

Cooling System

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

Time-Delay on Alarms

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.

Generator

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

- a. Direct-Axis subtransient reactance (per unit).
- b. The generator kW rating and short circuit current capacity (both symmetric and asymmetric).

Manufacturer's Catalog

Manufacturer's standard catalog data describing and depicting each engine-generator set and all ancillary equipment in sufficient detail to demonstrate complete specification compliance.

Site Welding

A copy of qualifying procedures and a list of names and identification symbols of qualified welders and welding operators. A letter listing the welder qualifying procedures for each welder, complete with supporting data such as test procedures used, what was tested to, and a list of the names of all welders and their identification symbols.

Spare Parts

List of spare parts, as specified.

Onsite Training

A letter giving the date proposed for conducting the onsite training course, the agenda of instruction, a description of the video taping service to be provided, and the kind and quality of the tape to be left with the Contracting Officer at the end of the instructional period.

Battery Charger

Battery charger sizing calculations.

Vibration-Isolation

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. Description of seismic qualification of the engine-generator mounting, base, and vibration isolation.

Posted Data and Instructions; G

Posted data including wiring and control diagrams showing the key mechanical and electrical control elements, and a complete layout of the entire system.

Instructions; G

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. Instructions shall include procedures for interrelated equipment (such as heat recovery systems, co-generation, load-shedding, and automatic transfer switches). Instructions shall be weatherproof, laminated in plastic, and posted where directed.

Experience

Statement showing that each component manufacturer has a minimum of 3 years experience in the manufacture, assembly and sale of components used with stationary diesel engine-generator sets for commercial and industrial use. The engine-generator set manufacturer/assembler has a minimum of 3 years experience in the manufacture, assembly and sale of stationary diesel engine-generator sets for commercial and industrial use.

Field Engineer

A letter listing the qualifications, schools, formal training, and experience of the field engineer.

General Installation

A copy of the manufacturer's installation procedures and a detailed description of the manufacturer's recommended break-in procedure.

SD-06 Test Reports

Factory Inspection and Tests

Six

Factory Tests

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

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

c. Six copies of the Factory Test data described below in 8-1/2 x 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. Sections shall be separated by heavy plastic dividers with tabs. Data plots shall be full size (8-1/2 x 11 inch minimum), 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.

Onsite Inspection and Tests; G

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

b. 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. Submission shall be at least 14 days prior to beginning tests.

c. Six copies of the onsite test data described below in 8-1/2 x 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. Sections shall be separated by heavy plastic dividers with tabs. Data plots shall be full size (8-1/2 x 11 inch minimum), 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.

SD-07 Certificates

Vibration Isolation

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, $\pm 10\%$.

Prototype Test

Manufacturer's standard certification that prototype tests were performed for the generator model proposed.

Reliability and Durability

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.

Emissions

A 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 shall include emission factors for criteria pollutants including nitrogen oxides, carbon monoxide, particulate matter, sulfur dioxide, non-methane hydrocarbon, and for hazardous air pollutants (HPAs).

Site Visit

A letter stating the date the site was visited and listing discrepancies found.

Current Balance

A certification stating that the flywheel has been statically and dynamically balanced and is capable of being rotated at 125% of rated speed without vibration or damage.

Materials and Equipment

A 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.

Inspections

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.

Cooling System

Certification that the engine-generator set and cooling system function properly in the ambient temperatures specified.

SD-10 Operation and Maintenance Data

Operation and Maintenance Manuals; G

Six copies of the operation manual (approved prior to commencing onsite tests) in 8-1/2 x 11 inch binders, having a minimum of 3 rings from which material may readily be removed and replaced, including a separate section for each system or subsystem. Sections shall be separated by heavy plastic dividers with tabs which identify the material in the section. Drawings shall be folded blue lines, with the title block visible, and placed in 8-1/2 x 11 inch plastic pockets with reinforced holes. One full size reproducible mylar of each drawing shall accompany the booklets. Mylars shall be rolled and placed in a heavy cardboard tube with threaded caps on each end. The manual shall 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 shall include procedures for interface and interaction with related systems to include automatic transfer switches, fire alarm/suppression systems, load shedding systems, uninterruptible power supplies, . Each booklet shall include a CDROM containing an ASCII file of the procedures.

Maintenance Procedures; G

Six copies of the maintenance manual containing the information described below in 8-1/2 x 11 inch binders having a minimum of three rings from which material may readily be removed and replaced, including a separate section for each item listed. Each section shall be separated by a heavy plastic divider with tabs. Drawings shall be folded, with the title block visible, and placed in plastic pockets with reinforced holes.

- a. Procedures for each routine maintenance item.

Procedures for troubleshooting.

Factory-service, take-down overhaul, and repair service manuals, with parts lists.

b. A copy of the posted instructions.

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 specified for nameplates.

Six complete reproducible copies of the final relay and protective device settings. The settings shall be recorded with the name of the company and individual responsible for their accuracy.

Special Tools

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. The tools shall be supplied complete with a suitable tool box. One handset shall be provided for each electronic governor when required to indicate and/or change governor response settings.

Filters

Two complete sets of filters, required for maintenance, shall be supplied in a suitable storage box. These filters shall be in addition to filters replaced after testing.

1.3 SYSTEM DESCRIPTION

Each engine-generator set shall be provided and installed 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 shall satisfy the requirements specified in the Engine-Generator Parameter Schedule.

1.3.1 Engine-Generator Parameter Schedule

ENGINE-GENERATOR PARAMETER SCHEDULE

Power Rating	Emergency Standby
Service Load	1200 kVA (maximum)
Power Factor	0.8 lagging
Engine-Generator Applications	stand-alone
Maximum Speed	1800 rpm
Heat Exchanger Type	fin-tube (radiator)
Governor Type	Isochronous

ENGINE-GENERATOR PARAMETER SCHEDULE

Frequency Bandwidth (steady state)	0.25 %
Governor Type	Electronic Isochronous
Frequency Regulation (droop) (No Load to Full Load)	3 % (maximum)
Frequency Bandwidth (steady state)	0.25 %
Voltage Regulation (No Load to Full Load) (Stand alone applications)	\pm 2% (maximum)
Voltage Bandwidth (steady state)	\pm 0.5 %
Frequency	60
Voltage	480/277 volts
Phases	3 Phase, Wye
Nonlinear Loads	100 kVA
Max Step Load Increase	25 % of Service Load at 0.8 PF
Transient Recovery Time with Step Load Increase (Voltage)	30 seconds
Transient Recovery Time with Step Load Increase (Frequency)	30 seconds
Maximum Voltage Deviation with Step Load Increase	30 % of rated voltage
Maximum Frequency Deviation with Step Load Increase	2.5 % of rated frequency
Max Step Load Decrease (without shutdown)	100 % of Service Load at 0.8 PF
Max Time to Start and be Ready to Assume Load	10 seconds
Max Summer Outdoor Temp (Ambient)	115 degrees

the reason for their use shall be specifically identified in paragraph SUBMITTALS.

1.4.2 Nameplates

Each major component of this specification shall have the manufacturer's name, type or style, model or serial number and rating on a plate secured to the equipment. As a minimum, nameplates shall be provided for:

Engines	Relays
Generators	Transformers (CT & PT)
Regulators	Day tanks
Pumps and pump motors	Governors
Generator Breaker	Air Starting System
Economizers	Heat exchangers (other than base mounted)

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

Battery charger	Heaters
Switchboards	Exhaust mufflers
Switchgear	Silencers
Battery	Exciters

1.4.3 Personnel 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 shall be insulated, fully enclosed, guarded, or fitted with other types of safety devices. The safety devices shall be installed so that proper operation of the equipment is not impaired.

1.4.4 Site Visit

Before performing any work, the premises shall be visited and all details of the work verified. The Contracting Officer shall be advised in writing of any discrepancies.

1.4.5 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 shall also conform to the code.

1.4.6 Site Welding

Structural members shall be welded in accordance with Section 05 05 23 WELDING, STRUCTURAL. For all other welding, procedures and welders shall be qualified in accordance with ASME BPVC SEC IX. Welding procedures qualified by others, and welders and welding operators qualified by a previously qualified employer may be accepted as permitted by ASME B31.1. Welder qualification tests shall be performed for each welder whose qualifications are not in compliance with the referenced standards. The Contracting Officer shall be notified 24 hours in advance of qualification tests. The qualification tests shall be performed at the work site if practical. The welder or welding operator shall apply his assigned symbol near each weld he makes as a permanent record.

1.4.7 Engine-Generator Set Enclosure

The engine-generator set enclosure shall be corrosion resistant and fully weather resistant. The enclosure shall contain all set components and provide ventilation to permit operation at Service Load under secured conditions. Doors shall be provided for access to controls and equipment requiring periodic maintenance or adjustment. Removable panels shall be provided for access to components requiring periodic replacement. The enclosure shall be capable of being removed without disassembly of the engine-generator set or removal of components other than the exhaust system. The enclosure shall reduce the noise of the generator set to within the limits specified.

1.4.8 Vibration Limitation

The maximum engine-generator set vibration in the horizontal, vertical, and axial directions shall be limited to 6 mils (peak-peak RMS), with an overall velocity limit of 0.95 inches/second RMS, for all speeds through 110% of rated speed.

1.4.9 Vibration Isolation

The engine-generator set shall be provided with a vibration-isolation system in accordance with the manufacturer's standard recommendation. Vibration-isolation systems shall be designed and qualified (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, seismic restraints shall be provided in accordance with the seismic parameters specified.

1.4.10 Fuel Consumption

Engine fuel consumption shall not exceed the following maximum limits based on the conditions listed below.

Size Range Net kW	% of Rated Output Capacity	Fuel Usage LBS./kWH
100		
300 - 999	75 and 100 50	0.575 0.600

Conditions:

- a. Net kW of the Set corrected for engine auxiliaries that are electrically driven, where kW is electrical kilowatt hours.
- b. 19,350 Btu/pound high-heat value for fuel used.
- c. Sea level operation.
- d. Intake-air temperature not over 90 degrees F.
- e. Barometric pressure of intake air not less than 28-1/4 inches of

mercury.

1.4.11 Fuel-Consumption Rebates

Fuel consumption rebates shall be assessed for failure of engine generator set to meet guaranteed rates. If the guaranteed fuel-consumption rate for 100% rated output capacity is verified in the tests but the rates for 75 or 50% rated output capacity are not verified, the appropriate 75 or 50% rate differences shall be used in assessing the rebates. If more than one fuel consumption guarantee is not met, rebates shall be computed for 100, 75, and 50% rated output capacity, and the highest computed figure shall be used in assessing the rebates.

Rebate = H x C x D x N where:

C = Local fuel costs in dollars per pound

D = A - G

A = Measured fuel consumption in pounds per hour

G = kW x R = Guaranteed fuel consumption in pounds per hour

N = Number of generator sets provided

H = Operating hours over a projected period of 15 years

Fuel costs shall be adjusted to the heat value BTU/lb for the fuel used in the test (requires fuel laboratory test) rationed to the 19,350 Btu/pound heat value used as the basis of the guarantee.

1.4.12 Harmonic Requirements

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

1.4.13 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.

1.4.14 Experience

Each component manufacturer shall have a minimum of 3 years experience in the manufacture, assembly and sale of components used with stationary diesel engine-generator sets for commercial and industrial use. The engine-generator set manufacturer/assembler shall have a minimum of 3 years experience in the manufacture, assembly and sale of stationary diesel engine-generator sets for commercial and industrial use.

1.4.15 Field Engineer

The engine-generator set manufacturer or assembler shall 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 shall have attended the engine generator manufacturer's training courses on installation and operation and maintenance of engine generator sets.

1.4.16 Detailed Drawings

The Contractor shall 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. Complete starting system.
- c. Complete fuel system.
- d. Complete cooling system.
- e. Complete exhaust system.
- f. Layout of relays, breakers, programmable controllers, switchgear, and switches including applicable single line and wiring diagrams with written description of sequence of operation and the instrumentation provided.
- g. The complete 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, together with a detailed description of how it is to work. Wiring schematics, safety devices with a listing of their normal ranges, alarm and shutdown values (to include operation parameters such as pressures, temperatures, voltages, currents, and speeds) shall be included.
- j. One-line schematic and wiring diagrams of the generator, exciter, regulator, governor, and instrumentation.
- k. Layout of each panel.
- l. Mounting and support for each panel and major piece of electrical equipment.
- m. Engine-generator set lifting points and rigging instructions.

1.4.17 Spare Parts

The Contractor shall submit a complete list of spare parts for each piece of equipment and a complete list of all material and supplies needed for continued operation. Lists shall include supply source and current prices. Each list shall be separated into two parts, those elements recommended by the manufacturer to be replaced after 3 years of service, and the remaining elements.

1.5 STORAGE AND INSTALLATION

The Contractor shall properly protect material and equipment, in accordance with the manufacturers recommended storage procedures, before, during, and after installation. Stored items shall be protected from the weather and

contamination. During installation, piping and similar openings shall be capped to keep out dirt and other foreign matter.

PART 2 PRODUCTS

2.1 MATERIALS AND EQUIPMENT

2.1.1 Filter Elements

Fuel-oil, lubricating-oil, and combustion-air filter elements shall be manufacturer's standard.

2.1.2 Instrument Transformers

ANSI C12.11.

2.1.3 Revenue Metering

IEEE C57.13.

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

ASTM A 53/A 53M, or ASTM A 106/A 106M steel pipe. Pipe smaller than 2 inches shall be Schedule 80. Pipe 2 inches and larger shall be Schedule 40.

- a. Flanges and Flanged Fittings: ASTM A 181/A 181M, Class 60, or ASME B16.5, Grade 1, Class 150.
- b. Pipe Welding Fittings: ASTM A 234/A 234M, Grade WPB or WPC, Class 150 or ASME B16.11, 3000 lb.
- c. Threaded Fittings: ASME B16.3, Class 150.
- d. Valves: MSS SP-80, Class 150.
- e. Gaskets: Manufacturer's standard.

2.1.5 Pipe Hangers

MSS SP-58 and MSS SP-69.

2.1.6 Electrical Enclosures

NEMA ICS 6.

2.1.6.1 Power Switchgear Assemblies

NEMA SG 6.

2.1.6.2 Switchboards

NEMA PB 2.

2.1.6.3 Panelboards

NEMA PB 1.

2.1.7 Electric Motors

Electric motors shall conform to the requirements of NEMA MG 1. Motors shall have sealed ball bearings and a maximum speed of 1800 rpm. Motors used indoors shall have drip-proof frames; those used outside shall be totally enclosed. Alternating current motors larger than 1/2 Hp shall 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, shall be suitable for operation on 120 volts, 60 Hz, and single-phase power.

2.1.8 Motor Controllers

Motor controllers and starters shall conform to the requirements of NFPA 70 and NEMA ICS 2.

2.2 ENGINE

Each engine shall operate on No. 2-D diesel fuel conforming to ASTM D 975, shall be designed for stationary applications and shall be complete with ancillaries. The engine shall be a standard production model described in the manufacturer's catalog. The engine shall be naturally aspirated, supercharged, or turbocharged. The engine shall be 2- or 4-stroke-cycle and compression-ignition type. The engine shall be vertical in-line, V- or opposed-piston type, with a solid cast block or individually cast cylinders. The engine shall have a minimum of two cylinders. Opposed-piston type engines shall have not less than four cylinders. Each block shall have a coolant drain port. Each engine shall be equipped with an overspeed sensor.

2.3 FUEL SYSTEM

The entire fuel system for each engine-generator set shall conform to the requirements of NFPA 30 and NFPA 37 and contain the following elements.

2.3.1 Pumps

2.3.1.1 Main Pump

Each engine shall be provided with an engine driven pump. The pump shall supply fuel at a minimum rate sufficient to provide the amount of fuel required to meet the performance indicated within the parameter schedule. The fuel flow rate shall be based on meeting the load requirements and all necessary recirculation.

2.3.1.2 Auxiliary Fuel Pump

Auxiliary fuel pumps shall be provided to maintain the required engine fuel pressure, if either required by the installation or indicated on the drawings. The auxiliary pump shall be driven by a dc electric motor powered by the starting/station batteries. The auxiliary pump shall be automatically actuated by a pressure-detecting device.

2.3.2 Fuel Filter

A minimum of one full-flow fuel filter shall be provided for each engine. The filter shall be readily accessible and capable of being changed without disconnecting the piping or disturbing other components. The filter shall have inlet and outlet connections plainly marked.

2.3.3 Relief/Bypass Valve

A relief/bypass valve shall be provided 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.

2.3.4 Integral Main Fuel Storage Tank

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

2.3.4.1 Capacity

Each tank shall have capacity to supply fuel to the engine for an uninterrupted 8-hour period at 100% rated load without being refilled.

2.3.4.2 Local Fuel Fill

Each local fuel fill port on the day tank shall be provided with a screw-on cap.

2.3.4.3 Fuel Level Controls

- a. Each tank shall have a float-switch assembly to perform the following functions:
 - (1) Activate the "Low Fuel Level" alarm at 70% of the rated tank capacity.
 - (2) Activate the "Overfill Fuel Level" alarm at 95% of the rated tank capacity.

2.3.4.4 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 shall be provided with an internal or external factory installed valve located as near as possible to the shell of the tank. The valve shall close when the engine is not operating. Integral day tanks shall be provided 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 shall be welded pipe.

2.3.5 Day Tank

2.3.5.1 Capacity, Standby

Each day tank shall have capacity to supply fuel to the engine for an

uninterrupted 8 hour period at 100% rated load without being refilled, plus any fuel which may be returned to the main fuel storage tank. The calculation of the capacity of each day tank shall incorporate the requirement to stop the supply of fuel into the day tank at 90% of the ultimate volume of the tank.

2.3.5.2 Drain Line

Each day tank drain line shall be accessible and equipped with a shutoff valve. Self-supporting day tanks shall be arranged to allow drainage into a 12 inch tall bucket.

2.3.5.3 Local Fuel Fill

Each local fuel fill port on the day tank shall be provided with a screw-on cap.

2.3.5.4 Fuel Level Controls

- a. Each day tank shall have a float-switch assembly to perform the following functions:

(1) When the main storage tank is located higher than the day tank, open the solenoid valve located on the fuel supply line entering the day tank and start the supply of fuel into the day tank. Start the supply of fuel into the day tank when the fuel level is at the "Low" level mark, 75% of the rated tank capacity.

(3) Activate the "Overfill Fuel Level" alarm at 95% of the rated tank capacity.

(4) Activate the "Low Fuel Level" alarm at 70% of the rated tank capacity.

(5) Activate the automatic fuel supply shut-off valve located on the fill line of the day tank and shut down the fuel pump which supplies fuel to the day tank at 95% of the rated tank capacity. The flow of fuel shall be stopped before any fuel can be forced into the fuel overflow line.

2.3.5.5 Arrangement

Integral day tanks may allow gravity flow into the engine. Gravity flow tanks shall be provided with an internal or external valve located as near as possible to the shell of the tank. The valve shall close when the engine is not operating. Integral day tanks shall be provided with any necessary pumps to supply fuel to the engine as recommended by the generator set manufacturer. The overflow connection and the fuel supply line for integral day tanks which do not rely upon gravity flow shall be arranged so that the highest possible fuel level is below the fuel injectors. pipe.

2.3.6 Fuel Supply System

The fuel supply from the main storage of fuel to the day tank shall be as specified in Section 23 10 00 FUEL STORAGE SYSTEMS.

2.4 LUBRICATION

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

2.4.1 Lube-Oil Filter

One full-flow filter shall be provided for each pump. The filter shall be readily accessible and capable of being changed without disconnecting the piping or disturbing other components. The filter shall have inlet and outlet connections plainly marked.

2.4.2 Lube-Oil Sensors

Each engine shall be equipped with lube-oil pressure sensors. Pressure sensors shall be located downstream of the filters and provide signals for required indication and alarms.

2.4.3 Precirculation Pump

A motor-driven precirculation pump powered by the station battery, complete with motor starter shall be provided if recommended by the engine manufacturer.

2.5 COOLING SYSTEM

Each engine shall have its own cooling system. Each system shall operate automatically while its engine is running. The cooling system coolant shall 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 shall not exceed that recommended and submitted in paragraph SUBMITTALS.

2.5.1 Coolant Pumps

Coolant pumps shall be the centrifugal type. Each engine shall have an engine-driven primary pump. Secondary pumps shall be electric motor driven and have automatic controllers. Raw-water circulating pump shall be controlled by manual-off-automatic controllers and shall be engine driven.

2.5.2 Heat Exchanger

Each heat exchanger shall be of a size and capacity to limit the maximum allowable temperature rise in the coolant across the engine to that recommended and submitted in paragraph SUBMITTALS for the maximum summer outdoor design temperature and site elevation. Each heat exchanger shall be corrosion resistant, suitable for service in ambient conditions of application.

2.5.2.1 Fin-Tube-Type Heat Exchanger (Radiator)

Heat exchanger may be factory coated with corrosive resistant film, provided that correction measures are taken to restore the heat rejection capability of the radiator to the initial design requirement via oversizing, or other compensating methods. Internal surfaces shall be compatible with liquid fluid coolant used. Materials and coolant are subject to approval by the Contracting Officer. Heat exchangers shall be pressure type incorporating a pressure valve, vacuum valve and a cap. Caps shall be designed for pressure relief prior to removal. Each heat exchanger and the entire cooling system shall be capable of withstanding a minimum pressure of 7 psi and shall be protected with a strong grille or screen guard. Each heat exchanger shall have at least two tapped holes; one tapped hole shall be equipped with a drain cock, the rest shall be plugged.

2.5.2.2 Shell and U-Tube Type Heat Exchanger

Heat exchanger shall be multiple pass shell and U-tube type. Exchanger shall operate with low temperature water in the shell and high temperature water in the tubes. Exchangers shall be constructed in accordance with ASME BPVC SEC VIII D1 and certified with ASME stamp secured to the unit. U-tube bundles shall be completely removable for cleaning and tube replacement and shall be free to expand with the shell. Shells shall be constructed of seamless steel pipe or welded steel. Tubes shall be cupronickel or inhibited admiralty, constructed in accordance with ASTM B 395/B 395M, suitable for the temperatures and pressures specified. Tubes shall not be less than 3/4 inch unless otherwise indicated. Shell side and tube side shall be designed for 150 psig working pressure and factory tested at 300 psig. High and low temperature water and pressure relief connections shall be located in accordance with the manufacturers standard practice. Water connections larger than 3 inches shall be ASME Class 150 flanged. Water pressure loss through clean tubes shall be as recommended by the engine manufacturer. Minimum water velocity through tubes shall be 1 fps and assure turbulent flow. One or more pressure relief valves shall be provided for each heat exchanger in accordance with ASME BPVC SEC VIII D1. The aggregate relieving capacity of the relief valves shall be not less than that required by the above code. Discharge from the valves shall be installed as indicated. The relief valves shall be installed on the heat exchanger shell. A drain connection with 3/4 inch hose bib shall be installed at the lowest point in the system near the heat exchanger. Additional drain connection with threaded cap or plug shall be installed wherever required for thorough draining of the system.

2.5.3 Expansion Tank

The cooling system shall include an air expansion tank which will accommodate the expanded water of the system generated within the normal operating temperature range, limiting the pressure increase at all components in the system to the maximum allowable pressure at those components. The tank shall be suitable for operating temperature of 250 degrees F and a working pressure of 125 psi. The tank shall be constructed of welded steel, tested and stamped in accordance with ASME BPVC SEC VIII D1 for the stated working pressure. A bladder type tank shall not used. The tank shall be supported by steel legs or bases for vertical or steel saddles for horizontal installation.

2.5.4 Thermostatic Control Valve

A modulating type, thermostatic control valve shall be provided in the coolant system to maintain the coolant temperature range submitted in paragraph SUBMITTALS.

2.5.5 Temperature Sensors

Each engine shall be equipped with coolant temperature sensors. Temperature sensors shall provide signals for pre-high and high indication and alarms.

2.6 AIR INTAKE EQUIPMENT

Filters and silencers shall be provided in locations that are convenient for servicing. The silencer shall be of the high-frequency filter type, located in the air intake system as recommended by the engine manufacturer. Silencer shall be capable of reducing the noise level at the air intake so that the indicated pressure levels specified will not be exceeded. A combined filter-silencer unit meeting requirements for the separate filter and silencer items may be provided. Expansion elements in air-intake lines shall be copper .

2.7 EXHAUST SYSTEM

The system shall be separate and complete for each engine. Piping shall be supported to minimize vibration. Where a V-type engine is provided, a V-type connector, with necessary flexible sections and hardware, shall connect the engine exhaust outlets.

2.7.1 Flexible Sections and Expansion Joints

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

2.7.2 Exhaust Muffler

A chamber type exhaust muffler shall be provided. The muffler shall be constructed of welded steel and designed for outside horizontal mounting. Eyebolts, lugs, flanges, or other items shall be provided as necessary for support in the location and position indicated. Pressure drop through the muffler shall not exceed the recommendations of the engine manufacturer. Outside mufflers shall be zinc coated or painted with high temperature resisting paint. The muffler and exhaust piping together shall reduce the noise level to less than the maximum acceptable level listed. The muffler shall have a drain valve, nipple, and cap at the low-point of the muffler.

2.7.3 Exhaust Piping

Horizontal sections of exhaust piping shall be sloped downward away from the engine to a drip leg for collection of condensate with drain valve and cap. Changes in direction shall be long radius. Exhaust piping, mufflers

and silencers installed inside any building shall be insulated in accordance with paragraph THERMAL INSULATION and covered to protect personnel. Vertical exhaust piping shall be provided with a hinged, gravity-operated, self-closing, rain cover.

2.8 PYROMETER

A pyrometer, multi-point selector switch, and individual thermocouples with calibrated leads shall be provided to show the temperature in each engine cylinder and the combined exhaust . For a supercharged engine, additional points, thermocouples and leads shall be provided to show the temperature in the turbocharger exhaust gas outlet and combustion air discharge passages. Graduated scale length shall be not less than 6 inches. The selector switch shall be double pole, with an "off" position, one set of points for each thermocouple, and suitable indicating dial. The pyrometer, thermocouples, leads and compensating devices shall be calibrated to show true exhaust temperature within plus or minus 1% above the highest temperature encountered at 110% load conditions.

2.9 EMISSIONS

The finished installation shall comply with Federal, state, and local regulations and restrictions regarding the limits of emissions.

2.10 STARTING SYSTEM

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

2.10.1 Controls

An engine control switch shall be provided with functions including: run/start(manual), off/reset, and, automatic mode. Start-stop logic shall be provided for adjustable cycle cranking and cooldown operation. The logic shall be arranged for fully automatic starting in accordance with paragraph AUTOMATIC ENGINE-GENERATOR-SET SYSTEM OPERATION. Electrical starting systems shall be provided with an adjustable cranking limit device to limit cranking periods from 1 second up to the maximum duration.

2.10.2 Capacity

The starting system shall be of sufficient capacity, at the maximum outdoor summer temperature specified to crank the engine without damage or overheating. The system shall be capable of providing a minimum of three cranking periods with 15 second intervals between cranks. Each cranking period shall have a maximum duration of 15 seconds.

2.10.3 Electrical Starting

Manufacturers recommended dc system, utilizing a negative circuit ground.

2.10.3.1 Battery

A starting battery system shall be provided and shall include the battery, battery rack, intercell connectors, spacers, automatic battery charger with overcurrent protection, metering and relaying. The battery shall be in accordance with SAE J537. Critical system components (rack, protection, etc.) shall be sized to withstand the seismic acceleration forces

specified. The battery shall be lead-acid, with sufficient capacity, at the minimum outdoor and maximum outdoor temperature specified, to provide the specified cranking periods. Valve-regulated lead-acid batteries are not acceptable.

2.10.3.2 Battery Charger

A current-limiting battery charger, conforming to UL 1236, shall be provided and shall automatically recharge the batteries. The charger shall be capable of an equalize-charging rate for recharging fully depleted batteries within 24 hours. and a floating charge rate for maintaining the batteries at fully charged condition. An ammeter shall be provided to indicate charging rate. A voltmeter shall be provided to indicate charging voltage. A timer shall be provided 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.

2.10.4 Pneumatic

A pneumatic starting system shall be provided. The compressed air system shall be as specified in Section 22 00 00 PLUMBING, GENERAL PURPOSE, for a working pressure of 300 psi.

2.10.4.1 Air Driven Motors

Air driven motors shall be complete with solenoid valve, strainer, and lubricator.

2.10.4.2 Cylinder Injection

Starting shall be accomplished by admitting compressed air into two or more engine cylinders through a timing valve, or through a distributor into a sufficient number of cylinders to assure successful starting regardless of piston positions.

2.10.5 Starting Aids

The manufacturer shall provide one or more of other following methods to assist engine starting.

2.10.5.1 Glow Plugs

Glow plugs shall be designed to provide sufficient heat for combustion of fuel within the cylinders to guarantee starting at an ambient temperature of -25 degrees F.

2.10.5.2 Jacket-Coolant Heaters

A thermostatically controlled electric heater shall be mounted in the engine coolant jacketing to automatically maintain the coolant within plus or minus 3 degrees F of the control temperature. The heater shall operate independently of engine operation so that starting times are minimized. Power for the heaters shall be 208 volts ac.

a. Prime Rated Sets

The control temperature shall be the higher of the manufacturer's recommended temperature or the minimum coolant inlet temperature of the

engine recommended in paragraph SUBMITTALS.

b. Standby Rated Sets

The control temperature shall be the temperature recommended by the engine manufacturer to meet the starting time specified at the minimum winter outdoor temperature.

2.10.5.3 Lubricating-Oil Heaters

A thermostatically controlled electric heater shall be mounted in the engine lubricating-oil system to automatically maintain the oil temperature within plus or minus 3 degrees F of the control temperature. The heater shall operate independently of engine operation so that starting times are minimized. Power for the heaters shall be 120 volts ac.

2.10.6 Exerciser

The exerciser shall be in accordance with Section 26 36 00.00 10 AUTOMATIC TRANSFER SWITCH AND BY-PASS/ISOLATION SWITCH.

2.11 GOVERNOR

Each engine shall be provided with a governor which maintains the frequency within a bandwidth of the rated frequency, over a steady-state load range of zero to 100% of rated output capacity. The governor shall be configured for safe manual adjustment of the speed/frequency during operation of the engine-generator set, without special tools, from 90 to 110% of the rated speed/frequency, over a steady state load range of 0 to 100% or rated capacity. Isochronous governors shall maintain the midpoint of the frequency bandwidth at the same value for steady-state loads over the range of zero to 100% of rated output capacity.

2.12 GENERATOR

Each generator shall be of the synchronous type, one or two bearing, 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. Insulation shall be Class H. Generator design shall protect against mechanical, electrical and thermal damage due to vibration, 25% overspeeds, or voltages and temperatures at a rated output capacity of 110% for prime applications and 100% for standby applications. Generator ancillary equipment shall meet the short circuit requirements of NEMA MG 1. Frames shall be the drip-proof type.

2.12.1 Current Balance

At 100% rated output capacity, and load impedance equal for each of the 3 phases, the permissible current difference between any 2 phases shall not exceed 2% of the largest current on either of the 2 phases.

2.12.2 Voltage Balance

At any balanced load between 75 and 100% of rated output capacity, the difference in line-to-neutral voltage among the 3 phases shall not exceed 1% of the average line-to-neutral voltage. For a single-phase load condition, consisting of 25% 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 shall not exceed 3% of rated line to neutral voltage. The single-phase load requirement shall be valid utilizing normal exciter and regulator control. The interpretation of the 25% load for single phase load conditions means 25% of rated current at rated phase voltage and unity power factor.

2.12.3 Waveform

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

2.13 EXCITER

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

2.14 VOLTAGE REGULATOR

Each generator shall be provided with a solid-state voltage regulator, separate from the exciter. The regulator shall maintain the voltage within a bandwidth of the rated voltage, over a steady-state load range of zero to 100% of rated output capacity. Regulator shall be configured for safe manual adjustment of the engine-generator voltage output without special tools, during operation, from 90 to 110% of the rated voltage over the steady state load range of 0 to 100% of rated output capacity. Regulation drift shall not exceed plus or minus 0.5% for an ambient temperature change of 68 degrees F. Reactive droop compensation or reactive differential compensation shall load share the reactive load proportionally between sets during parallel operation. The voltage regulator shall have a maximum droop of 2% of rated voltage over a load range from 0 to 100% of rated output capacity and automatically maintain the generator output voltage within the specified operational bandwidth.

2.15 GENERATOR ISOLATION AND PROTECTION

Devices necessary for electrical protection and isolation of each engine-generator set and its ancillary equipment shall be provided. The generator circuit breaker (IEEE Device 52) ratings shall be consistent with the generator rated voltage and frequency, with continuous, short circuit withstand, and interrupting current ratings to match the generator capacity. The generator circuit breaker shall be manually operated. A set of surge capacitors, to be mounted at the generator terminals shall be provided. Monitoring and control devices shall be as specified in paragraph GENERATOR PANEL.

2.15.1 Switchboards

Switchboards shall be free-standing, metal-enclosed, general purpose, 3-phase, 4-wire, 600 volt rated, with neutral bus and continuous ground bus, conforming to NEMA PB 2 and UL 891. Neutral bus and ground bus capacity shall be full capacity. Panelboards shall conform to NEMA PB 1.

Enclosure designs, construction, materials and coatings shall be suitable for the application and environment. Bus continuous current rating shall be at least equal to the generator rating and correspond to the UL listed current ratings specified for panelboards and switchboards. Current withstand (short circuit rating) shall be equal to the breaker interrupting rating. Buses shall be copper.

2.15.2 Devices

Switches, circuit breakers, switchgear, fuses, relays, and other protective devices shall be as specified in Section 26 28 01.00 10 COORDINATED POWER SYSTEM PROTECTION.

2.16 SAFETY SYSTEM

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

2.16.1 Audible Signal

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

2.16.2 Visual Signal

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

2.16.3 Alarms and Action Logic

2.16.3.1 Shutdown

Simultaneous activation of the audible signal, activation of the visual signal, stopping the engine, and opening the generator main circuit breakers shall be accomplished.

2.16.3.2 Problem

Activation of the visual signal shall be accomplished.

2.16.4 Local Alarm Panel

A local alarm panel shall be provided with the following shutdown and alarm functions in accordance with NFPA 99, NFPA 110 level 1 2 and including the listed Corps of Engineer requirements mounted either on or adjacent to the engine generator set.

Device/Condition /Function	What/Where/Size	NFPA 99	NFPA 110 Level 1	NFPA 110 Level 2	Corps of Engrs Required
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Shutdowns w/Alarms

High engine temperature	Automatic/jacket/water/cylinder	SD/ VA			
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Low lube-oil pressure	Automatic/pressure/level	SD/ VA			
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Overspeed Shutdown& Alarm	(110 percent (+ 2 % of rated speed)	SD/ VA			
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Overcrank, Failure to start	Automatic/Failure to start when used	SD/CP VA		SD/CP VA	
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Air shutdown damper (200-600kW)	When Used		SD/CP VA		
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Day tank overflow limit indication & transfer pump shutdown (95 % volume)	Automatic/Day Tank/Level				SD (Pump) CP VA
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Red emergency stop switch	Manual Switch		VA	SD VA	
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Alarms

Day Tank integral main fuel storage tank (Low fuel Limit indication) (70 percent volume remaining)	Automatic/Day Tank Level				CP VA
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Low fuel level	Main tank, 3 hrs remaining	CP VA			
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Integral Main Fuel Storage Tank High Fuel Level	95% volume				CP VA
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Low Coolant Temperature	jacket water	CP VA			
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Pre-High

Device/Condition /Function	What/Where/Size	NFPA 99	NFPA 110 Level 1	NFPA 110 Level 2	Corps of Engrs Required
Temperature	jacket water/ cylinder		CP VAO		
Pre-Low Lube-oil Pressure					CP VA
High battery Voltage			CP VA		
Low battery Voltage			CP VA		
Battery charger AC Failure	AC supply not available		CP VA		
Control switch not in AUTO			CP VA		
Low starting Air pressure			CP VA		
Low starting hydraulic pressure			CP VA		

SD - Shut Down
CP - On Control Panel
VA - Visual Alarm
AA - Audible Alarm
O - Optional

2.16.5 Time-Delay on Alarms

For startup of the engine-generator set, time-delay devices shall be installed bypassing the low lubricating oil pressure alarm during cranking, and the coolant-fluid outlet temperature alarm. The lube-oil time-delay device shall return its alarm to normal status after the engine starts. The coolant time-delay device shall return its alarm to normal status 5 minutes after the engine starts.

2.16.6 Remote Alarm Panel

A remote alarm panel shall be provided as indicated.

Device/Condition/Function	What/Where/Size	NFPA 99	NFPA 110 Level 1	NFPA 110 Level 2
Remote annunciator panel	Battery Powered			Alarms
Loads on genset			VA	
Battery charger malfunction			VA	
Low lube-oil	Pressure/level			AA
Low temperature	Jacket water			AA
High temperature	Jacket water/ cylinder			AA
Low fuel level	Main tank, 3 hrs remaining			AA

Device/Condition/Function	What/Where/Size	NFPA 99	NFPA 110 Level 1	NFPA 110 Level 2
Overcrank	Failure to start	AA		
Overspeed		AA		
Pre-high temperature	Jacket water/ cylinder		AA	
Control switch not in AUTO			AA	
Common alarm contacts for local & remote common alarm			X	
Audible alarm silencing switch			X	
Air shutdown damper	When used		AA	AAO
Common fault alarm			AA	

- X - Required
- SD - Shutdown
- CP - On Control Panel
- VA - Visual Alarm
- AA - Audible Alarm
- O - Optional

2.17 ENGINE GENERATOR SET CONTROLS AND INSTRUMENTATION

Devices, wiring, remote panels, local panels, etc. shall be provided and installed as a complete system to automatically activate the appropriate signals and initiate the appropriate actions.

2.17.1 Controls

A local control panel shall be provided with controls in accordance with NFPA 110 level 1 2 mounted either on or adjacent to the engine generator set. A remote control panel shall be provided with devices as indicated fully redundant to the local control panel.

Device/Condition/ Function	Corps Requirement	NFPA 110 Level 1	NFPA 110 Level 2	MFG Offering
Controls				
Switch: run/start - off/reset - auto	CP			CP/STD
Emergency stop switch & alarm	CP			CP/STD
Lamp test/indicator test	CP	CP VA	CP VA	CP/STD
Common alarm contacts/ fault relay		X	X	CP/O
Panel lighting	CP			CP/STD
Audible alarm & silencing/reset switch	CP			
Voltage adjust for voltage regulator	CP			CP/STD
Pyrometer display w/selector switch	CP			
Remote emergency stop switch		CP VA		
Remote fuel shutoff switch				

Device/Condition/ Function	Corps Requirement	NFPA 110 Level 1	NFPA 110 Level 2	MFG Offering
Remote lube-oil shutoff switch				

2.17.2 Engine Generator Set Metering and Status Indication

A local panel shall be provided with devices in accordance with NFPA 110 level 1 2 mounted either on or adjacent to the engine generator set. A remote control panel shall be provided with devices as indicated fully redundant to the local control panel.

Device/Condition/ Function	Corps Requirement	NFPA 110 Level 1	NFPA 110 Level 2	MFG Offering
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Genset Status & Metering

Genset supplying load		CP VA	CP VAO	
System ready				CP/STD
Engine oil pressure	CP			CP/STD
Engine coolant temperature	CP			CP/STD
Engine RPM (tachometer)	CP			CP/STD
Engine run hours	CP			CP/STD
Pyrometer display w/selector switch	CP			
AC volts (generator), 3-phase	CP			CP/STD
AC amps (generator), 3 - phase	CP			CP/STD
Generator Frequency	CP			CP/STD
Phase selector switches (amps & volts)	CP			CP/STD
Watts/kW				CP/VA-O
Voltage Regulator Adjustment	CP			

X - Required

CP - On Control Panel

VA - Visual Alarm

AA - Audible Alarm

STD- Manufacturers Standard Offering

O - Optional

2.18 SYNCHRONIZING PANEL

The panel shall be as specified in paragraph PANELS and shall provide controls, gauges, meters, and displays to include:

- a. Frequency meters, dial type, with a range of 90 to 110% of rated frequency. Vibrating-reed type meters shall not be used. One shall monitor generator output frequency ("Generator Frequency Meter") and the other shall monitor the frequency of the parallel source ("Bus Frequency Meter").
- b. Voltmeters, ac, dial type, 3-phase, with 4-position selector

switch for the generator output ("Generator Volt Meter") and for the parallel power source ("Bus volt meter").

- c. Automatic synchronizer.
- d. Manual synchronizing controls.
- e. Indicating lights for supplementary indication of synchronization.
- f. Synchroscope.
- g. Wattmeter, indicating.

2.19 PANELS

Each panel shall be of the type and kind necessary to provide specified functions. Panels shall be mounted on the engine-generator set base by vibration/shock absorbing type mountings. Instruments shall be mounted flush or semiflush. Convenient access to the back of panels shall be provided to facilitate maintenance. Instruments shall be calibrated using recognized industry calibration standards. Each panel shall be provided with a panel identification plate which clearly identifies the panel function. Each instrument and device on the panel shall be provided with a plate which clearly identifies the device and its function as indicated. Switch plates shall clearly identify the switch-position function.

2.19.1 Enclosures

Enclosures shall be designed for the application and environment, conforming to NEMA ICS 6. Locking mechanisms shall be keyed alike.

2.19.2 Analog

Analog electrical indicating instruments shall be in accordance with ANSI C39.1 with semiflush mounting. Switchboard, switchgear, and control-room panel-mounted instruments shall have 250 degree scales with an accuracy of not less than 99%. Unit-mounted instruments shall be the manufacturer's standard have 100 degree scales with an accuracy of not less than 98%. The instrument's operating temperature range shall be minus 4 to plus 158 degrees F. Distorted generator output voltage waveform of a crest factor less than 5 shall not affect metering accuracy for phase voltages, hertz and amps.

2.19.3 Electronic

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

2.19.4 Parameter Display

Indication or readouts of the tachometer, lubricating-oil pressure, ac voltmeter, ac ammeter, frequency meter, and safety system parameters shall be provided. A momentary switch shall be specified for other panels.

2.20 AUTOMATIC ENGINE-GENERATOR-SET SYSTEM OPERATION

Fully automatic operation shall be provided 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 shall automatically reset after termination of their function.

2.20.1 Automatic Transfer Switch

Automatic transfer switches shall be in accordance with Section 26 36 00.00 10AUTOMATIC TRANSFER SWITCH AND BY-PASS/INSOLATION SWITCH.

2.20.2 Monitoring and Transfer

Devices shall be provided 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. Functions, actuation, and time delays shall be as described in Section 26 36 00.00 10 AUTOMATIC TRANSFER SWITCH AND BY-PASS/ISOLATION SWITCH.

2.21 MANUAL ENGINE-GENERATOR-SET SYSTEM OPERATION

Complete facilities shall be provided for manual starting and testing of each set without load, loading and unloading of each set, and synchronization of each set with an energized bus.

2.22 STATION BATTERY SYSTEM

A station battery system shall be provided to include the battery, battery rack, spacers, automatic battery charger and distribution panelboard with overcurrent protection, metering and relaying. Components shall be sized to withstand the seismic acceleration forces specified. The batteries shall have a rated life of 20 years and a manufacturer's 5-year, no cost replacement guarantee.

2.22.1 Battery

The battery shall be lead-acid, sized in accordance with IEEE Std 485 and conform to the requirements of IEEE Std 484. Valve-regulated lead-acid batteries are not acceptable.

2.22.2 Battery Charger

A current-limiting, 120-volt battery charger shall be furnished to automatically recharge the batteries. The charger shall be capable of an equalize charging rate for recharging fully depleted batteries within 8 hours and a floating-charge rate for maintaining the batteries in a fully charged condition. The charger shall be equipped with a low-voltage alarm relay, 0- to 24-hour equalizing timer, an ammeter to indicate charging rate, and necessary circuit breakers. The charger shall conform to the requirements of UL 1236. A battery is considered to be fully depleted when

the voltage falls to a level incapable of operating the equipment loads served by the battery.

2.23 BASE

The base shall be constructed of steel. The base shall be designed 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 shall permit skidding in any direction during installation and shall withstand and mitigate the affects of synchronous vibration of the engine and generator. The base shall be provided with suitable holes for anchor bolts and jacking screws for leveling.

2.24 THERMAL INSULATION

Thermal insulation shall be as specified in Section 23 07 00 THERMAL INSULATION FOR MECHANICAL SYSTEMS.

2.25 PAINTING AND FINISHING

The engine-generator set shall be cleaned, primed and painted in accordance with the manufacturer's standard color and practice.

2.26 FACTORY INSPECTION AND TESTS

The factory tests shall be performed on each engine-generator set. The component manufacturer's production line test is acceptable as noted. Each engine-generator set shall be run not less than 1 hour at rated output capacity prior to inspections. Inspections shall be completed and all necessary repairs made, prior to testing. Engine generator controls and protective devices that are provided by the generator set manufacturer as part of the standard package shall be used 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.

2.26.1 Factory Inspection

Inspections shall be performed prior to beginning and after completion of testing of the assembled engine-generator set. Inspectors shall look for leaks, looseness, defects in components, proper assembly, etc. and any item found to be in need of correction shall be noted as a necessary repair. The following checklist shall be used for the inspection:

INSPECTION ITEM	GOOD	BAD	NOTES
1. Drive belts			
2. Governor and adjustments			
3. Engine timing mark			
4. Starting motor			
5. Starting aids			
6. Coolant type and concentration			
7. Radiator drains			
8. Block coolant drains			
9. Coolant fill level			
10. All coolant line connections			

11. All coolant hoses
12. Combustion air filter
13. Combustion air silencer
14. Lube oil type
15. Lube oil sump drain
16. Lube-oil filter
17. Lube-oil-level indicator
18. Lube-oil-fill level
19. All lube-oil line connections
20. All lube-oil lines
21. Fuel type and amount
22. All fuel-line connections
23. All fuel lines
24. Fuel filter
25. Coupling and shaft alignment
26. Voltage regulators
27. Battery-charger connections
28. All wiring connections
29. Instrumentation
30. Hazards to personnel
31. Base
32. Nameplates
33. Paint
34. Exhaust-heat recovery unit
35. Switchboard
36. Switchgear

2.26.2 Factory Tests

On engine-generator set tests where the engine and generator are required to be connected and operated together, the load power factor shall be the power factor specified in the engine generator set parameter schedule . . . Electrical measurements shall be performed in accordance with IEEE Std 120. Definitions of terms are in accordance with IEEE Std 100. Temperature limits in the rating of electrical equipment and for the evaluation of electrical insulation shall be in accordance with IEEE Std 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 Std 115 and IEEE Std 43, to the performance criteria in NEMA MG 1, Part 22. Generator manufacturer's production line test is acceptable.
- b. High Potential Test, per IEEE Std 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, per IEEE Std 115. Generator manufacturer's production line test is acceptable.
- d. Overspeed Vibration Test, per IEEE Std 115 to the performance criteria in NEMA MG 1. The test shall be performed at 110% of rated speed for 5 minutes. The vibration shall be measured at the end bearings (front and back of engine, outboard end of generator) in the horizontal, vertical, and axial directions. Vibration

amplitude and speed shall be recorded at one minute intervals.

- e. 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% 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.
 - f. Current Balance on Stator Winding Test, by measuring the current on each phase of the winding with the generator operating at 100 % of Rated Output Capacity, with the load impedance equal for each of the three phases: to the performance criteria specified in paragraph GENERATOR.
 - g. Voltage Waveform Deviation and Distortion Test per IEEE Std 115 to the performance criteria specified in paragraph GENERATOR. High-speed recording instruments capable of recording voltage waveform deviation and all distortion, including harmonic distortion shall be used. Representation of results shall include appropriate scales to provide a means to measure and interpret results.
 - h. 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:

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

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

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

- i. 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. Tabular data shall include the following:

Ambient temperature (at 15 minute intervals).

Generator output current (before and after load changes).

Generator output voltage (before and after load changes).

Frequency (before and after load changes).

Generator output power (before and after load changes).

Graphic representations shall 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.

(1.) Perform and record engine manufacturer's recommended prestarting checks and inspections.

(2.) 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.

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

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

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

(6.) Apply the Maximum Step Load Increase.

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

- (8.) Repeat steps 3. through 7.
- 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. This test may be performed using any prime mover.
- (1.) Start and operate the generator set at rated 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

Installation shall provide clear space for operation and maintenance in accordance with NFPA 70 and IEEE C2. Installation of pipe, duct, conduit, and ancillary equipment shall be configured to facilitate easy removal and replacement of major components and parts of the engine-generator set.

3.2 PIPING INSTALLATION

Piping shall be welded. Connections at valves shall be flanged. Connections at equipment shall be flanged except that connections to the diesel engine may be threaded if the diesel-engine manufacturers standard connection is threaded. Except where otherwise specified, welded flanged fittings shall be utilized 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. Connections to equipment shall be made with vibration-isolation-type flexible connectors. Piping and tubing shall be supported and aligned to prevent stressing of flexible hoses and connectors. Pipes extending through the roof shall be properly flashed. Piping shall be installed clear of windows, doors and openings, to permit thermal expansion and contraction without damage to joints or hangers, and shall be installed with a 1/2 inch drain valve with cap at each low point.

3.2.1 Support

Hangers, inserts, and supports shall be of sufficient size to accommodate any insulation and shall conform to MSS SP-58 and MSS SP-69. Supports shall be spaced not more than 7 feet on center for pipes 2 inches in diameter or less, not more than 12 feet on center for pipes larger than 2 inches but smaller than 4 inches in diameter, and not more than 17 feet on center for pipes larger than 4 inches in diameter. Supports shall be provided at pipe bends or change of direction.

3.2.1.1 Ceiling and Roof

Exhaust piping shall be supported with appropriately sized Type 41 single pipe roll and threaded rods; all other piping shall be supported with appropriately sized Type 1 clevis and threaded rods.

3.2.1.2 Wall

Wall supports for pipe shall be made by suspending the pipe from appropriately sized Type 33 brackets with the appropriate ceiling and roof pipe supports.

3.2.2 Flanged Joints

Flanges shall be Class 125 type, drilled, and of the proper size and configuration to match the equipment and diesel engine connections. Flanged joints shall be gasketed and made up square and tight.

3.2.3 Cleaning

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

3.2.4 Pipe Sleeves

Pipes passing through construction such as ceilings, floors, or walls shall be fitted with sleeves. Each sleeve shall extend through and be securely fastened in its respective structure and shall be cut flush with each surface. The structure shall be built tightly to the sleeve. The inside diameter of each sleeve shall be minimum 1/2 inch, and where pipes pass through combustible materials 1 inch larger than the outside diameter of the passing pipe or pipe insulation/covering.

3.3 ELECTRICAL INSTALLATION

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

3.4 FIELD PAINTING

Field painting shall be as specified in Section 09 90 00 PAINTS AND COATINGS.

3.5 ONSITE INSPECTION AND TESTS

3.5.1 Test Conditions

3.5.1.1 Data

Measurements shall be made and recorded of all parameters necessary to verify that each set meets specified parameters. If the results of any test step are not satisfactory, adjustments, replacements, or repairs shall be made and the step repeated until satisfactory results are obtained.

Unless otherwise indicated, data shall be recorded in 15 minute intervals during engine-generator set operation and shall 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. Electrical measurements shall be performed in accordance with IEEE Std 120. Definitions of terms are in accordance with IEEE Std 100. Temperature limits in the rating of electrical equipment and for the evaluation of electrical insulations shall be in accordance with IEEE Std 1.

3.5.1.2 Power Factor

For all engine-generator set operating tests the load power factor shall be the power factor specified in the engine-generator set parameter schedule.

3.5.1.3 Contractor Supplied Items

The Contractor shall 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

Readings of panel gauges, meters, displays, and instruments provided as permanent equipment shall be verified during test runs, using test instruments of greater precision and accuracy. Test instrument accuracy shall be within the following: current plus or minus 1.5%, voltage plus or minus 1.5%, real power plus or minus 1.5%, reactive power plus or minus 1.5%, power factor plus or minus 3%, frequency plus or minus 0.5%. Test instruments shall be calibrated by a recognized standards laboratory within 30 days prior to testing.

3.5.1.5 Sequence

The sequence of testing shall be as specified in the approved testing plan unless variance is authorized by the Contracting Officer. Field testing shall be performed in the presence of the Contracting Officer. Tests may be scheduled and sequenced in order to optimize run-time periods; however, the following general order of testing shall be followed: Construction Tests; Inspections; Pre-operational Tests; Safety Run Tests; Performance Tests; and Final Inspection.

3.5.2 Construction Tests

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 shall be performed prior to connection to the engine-generator set.

3.5.2.1 Piping Test

- a. Lube-oil and fuel-oil piping shall be flushed with the same type of fluid intended to flow through the piping, until the outflowing fluid has no obvious sediment or emulsion.
- b. Fuel piping which is external to the engine-generator set shall be tested in accordance with NFPA 30. All remaining piping which is external to the engine-generator set shall be pressure tested with

air pressure at 150% 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, the test shall be performed before the insulation is applied.

3.5.2.2 Electrical Equipment Tests

- a. Low-voltage cable insulation integrity tests shall be performed for cables connecting the generator breaker to the automatic transfer switch. Low-voltage cable, complete with splices, shall be tested for insulation resistance after the cables are installed, in their final configuration, ready for connection to the equipment, and prior to energization. The test voltage shall be 500 volts dc, applied 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. The minimum value of insulation shall be:

R in megohms = (rated voltage in kV + 1) x 304,800/(length of cable in meters)

R in megohms = (rated voltage in kV + 1) x 1000/(length of cable in feet)

Each cable failing this test shall be repaired or replaced. The repair cable shall be retested until failures have been eliminated.

- c. Ground-Resistance Tests. The resistance of electrode the ground ring shall be measured using the fall-of-potential method defined in IEEE Std 81. Ground resistance measurements shall be made before the electrical distribution system is energized and shall be made in normally dry conditions not less than 48 hours after the last rainfall. Resistance measurements of separate grounding electrode systems shall be made before the systems are bonded together below grade. 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.) Single rod electrode - 25.

- d. Circuit breakers and switchgear shall be examined and tested in accordance with the manufacturer's published instructions for functional testing.

3.5.3 Inspections

The following inspections shall be performed 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. Checks applicable to the installation shall be performed. The results of those which are physical inspections (I) shall be documented by the Contractor and submitted in accordance with paragraph SUBMITTALS. The Contractor shall present manufacturer's data for the inspections designated (D) at the time of inspection. Inspections shall

verify that equipment type, features, accessibility, installation and condition are in accordance with the contract specification. Manufacturer's statements shall certify provision of features which cannot be verified visually.

1. Drive belts. (I)
2. Governor type and features. (I)
3. Engine timing mark. (I)
4. Starting motor. (I)
5. Starting aids. (I)
6. Coolant type and concentration. (D)
7. Radiator drains. (I)
8. Block coolant drains. (I)
9. Coolant fill level. (I)
10. Coolant line connections. (I)
11. Coolant hoses. (I)
12. Combustion air filter. (I)
13. Intake air silencer. (I)
14. Lube oil type. (D)
15. Lube oil sump drain. (I)
16. Lube-oil filter. (I)
17. Lube-oil level indicator. (I)
18. Lube-oil fill level. (I)
19. Lube-oil line connections. (I)
20. Lube-oil lines. (I)
21. Fuel type. (D)
22. Fuel-level. (I)
23. Fuel-line connections. (I)
24. Fuel lines. (I)
25. Fuel filter. (I)
26. Access for maintenance. (I)
27. Voltage regulator. (I)
28. Battery-charger connections. (I)
29. Wiring & terminations. (I)
30. Instrumentation. (I)
31. Hazards to personnel. (I)
32. Base. (I)
33. Nameplates. (I)
34. Paint. (I)
35. Exhaust-heat system. (I)
36. Exhaust muffler. (I)
37. Switchboard. (I)
38. Switchgear. (I)
39. Access provided to controls. (I)
40. Enclosure is weather resistant. (I)
41. Engine & generator mounting bolts (application). (I)

3.5.4 Pre-operational Tests

3.5.4.1 Protective Relays

Protective relays shall be visually and mechanically inspected, adjusted, tested, and calibrated in accordance with the manufacturer's published instructions. Tests shall include pick-up, timing, contact action, restraint, and other aspects necessary to ensure proper calibration and operation. Relay settings shall be implemented in accordance with the installation coordination study. Relay contacts shall be manually or electrically operated to verify that the proper breakers and alarms initiate. Relaying current transformers shall be field tested in

accordance with IEEE C57.13.1.

3.5.4.2 Insulation Test

Generator and exciter circuits insulation resistance shall be tested in accordance with IEEE Std 43. Stator readings shall be taken at the circuit breaker, to include generator leads to switchboard. Results of insulation resistance tests shall be recorded. Readings shall be within limits specified by the manufacturer. Mechanical operation, insulation resistance, protective relay calibration and operation, and wiring continuity of switchboard assembly shall be verified. Precautions shall be taken to preclude damaging generator components during test.

3.5.4.3 Engine-Generator Connection Coupling Test

When the generator provided is a two-bearing machine, the engine-generator connection coupling shall be inspected and checked by dial indicator to prove that no misalignment has occurred. The dial indicator shall measure variation in radial positioning and axial clearance between the coupling halves. Readings shall be taken at four points, spaced 90 degrees apart. Solid couplings and pin-type flexible couplings shall be aligned 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.

3.5.5 Safety Run Test

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

- 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% of Service Load.
- l. Verify proper operation and setpoints of gauges and instruments.
- m. Verify proper operation of ancillary equipment.
- n. Manually adjust the governor to increase engine speed past the overspeed 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% of Service Load.
- p. Manually adjust the governor to increase engine speed to within 2% of the overspeed 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. The engine's oil pressure sensor shall be moved from the engine to the manifold. The manifold shutoff valve shall be open and bleed valve closed.

- 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% 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% 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 75 feet from the engine at 45 degrees apart in all directions for vertical piping. If a sound limiting enclosure is provided, the enclosure, the muffler, and intake silencer shall 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 shall be modified or replaced as required of this specification.
- 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.

3.5.6 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, if any parts are changed, or adjustments made to the generator set, its controls, or auxiliaries, the associated tests shall be repeated.

3.5.6.1 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, the entire test shall be repeated. The engine load run test shall be accomplished principally during daylight hours. 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. Data taken at 15 minute intervals shall 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% of Service Load.
- d. Increase load to 100% of Service Load and operate the engine generator-set for 4 hours.
- e. For prime rated units, increase load to 110% of Service Load and operate the engine generator-set for 2 hours.
- f. Decrease load to 100% 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.

3.5.6.2 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% 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.

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

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

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

adjustments.

3.5.6.3 Voltage Regulator Range Test

- a. While operating at no load, verify that the voltage regulator adjusts from 90% to 110% of rated voltage.
- b. Increase load to 100% of Rated Output Capacity. Verify that the voltage regulator adjusts from 90% to 110% of rated voltage.

3.5.6.4 Governor Adjustment Range Test

- a. While operating at no load, verify that the governor adjusts from 90% to 110% of rated frequency.
- b. Increase load to 100% of Rated Output Capacity. Verify that the governor adjusts from 90% to 110% of rated frequency.

3.5.6.5 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. Tabular data shall include the following:

- (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 shall 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 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% 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.

3.5.7 Automatic Operation Tests for Stand-Alone Operation

The automatic loading system shall be tested to demonstrate automatic starting, and loading and unloading of each engine-generator set. The loads for this test shall utilize the actual loads to be served, and the loading sequence shall be the indicated sequence. Perform this test for a minimum of two successive, successful tests. Data taken shall include the following:

- (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).
- a. Initiate loss of the primary power source and verify automatic sequence of operation.
- b. Restore the primary power source and verify sequence of operation.
- c. Verify resetting of controls to normal.

3.5.8 Fuel Consumption Tests

Fuel consumption tests to confirm the manufacturer's certified rates shall be performed on engine generator set and the results tabulated and averaged. Fuel consumption tests shall be conducted under the direct supervision of the engine manufacturer's representative. Fuel consumption readings shall be taken at 15 minute intervals, over a minimum period of 1 hour at 50% Service Load, 1 hour at 75% Service Load, and 4 hours at 100% Service Load. Fuel consumption data may be taken during the 75% load test and 100% load tests. Fuel consumption readings at site conditions shall be correlated to the guarantee-baseline conditions. Test report shall contain: readings of the output frequency, voltage, current, power factor, and power; barometric pressure; ambient temperature; intake-air temperature; fuel temperature; the site fuel consumption readings, adjustment calculations, factors, and source references for correlation of actual consumption rate of the guaranteed rate.

- a. Start and operate the generator set and allow it to stabilize at rated load, rated voltage and rated frequency. During this

period, readings of all instruments including thermal instrumentation shall be recorded at minimum intervals of 10 minutes. If necessary, adjustments to the load, voltage and frequency may be made to maintain rated load at rated voltage and rated frequency. However, adjustments to the voltage and frequency shall be limited to those adjustments available to the operator, specifically adjustments to the voltage or frequency adjust devices. On generator sets utilizing a droop-type speed control system as the prime speed control, the speed and droop portions of the control may be adjusted. No other adjustments to the voltage and frequency control systems shall be made unless permitted by the procurement document. Adjustments to the load, voltage or frequency controls shall be recorded on the data sheet. Unless otherwise specified in the procurement document, stabilization will 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.

- b. Perform one of the following procedures:

BALANCE SCALE PROCEDURE.

- (1.) Supply fuel from auxiliary container mounted on a balance scale.
- (2.) After stabilization has occurred, set the balance weights at any convenient value slightly less than the total weight of the fuel and container.
- (3.) Start the stopwatch when the balance weights fall and record the total weight.
- (4.) Reduce the balance weight a convenient amount and record the amount of the weights removed.
- (5.) Stop the stopwatch when the balance weights fall and record the total weight and the elapsed time.
- (6.) Repeat steps (1) thru (2) above until the timed portion of the test exceeds the 2 hours.
- (7.) From the total elapsed time and total of the weights removed calculate the fuel consumption in terms of pounds per hour.
- (8.) Using the value obtained in step (7) above, compute the rate of fuel consumption per kilowatt hour, as follows:
$$\text{Pounds per kWh} = \frac{\text{Fuel Consumption in Pounds per Hour}}{\text{kW Load}}$$
- (9.) Repeat the test for each load condition specified.
- (10.) Determine the capacity of the generator set fuel tank in pounds of fuel.
- (11.) For each specified load, compute the number of continuous

hours the generator set will operate on a full tank of fuel. The following formula shall be used.

$$\text{Operating hours} = \frac{\text{Fuel Tank Capacity (Pounds)}}{\text{Fuel Consumption (Pounds per hour)}}$$

ALTERNATE PROCEDURE FOR WEIGHING FUEL

- (1.) Supply fuel from the auxiliary fuel container, mounted on a platform balance, or other weighing device.
- (2.) After stabilization has occurred, record weight readings every one-half hour for a period of 2 hours.
- (3.) Calculate the average hourly fuel consumption rate in pounds per hour.
- (4.) Using the average hourly fuel consumption rate obtained above, compute the rate of fuel consumption per kilowatt hour, as follows:

$$\text{Pounds per kWh} = \frac{\text{Fuel Consumption}}{\text{kW Load}}$$

- (5.) Repeat test for each load condition specified.
- (6.) Determine the capacity of the generator set fuel tank in pounds of fuel.
- (7.) For each specified load test, compute the number of continuous hours the generator set will operate on a full tank of fuel. The following formula shall be used:

$$\text{Operating Hours} = \frac{\text{Fuel Tank Capacity (Pounds)}}{\text{Fuel Consumption (Pounds per Hour)}}$$

ALTERNATE PROCEDURE USING FLOWMETER.

Flowmeters may be used to determine the fuel rate. They usually are calibrated in either gallons per hour, or pounds per hour, for a fuel of a definite specific gravity and temperature.

- (1.) After stabilization has occurred record the fuel consumption rate, and continue to record the fuel consumption rate at one-half hour intervals for 2 hours.
- (2.) Determine the average of the readings (correct for fuel specific gravity and temperature). This is the fuel consumption rate and should be converted, if necessary, to pounds per hour.
- (3.) Using the average value obtained above, calculate the rate of fuel consumption per kilowatt hour.
- (4.) Repeat the test for each load condition specified.
- (5.) Determine the capacity of the generator set fuel tank in pounds of fuel.
- (6.) For each specified load test, compute the number of

continuous hours the generator set will operate on a full tank of fuel. The following formula shall be used:

$$\text{Operating Hours} = \frac{\text{Fuel Tank Capacity (Pounds)}}{\text{Fuel Consumption (Pounds per Hour)}}$$

- c. Results. Compare the operating hours or the fuel consumption rate per kWh.

3.5.9 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% 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. Any corrective action shall be verified for effectiveness by running the engine for 8 hours at Service Load, then re-examining 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.

3.6 POSTED DATA AND INSTRUCTIONS

Posted Data and Instructions shall be posted prior to field acceptance testing of the engine generator set. Two sets of instructions/data shall be typed and framed under weatherproof laminated plastic, and posted side-by-side where directed. First set shall include a one-line diagram, wiring and control diagrams and a complete layout of the system. Second set of shall 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. Instructions shall include procedures for interrelated equipment (such as heat recovery systems, co-generation, load-shedding, and automatic transfer switches).

3.7 ONSITE TRAINING

The Contractor shall conduct training course for operating staff as designated by the Contracting Officer. The training period shall consist

of a total 8 hours of normal working time and shall start after the system is functionally completed but prior to final acceptance. All operation and maintenance manuals shall be approved and made available for the training course. All posted instructions shall be approved and posted prior to the beginning date of the training course. The training course schedule shall be coordinated with the Using Service's work schedule, and submitted for approval 14 days prior to beginning date of proposed beginning date of training. The course instructions shall 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 shall demonstrate routine maintenance procedures as described in the operation and maintenance manuals. Two copies of a video tape of the entire training session shall be submitted.

3.8 ACCEPTANCE

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 --