SECTION 26 32 15.00

ENGINE-GENERATOR SET STATIONARY 15-2500 KW, WITH AUXILIARIES
05/20

PART 1 GENERAL

1.1 REFERENCES

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

AMERICAN SOCIETY OF MECHANICAL ENGINEERS (ASME)

ASME B16.1	(2020) Gray Iron Pipe Flanges and Flanged Fittings Classes 25, 125, and 250
ASME B16.3	(2021) Malleable Iron Threaded Fittings, Classes 150 and 300
ASME B16.5	(2020) Pipe Flanges and Flanged Fittings NPS 1/2 Through NPS 24 Metric/Inch Standard
ASME B16.9	(2018) Factory-Made Wrought Buttwelding Fittings
ASME B16.11	(2021) Forged Fittings, Socket-Welding and Threaded
ASME B16.21	(2016) Nonmetallic Flat Gaskets for Pipe Flanges
ASME B31.1	(2020) Power Piping
ASME B31.3	(2016) Process Piping
ASME BPVC SEC IX	(2017; Errata 2018) BPVC Section IX-Welding, Brazing and Fusing Qualifications
ASME BPVC SEC VIII D1	(2023) BPVC Section VIII-Rules for Construction of Pressure Vessels Division 1

ASSOCIATION OF EDISON ILLUMINATING COMPANIES (AEIC)

AEIC CS8	(2013) Specification for Extruded Dielectric Shielded Power Cables Rated 5 Through 46 kV

ASTM INTERNATIONAL (ASTM)

ASTM A53/A53M	(2024) Standard Specification for Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, Welded and Seamless
ASTM A106/A106M	(2019a) Standard Specification for

	Seamless Carbon Steel Pipe for High-Temperature Service
ASTM A126	(2004; R 2023) Standard Specification for Gray Iron Castings for Valves, Flanges, and Pipe Fittings
ASTM A181/A181M	(2014; R 2020) Standard Specification for Carbon Steel Forgings, for General-Purpose Piping
ASTM A193/A193M	(2020) Standard Specification for Alloy-Steel and Stainless Steel Bolting Materials for High-Temperature Service and Other Special Purpose Applications
ASTM A194/A194M	(2020a) Standard Specification for Carbon Steel, Alloy Steel, and Stainless Steel Nuts for Bolts for High-Pressure or High-Temperature Service, or Both
ASTM A234/A234M	(2019) Standard Specification for Piping Fittings of Wrought Carbon Steel and Alloy Steel for Moderate and High Temperature Service
ASTM B395/B395M	(2018) Standard Specification for U-Bend Seamless Copper and Copper Alloy Heat Exchanger and Condenser Tubes
ASTM D975	(2020) Standard Specification for Diesel Fuel Oils

ELECTRICAL GENERATING SYSTEMS ASSOCIATION (EGSA)

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

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)

IEEE 1	(2000; R 2011) General Principles for Temperature Limits in the Rating of Electric Equipment and for the Evaluation of Electrical Insulation
IEEE 43	(2013) Recommended Practice for Testing Insulation Resistance of Rotating Machinery
IEEE 48	(2020) Test Procedures and Requirements for Alternating-Current Cable Terminations Used on Shielded Cables Having Laminated Insulation Rated 2.5 kV through 765 kV or Extruded Insulation Rated 2.5 kV through 500 kV
IEEE 81	(2012) Guide for Measuring Earth Resistivity, Ground Impedance, and Earth Surface Potentials of a Ground System

IEEE 100	(2000; Archived) The Authoritative Dictionary of IEEE Standards Terms
IEEE 115	(2019) Guide for Test Procedures for Synchronous Machines: Part I Acceptance and Performance Testing; Part II Test Procedures and Parameter Determination for Dynamic Analysis
IEEE 120	(1989; R 2007) Master Test Guide for Electrical Measurements in Power Circuits
IEEE 404	(2012) Standard for Extruded and Laminated Dielectric Shielded Cable Joints Rated 2500 V to 500,000 V
IEEE 484	(2019) Recommended Practice for Installation Design and Implementation of Vented Lead-Acid Batteries for Stationary Applications
IEEE 485	(2020) Recommended Practice for Sizing Lead-Acid Batteries for Stationary Applications
IEEE 519	(2022) Standard for Harmonic Control in Electrical Power Systems
IEEE C2	(2023) National Electrical Safety Code
IEEE C50.12	(2005; R 2010) Standard for Salient Pole 50 HZ and 60 Hz Synchronous Generators and Generation/Motors for Hydraulic Turbine Applications Rated 5 MVA and above
IEEE C57.13	(2016) Standard Requirements for Instrument Transformers
IEEE C57.13.1	(2006; R 2012) Guide for Field Testing of Relaying Current Transformers

INTERNATIONAL CODE COUNCIL (ICC)

ICC IBC	(2024) International Building Code

INTERNATIONAL ELECTRICAL TESTING ASSOCIATION (NETA)

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

INTERNATIONAL ELECTROTECHNICAL COMMISSION (IEC)

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

Method

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)

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

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

MSS SP-58	(2025) Pipe Hangers and Supports - Materials, Design and Manufacture, Selection, Application, and Installation
MSS SP-70	(2011) Gray Iron Gate Valves, Flanged and Threaded Ends
MSS SP-71	(2018) Gray Iron Swing Check Valves, Flanged and Threaded Ends
MSS SP-80	(2019) Bronze Gate, Globe, Angle, and Check Valves
MSS SP-85	(2011) Gray Iron Globe & Angle Valves Flanged and Threaded Ends

NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

NEMA ICS 2	(2000; R 2020) Industrial Control and Systems Controllers, Contactors, and Overload Relays Rated 600 V
NEMA ICS 6	(1993; R 2016) Industrial Control and Systems: Enclosures
NEMA MG 1	(2021) Motors and Generators
NEMA PB 1	(2011) Panelboards
NEMA PB 2	(2011) Deadfront Distribution Switchboards
NEMA WC 74/ICEA S-93-639	(2012) 5-46 kV Shielded Power Cable for Use in the Transmission and Distribution of Electric Energy
NEMA/ANSI C12.11	(2006; R 2019) Instrument Transformers for Revenue Metering, 10 kV BIL through 350 kV BIL (0.6 kV NSV through 69 kV NSV)

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

NFPA 30	(2021; TIA 20-1; TIA 20-2) Flammable and Combustible Liquids Code

NFPA 37	(2021) Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines
NFPA 54	(2024) National Fuel Gas Code
NFPA 58	(2024; TIA 24-2) Liquefied Petroleum Gas Code
NFPA 70	(2026; TIA 26-1; ERTA 26-1; TIA 26-2; TIA 26-3; TIA 26-4; TIA 26-5; TIA 26-6; TIA 26-7; ERTA 26-2; ERTA 26-3) National Electrical Code
NFPA 99	(2021; TIA 20-1) Health Care Facilities Code
NFPA 110	(2025) Standard for Emergency and Standby Power Systems

SOCIETY OF AUTOMOTIVE ENGINEERS INTERNATIONAL (SAE)

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

U.S. DEPARTMENT OF DEFENSE (DOD)

MIL-DTL-5624	(2016; Rev W; Notice 1 2020) Turbine Fuel, Aviation, Grades JP-4 and JP-5
MIL-DTL-16884	(2017; Rev P) Fuel, Naval Distillate
MIL-STD-461	(2015; Rev G) Requirements for the Control of Electromagnetic Interference Characteristics of Subsystems and Equipment
UFC 3-301-01	(2019) Structural Engineering

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

40 CFR 60	Standards of Performance for New Stationary Sources

UL SOLUTIONS (UL)

UL 142	(2006; Reprint Jan 2021) UL Standard for Safety Steel Aboveground Tanks for Flammable and Combustible Liquids
UL 429	(2013; Reprint Jan 2020) Electrically Operated Valves
UL 467	(2022) UL Standard for Safety Grounding and Bonding Equipment
UL 489	(2025) UL Standard for Safety Molded-Case Circuit Breakers, Molded-Case Switches and

	Circuit-Breaker Enclosures
UL 891	(2005; Reprint Oct 2012) Switchboards
UL 1236	(2015; Reprint Feb 2021) UL Standard for Safety Battery Chargers for Charging Engine-Starter Batteries
UL 1437	(2006) Electrical Analog Instruments - Panel Board Types

1.2 RELATED MATERIALS

Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM, and Section 26 08 00 APPARATUS INSPECTION AND TESTING apply to this section, except as modified herein.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" or "S" classification. Submittals not having a "G" or "S" classification are for Contractor Quality Control approval. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-02 Shop Drawings

Engine-Generator Set and Auxiliary Equipment; G
Auxiliary Systems; G

Detailed Drawings; G

Acceptance; G

SD-03 Product Data

Harmonic Requirements; G

Engine-Generator Set Efficiencies; G

Emissions; G

filters; G

special tools; G

Remote Alarm Annunciator; G

Engine-Generator Parameter Schedule

Heat Exchanger

Generator

Manufacturer's Catalog

Spare Parts

Onsite Training

Vibration-Isolation

Posted Data and Instructions; G

Instructions; G

Experience

Field Engineer

General Installation

Exciter

SD-05 Design Data

Performance Criteria

Sound Limitations; G

Integral Main Fuel Storage Tank

Power Factor

Heat Exchanger

Time-Delay on Alarms

Cooling System

Vibration Isolation

Battery Charger

Capacity Calculations for Engine-Generator Set; G

Brake Mean Effective Pressure (BMEP) Calculations; G

Torsional Vibration Stress Analysis Computations; G

Capacity Calculations for Batteries; G

Turbocharger Load Calculations; G

SD-06 Test Reports

Performance Tests

Factory Inspection and Tests

Factory Tests

Onsite Inspection and Tests; G

Acceptance Checks and Tests; G

Functional Acceptance Tests; G

Maintenance Procedures; G

Operation and Maintenance Manuals; G

Inspections; G

Functional Acceptance Test Procedure; G

SD-07 Certificates

Cooling System

Vibration Isolation

Prototype Test

Reliability and Durability

Fuel System Certification; G

Start-Up Engineer; G

Instructor's Qualification Resume; G

Engine Emission Limits; G

Sound Limitations

Site Visit

Current Balance

Materials and Equipment

Factory Inspection and Tests

SD-09 Manufacturer's Field Reports

Engine Tests; G

Generator Tests; G

Assembled Engine-Generator Set Tests; G

SD-10 Operation and Maintenance Data

Preliminary Assembled Operation and Maintenance Manuals; G

Submit in accordance with Section 01 78 23 OPERATION AND MAINTENANCE DATA and the paragraph ASSEMBLED OPERATION AND MAINTENANCE MANUALS.

SD-11 Closeout Submittals

Posted Data and Instructions; G

Training Plan; G

1.4 QUALITY ASSURANCE

1.4.1 Conformance to Codes and Standards

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

1.4.2 Vibration Limitation

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

1.4.3 Torsional Analysis

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

1.4.4 Performance Data

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

1.4.5 Experience

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

1.4.6 Field Engineer

The engine-generator set manufacturer or assembler must furnish a qualified field engineer to supervise the complete installation of the engine-generator set, assist in the performance of the onsite tests, and instruct personnel as to the operational and maintenance features of the equipment. The field engineer must have attended the engine generator manufacturer's training courses on installation and operation and maintenance of engine generator sets. Submit a letter listing the qualifications, schools, formal training, and experience of the field engineer.

1.4.7 Detailed Drawings

Submit detailed drawings showing the following:

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

b. Starting system.

c. Fuel system.

d. Cooling system.

e. Exhaust system.

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

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

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

i. The safety system, including wiring schematics.

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

k. Panel layouts.

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

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

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

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

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

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

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

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

1.4.9 Auxiliary Systems Drawing Requirements

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

1.4.10 Vibration Isolation System Certification

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

1.4.11 Fuel System Certification

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

1.5 DELIVERY, STORAGE, AND HANDLING

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

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

1.6 EXTRA MATERIALS

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

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

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

1.7 MAINTENANCE SERVICES

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

1.7.1 Operation Manual

Provide three copies of the manufacturers standard operation manual .

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

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

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

c. Procedures for interface and interaction with related systems to include automatic transfer switches .

1.7.2 Maintenance Manual

Provide three copies of the manufacturers standard maintenance manual . Separate each section by a heavy plastic divider with tabs. Fold drawings with the title block visible, and placed in plastic pockets with reinforced holes. The manual must include:

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

b. The manufacturer's recommended maintenance schedule.

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

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

1.7.3 Assembled Operation and Maintenance Manuals

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

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

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

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

1.8 SITE CONDITIONS

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

a. Site Location: MCB Camp Lejeune (Jacksonville, NC)

b. Site Elevation: 23-33 feet above mean sea level.

c. Ambient Temperatures:

(1) Maximum 91 degrees F dry bulb, 77 degrees F wet bulb.

(2) Minimum 22 degrees F dry bulb.

d. Design Wind Velocity: 150 mph.

e. Prevailing Wind Direction: SW during the summer and NW during the winter

f. Seismic Zone: Zone A as defined by ICC IBC.

PART 2 PRODUCTS

2.1 SYSTEM REQUIREMENTS

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

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

2.1.1 Engine-Generator Parameter Schedule

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

ENGINE-GENERATOR PARAMETER SCHEDULE	
Identification	Make/Model
Electrical Characteristics	

ENGINE-GENERATOR PARAMETER SCHEDULE	
Power Rating	Emergency Standby Gross bhp rating / Net brake power rating kW at 0.8 power factor
Governor Type	Type Make / Model Isochronous
Overload Capacity (Prime applications only)	110 percent of Service Load for 1 hour in 12 consecutive hours
Service Load	Refer to plans
Motor Starting kVA (Max.)	Refer to plans
Power Factor	0.8 lagging
Engine-Generator Applications	stand-alone
Voltage Regulation (No Load to Full Load)(Stand-alone applications)	plus or minus 2 percent (maximum)
Voltage Bandwidth (steady state)	plus or minus 0.5 percent
Frequency	60 Hz
Voltage	208 volts
Phases	3 Phase, Wye
Nonlinear Loads	kVA
Max Step Load Increase	50 percent of Service Load at 0.8 PF
Maximum Voltage Deviation with Step Load Increase	5 percent of rated voltage
Maximum Frequency Deviation with Step Load Increase	2.5 percent of rated frequency
Max Step Load Decrease (without shutdown)	100 percent of Service Load at 0.8 PF
Frequency Bandwidth (steady state)	plus or minus 0.25 percent
Frequency Regulation (droop) (No Load to Full Load)	3 percent (maximum)

ENGINE-GENERATOR PARAMETER SCHEDULE	
Frequency Bandwidth (steady state)	plus or minus 0.25 percent
Reactances	Synchronous reactance, Xd Transient reactance, X'd Sub-transient reactance, X"d Negative sequence reactance, X2 Zero sequence reactance, Xo
Capacity Calculations for Batteries	
Calculation must verify that the engine starting battery capacity exceeds dc power requirements.	
Mechanical Characteristics	
Engine Description	Strokes/cycle Number of cylinders Bore and Stroke, inches
Engine Speed	1800 rpm
Engine Cooling Type	water/ethylene glycol
Intercooler Type	Air-to-Air / Jacket Water
Induction Method	Naturally Aspirated / Turbocharged
Turbocharger	Make / Model
Max Time to Start and be Ready to Assume Load	10 seconds
Engine-Generator Set Efficiencies	
Fuel Consumption	At 0.8 power factor, Gallons / hour for: 1 / 2 load 3 / 4 load Full Load
Generator Efficiency	At 0.8 power factor,(per cent) for: 1 / 2 load 3 / 4 load Full Load
Radiator Capacity	Coolant Type gpm coolant cfm air through radiator Btu per hr of heat exchange based on optimum coolant temperature to and from engine
Engine-Generator Set Emissions Data	
Exhaust Temperature	Degrees F at full load

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

Brake Mean Effective Pressure (BMEP) Calculations

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

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

Where:

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

Torsional Vibration Stress Analysis Computations

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

2.1.2 Rated Output Capacity

Provide each engine-generator-set with power equal to the sum of service load plus the machine's efficiency loss and associated ancillary equipment loads. Rated output capacity must also consider engine and/or generator oversizing required to meet requirements in paragraph Engine-Generator Parameter Schedule.

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

a. Engine burning diesel fuel conforming to MIL-DTL-16884 at an ambient temperature of 85 degrees F. For stationary engines operated in the United States, diesel fuel requirements are found in 40 CFR 60 Subpart IIII.

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

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

2.1.2.1 Engine Emission Limits

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

2.1.2.2 Performance Class

The voltage and frequency behavior of the generator set must be in accordance with ISO 8528 operating limit values for performance Class G1.

2.1.3 Power Ratings

Power ratings must be in accordance with EGSA 101P.

2.1.4 Transient Response

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

2.1.5 Reliability and Durability

Each standby engine-generator set must have both an engine and a generator capable of delivering the specified power on a standby basis with an anticipated mean time between overhauls of no less than 5,000 hours operating with a load factor of 70 percent. Cite two like engines and two like generators that have performed satisfactorily in a stationary power plant, independent and separate from the physical location of the manufacturer's and assembler's facilities, for standby without any failure to start, including all periodic exercise. Provide like engines and generators that have had no failures resulting in downtime for repairs in excess of 72 hours during two consecutive years of service. Provide engines that are the same model, speed, bore, stroke, number and configuration of cylinders, and rated output capacity. Provide generators that are the same model, speed, pitch, cooling, exciter, voltage regulator and rated output capacity.

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

2.1.6 Engine-Generator Set Enclosure

Provide engine-generator set enclosures that are corrosion resistant and fully weather resistant. The enclosure must contain all set components and provide ventilation to permit operation at Service Load under secured conditions. Provide access doors to controls and equipment requiring periodic maintenance or adjustment. Provide removable panels for access to components requiring periodic replacement. The enclosure must be capable of being removed without disassembly of the engine-generator set or removal of components other than the exhaust system. The enclosure must reduce the noise of the generator set to within the limits specified in the paragraph SOUND LIMITATIONS.

2.1.7 Vibration Isolation

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

2.1.8 Harmonic Requirements

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

2.1.9 Starting Time Requirements

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

2.2 NAMEPLATES

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

Engines	Relays
Generators	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 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

2.2.1 Materials

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

2.2.2 Control Devices and Operation Indicators

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

2.2.3 Equipment

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

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

b. Contract number and accepted date;

c. Capacity or size;

d. System in which installed; and

e. System which it controls.

2.3 SAFETY DEVICES

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

2.4 MATERIALS AND EQUIPMENT

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

2.4.1 Circuit Breakers, Low Voltage

UL 489.

2.4.2 Filter Elements

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

2.4.3 Instrument Transformers

NEMA/ANSI C12.11.

2.4.4 Revenue Metering

IEEE C57.13.

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

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

2.4.5.1 Flanges and Flanged Fittings

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

2.4.5.2 Pipe Welding Fittings

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

2.4.5.3 Threaded Fittings

ASME B16.3, Class 150.

2.4.5.4 Valves

MSS SP-80, Class 150.

2.4.5.5 Gaskets

Manufacturer's standard.

2.4.6 Pipe Hangers

MSS SP-58.

2.4.7 Electrical Enclosures

NEMA ICS 6.

2.4.7.1 Switchboards

NEMA PB 2.

2.4.7.2 Panelboards

NEMA PB 1.

2.4.8 Electric Motors

Provide electric motors that conform to the requirements of NEMA MG 1. Motors must have sealed ball bearings and a maximum speed of 1800 rpm. Motors used indoors must have drip-proof frames; enclose those that are used outside. Alternating current motors larger than 1/2 Hp must be of the squirrel-cage induction type for operation on 208 volts or higher, 60 Hz, and three-phase power. Alternating current motors 1/2 Hp or smaller, must be suitable for operation on 120 volts, 60 Hz, and single-phase power. Direct current motors must be suitable for operation on 125 volts.

2.4.9 Motor Controllers

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

2.5 ENGINE

Each engine must operate on No. 2-D diesel fuel conforming to ASTM D975, must be designed for stationary applications and must be complete with ancillaries. The engine must be a standard production model shown in the manufacturer's catalog describing and depicting each engine-generator set and all ancillary equipment in sufficient detail to demonstrate complete specification compliance. The engine must be naturally aspirated, supercharged, or turbocharged. The engine must be 2- or 4-stroke-cycle and compression-ignition type. The engine must be vertical in-line, V- or opposed-piston type, with a solid cast block or individually cast cylinders. The engine must have a minimum of two cylinders. Opposed-piston type engines must have more than four cylinders. Each block must have a coolant drain port. Equip each engine with an over-speed sensor.

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

2.5.1 Sub-base Mounting

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

2.5.2 Assembly

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

2.5.3 Turbocharger

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

2.5.4 Crankcase Protection

2.5.5 Miscellaneous Engine Accessories

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

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

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

c. Level jack screws or shims, as required.

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

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

2.6 FUEL SYSTEM

Provide fuel system conforming to the requirements of NFPA 30 and NFPA 37

and containing the following elements.

2.6.1 Pumps

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

2.6.1.1 Main Pump

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

2.6.1.2 Auxiliary Fuel Pump

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

2.6.2 Fuel Filter

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

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

2.6.3 Relief/Bypass Valve

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

2.6.4 Integral Main Fuel Storage Tank

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

a. All Tanks: UL 142. Provide integral in skid double wall (110 percent

containment) fuel tanks with a minimum capacity of 24 hours of engine-generator set operation at full-rated loadcapacity as indicated. Epoxy coat day tanks inside and prime and paint outside. Construct tanks of not less than 3/16 inch steel plate with welded joints and necessary stiffeners on exterior of tank. Provide a braced structural steel framework support. Weld tank top tight. Provide 4 1/2 inch square inspection port with a 2 inch NPT fill connection and spill box. Provide proper normal and emergency venting for the primary tank and emergency venting only for the secondary tank / containment basin in accordance with UL 142 requirements.

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

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

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

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

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

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

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

d. Control Panel for All Tanks: Provide NEMA ICS 6, Type 1 , enclosed control panel for each day tank. Control panel must include the following accessories.

(1) Power available LED (green).

(2) Critical low fuel alarm contacts for shut down of engine.

(3) Low-low level fuel alarm LED.

(4) Low-low level fuel alarm contracts for remote annunciator.

(5) Critical high level fuel alarm LED.

(6) Leak detecting alarm LED.

(7) Alarm horn.

e. Tank Gages for All Tanks: Provide buoyant force type gages for fuel tanks with dial indicator not less than 4 inches in size and arranged

for top mounting. Calibrate each reading dial or scale for its specific tank to read from empty to full, with intermediate points of 1/4, 1/2, and 3/4.

f. Integral Base Tanks Used as Primary Tank: Provide a 2 inch opening at the tank fill port, fitted an overfill prevention valve (OPV). Additionally, the fill opening must be perpendicular to the tank in order to allow operation of the OPV. Integral base tank must be sized and configured such that the filling and venting nozzles are outside the generator cabinet for ease of accessibility, inspection, and maintenance. Level gage must be in the line of sight from the fill port.

g. Integral Base Tanks Located Inside Buildings. The tank vents must discharge outside the building in accordance with NFPA 30 and NFPA 37. The fill pipe must terminate outside the building. The fill pipe connection point must be housed in a sealed spill box. High level alarms or level gauges used as overfill protection mechanisms must annunciate at the fill connection point. Provide an overfill prevention valve (OPV) at the tank with a check valve mounted on the fill line in the spill box. The fill connection point must be labeled with tank contents and capacity.

2.6.4.1 Fuel Transfer Pumps

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

2.6.4.2 Capacity

Each tank must have capacity to supply fuel to the engine for an uninterrupted 24 periodat 100 percent rated load without being refilled.

2.6.4.3 Local Fuel Fill

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

2.6.4.4 Fuel Level Controls

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

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

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

2.6.4.5 Arrangement

Integral tanks may allow gravity flow into the engine. Gravity flow tanks and any tank that allows a fuel level above the fuel injectors must have an internal or external factory installed valve located as near as possible to the shell of the tank. The valve must close when the engine

is not operating. Provide integral day tanks with any necessary pumps to supply fuel to the engine as recommended by the generator set manufacturer. The fuel supply line from the tank to the manufacturer's standard engine connection must be welded pipe.

2.7 LUBRICATION

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

2.7.1 Lube-Oil Filter

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

2.7.2 Lube-Oil Sensors

Equip each engine with lube-oil pressure sensors located downstream of the filters and provide signals for required indication and alarms. Submit two complete sets of filters, required for maintenance, supplied in a suitable storage box. Provide these filters in addition to filters replaced after testing.

2.7.3 Precirculation Pump

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

2.8 COOLING SYSTEM

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

a. The maximum allowable inlet temperature of the cooling air.

b. The minimum allowable inlet temperature of the cooling air across the engine.

c. The maximum allowable temperature rise in the cooling air across the engine.

d. The minimum allowable inlet fuel temperature.

2.8.1 Coolant Pumps

Provide centrifugal coolant pumps. Each engine must have an engine-driven primary pump. Provide secondary pumps that are electric motor driven and have automatic controllers. Control raw-water circulating pump by manual-off-automatic controllers and must be electric motor driven.

2.8.2 Heat Exchanger

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

2.8.2.1 Fin-Tube-Type Heat Exchanger (Radiator)

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

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

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

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

c. Remote Radiator Construction: Provide radiators as described above,

except radiators must be remotely piped and provided with electric motor driven fan. Drive must be multiple V-belt or reduction gears. Expansion tanks must be separately mounted. Air flow must be vertical or horizontal as indicated. Interlock fan with engine operation such that fan must operate when engine operates when recommended by engine manufacturer. Provide controls and control devices complete which must cycle fan on and off based upon coolant temperature. Provide motors and controllers in accordance with the paragraphs ELECTRIC MOTORS and MOTOR CONTROLLERS, respectively. Motors, controllers, contactors, and disconnects must conform to Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM.

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

Field installed jacket coolant water piping must conform to the following:

a. Piping: Provide seamless steel pipe, Schedule 40, conforming to ASTM A53/A53M, Grade A.

b. Fittings and Flanges: Fittings, 1 1/2 inches or smaller, must be malleable iron conforming to ASME B16.3 for Class 300 threaded type. Fittings, 2 inches and larger, must be steel butt welding conforming to ASME B16.9. Utilize either ASME B16.1 or Class A of ASTM A126 for Class 125 cast-iron flanged fittings. Flanges must be Class 150 slip-on forged steel welding flanges in accordance with ASME B16.5, with material in accordance with ASTM A181/A181M, Grade I. Provide flat face flanges for connecting to Class 125 standard cast-iron valves, fittings, and equipment connections.

c. Valves

(1) Gate Valves: For valves, 1 1/2 inches and smaller, provide double disk, rising stem, inside screw, union bonnet type, Class 125 bronze material conforming to MSS SP-80. For valves, 2 inches and larger, provide double-disk, parallel seat type, hydraulic-rated, Class 125, outside screw and yoke type with flanged ends and bronze trim conforming to MSS SP-70. Provide stem packing of material compatible with the system coolant.

(2) Globe Valves: For valves, 1 1/2 inches and smaller, provide rising stem, inside screw, union bonnet type, Class 125 bronze valves conforming to MSS SP-80. For valves, 2 inches and larger, provide Class 125 cast iron, flanged ends, bronze trim globe valves conforming to MSS SP-85. Valves must have renewable composition or cast iron discs compatible with the system coolant.

(3) Check Valves: MSS SP-71 or MSS SP-80, swing check type.

d. Hangers and Supports: MSS SP-58.

e. Piping Sleeves: Provide where piping passes through masonry or concrete walls, floors, roofs, and partitions. Place sleeves during construction. Unless indicated otherwise, pipe sleeves must comply with following requirements: Sleeves in outside walls below and above grade, in floor, or in roof slabs, must be standard weight zinc coated steel pipe. Sleeves in partitions must be zinc coated sheet steel having a nominal weight of not less than 0.90 pound per square foot.

Space between piping insulation and the sleeve must be not less than 0.25 inch. Sleeves must be held securely in proper position and location during construction. Sleeves must be of sufficient length to pass through entire thickness of walls, partitions, or slabs. Sleeves in floor slabs must extend 2 inches above the finished floor. Space between the pipe and the sleeve must be firmly packed with insulation and caulked at both ends of the sleeve with plastic waterproof cement.

2.8.2.2 Shell and U-Tube Type Heat Exchanger

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

2.8.3 Expansion Tank

The cooling system must 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 must be suitable for operating temperature of 250 degrees F and a working pressure of 125 psi. Provide welded steel tank , tested and stamped in accordance with ASME BPVC SEC VIII D1 for the stated working pressure. Do not use a bladder type tank. Support the tank by steel legs or bases for vertical or steel saddles for horizontal installation.

2.8.4 Thermostatic Control Valve

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

2.8.5 Ductwork

Provide ductwork as specified in Section Section 23 30 00 HVAC AIR DISTRIBUTION except use a flexible connection to connect the duct to the engine radiator. Material for the connection must be wire-reinforced

glass. Provide airtight connection.

2.8.6 Temperature Sensors

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

2.9 SOUND LIMITATIONS

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

Frequency Band (Hz)	Maximum Acceptable Sound Level (Decibels)
31	87
63	87
125	77
250	70
500	64
1,000	61
2,000	60
4,000	60
8,000	62

2.10 AIR INTAKE EQUIPMENT

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

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

2.11 EXHAUST SYSTEM

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

2.11.1 Flexible Sections and Expansion Joints

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

2.11.2 Exhaust Muffler

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

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

Octave Band Center Frequency (Hertz)								
Minimum Silencer Attenuation Decibels	63	125	250	500	1000	2000	4000	8000
Critical Class	15	32	37	36	30	36	37	37

2.12 PYROMETER

Provide a pyrometer, with calibrated leads to show the temperature . For a supercharged engine, provide additional points, thermocouples and leads to show the temperature in the turbocharger exhaust gas outlet and combustion air discharge passages. Graduated scale length less than 6 inches is not acceptable. Provide double pole selector switch with an "off" position, one set of points for each thermocouple, and suitable indicating dial. Calibrate the pyrometer, thermocouples, leads and compensating devices to show true exhaust temperature within plus or minus 1 percent above the highest temperature encountered at 110 percent load conditions.

2.13 EMISSIONS

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

2.14 STARTING SYSTEM

Provide starting system for engine generator sets used in non-emergency applications as follows.

2.14.1 Controls

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

2.14.2 Capacity

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

2.14.3 Electrical Starting

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

2.14.3.1 Battery

Provide a starting battery system including the battery, battery rack, intercell connectors, spacers, automatic battery charger with overcurrent protection, metering and relaying. Provide battery in accordance with SAE J537. Size critical system components (rack, protection, etc.) to withstand the seismic acceleration forces specified. Provide nickel-cadmium battery 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.

Provide maintenance free, sealed, lead-acid, SAE Type D engine starting batteries.

2.14.3.2 Battery Charger

Provide a current-limiting battery charger, conforming to UL 1236, that

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

Provide 120 volt ac, enclosed, automatic equalizing, dual-rate, solid-state, constant voltage type battery charger with automatic ac line compensation. DC output must be voltage regulated and current limited. Charger must have two ranges, float and equalize, and must provide continuous taper charging. The charger must have a continuous output rating of not less than 10 amperes and must be sized to recharge the engine starting batteries in a minimum of 8 hours while providing the control power needs of the engine-generator set. Enclosure must be NEMA ICS 6, Type 3R. The following accessories must be included:

a. DC ammeter

b. DC voltmeter

c. Equalize light

d. AC on light

e. Low voltage light

f. High voltage light

g. Equalize test button/switch

h. AC circuit breaker

i. Low dc voltage alarm relay

j. High dc voltage alarm relay

k. Current failure relay

l. AC power failure relay

2.14.4 Storage Batteries

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

2.14.5 Starting Aids

Provide one or more of other following methods to assist engine starting.

2.14.5.1 Glow Plugs

Design glow plugs to provide sufficient heat for combustion of fuel within the cylinders to guarantee starting at an ambient temperature of -25

degrees F.

2.14.5.2 Jacket-Coolant Heaters

Mount a thermostatically controlled electric heater in the engine coolant jacketing to automatically maintain the coolant within plus or minus 3 degrees F of the control temperature. The heater must operate independently of engine operation so that starting times are minimized. Power for the heaters must be 120/208 volts ac. Include necessary equipment, piping, controls, wiring, and accessories.

2.14.5.2.1 Prime Rated Sets

The control temperature must be the higher of the manufacturer's recommended temperature or the minimum coolant inlet temperature of the engine recommended in paragraph SUBMITTALS.

2.14.5.2.2 Standby Rated Sets

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

2.14.5.3 Lubricating-Oil Heaters

Mount a thermostatically controlled electric heater 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 must operate independently of engine operation so that starting times are minimized. Power for the heaters must be 120/208 volts ac.

2.14.6 Exerciser

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

2.15 GOVERNOR

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

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

2.16 GENERATOR

Provide synchronous type, one or two bearing, generator conforming to the

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

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

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

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

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

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

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

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

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

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

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

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

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

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

information:

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

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

2.16.1 Current Balance

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

2.16.2 Voltage Balance

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

2.16.3 Waveform

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

2.17 EXCITER

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

Provide a brushless excitation system consisting of an exciter and rotating rectifier assembly , and permanent magnet generator integral with the generator and a voltage regulator. Insulation class for parts integral with the generator must be as specified in paragraph GENERATOR. System must provide a minimum short circuit of 300 percent rated engine-generator set current for at least 10 seconds. Steady state voltage regulation must be in accordance with the operating limit values of the performance class specified in the paragraph PERFORMANCE CLASS.

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

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

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

2.17.1 Electromagnetic Interference (EMI) Suppression

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

2.18 VOLTAGE REGULATOR

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

2.19 GENERATOR ISOLATION AND PROTECTION

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

The generator circuit breaker must comply with UL 489 requirements for molded case, adjustable thermal magnetic trip type circuit breaker. The circuit breaker continuous current rating must be adequate for the power rating of the engine-generator set and the circuit breaker must be rated to withstand the short circuit current provided by the generator set. Provide circuit breaker in a NEMA ICS 6, Type 3R enclosure mounted on the engine-generator set.

2.19.1 Devices

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

Furnish with respective pieces of equipment. Motors, controllers, contactors, and disconnects must conform to Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM. Provide electrical connections under Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM. Provide controllers and contactors with maximum of 120-volt control circuits, and auxiliary contacts for use with controls furnished. When motors and equipment furnished are larger than size indicated, the cost of providing additional electrical service and related work must be included under this section.

2.20 SAFETY SYSTEM

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

2.20.1 Audible Signal

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

2.20.2 Visual Signal

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

2.20.3 Alarms and Action Logic

2.20.3.1 Shutdown

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

2.20.3.2 Problem

Accomplish activation of the visual signal.

2.20.4 Safety Indications and Shutdowns

Provide a local alarm panel with the following shutdown and alarm functions in accordance with NFPA 110 level 2mounted either on or adjacent to the engine generator set.

A remote alarm panel is not required for audible alarms, e.g., in the control room.

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

Indicator Function (at battery voltage)	NFPA 110 Level 2 CV S RA
Remote emergency stop	NA X NA
Symbology: CV: Control panel-mounted visual. S: Shutdown of EPS indication. RA: Remote audible. Symbology: CV: Control panel-mounted visual. S: Shutdown of EPS indication. RA: Remote audible. X: Required. O: Optional. NA: Not applicable.	

2.20.5 Time-Delay on Alarms

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

2.21 SYNCHRONIZING PANEL

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

a. Frequency meters, dial type, with a range of 90 to 110 percent of rated frequency. Do not use vibrating-reed type meters . One must monitor generator output frequency ("Generator Frequency Meter") and the other must 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.

2.22 PANELS

Each panel must be of the type and kind necessary to provide specified functions. Mount panels on the engine-generator set base by vibration/shock absorbing type mountings . Mount instruments flush or semiflush. Provide convenient access to the back of panels to facilitate maintenance. Calibrate instruments using recognized industry calibration standards. Provide a panel identification plate identifying the panel function. Provide a plate identifying the device and its function for each instrument and device on the panel. Provide switch plates identifying the switch-position function.

2.22.1 Enclosures

Design enclosures for the application and environment, conforming to NEMA ICS 6. Locking mechanisms must be keyed alike.

Provide for each engine-generator set and fabricate from zinc coated or phosphatized and shop primed 16 gage minimum sheet steel in accordance with the manufacturer's standard design. Provide a complete, weatherproof enclosure for the engine, generator, and auxiliary systems and equipment. Support exhaust piping and silencer so that the turbocharger is not subjected to exhaust system weight or lateral forces generated in connecting piping that exceed the engine manufacturer's maximum allowed forces and moments. The housing must have sufficient louvered openings to allow entrance of outside air for engine and generator cooling at full load. Design louvered openings to exclude driving rain and snow. Provide properly arranged and sized, hinged panels in the enclosure to allow convenient access to the engine, generator, and control equipment for maintenance and operational procedures. Provide hinged panels with spring type latches which must hold the panels closed securely and will not allow them to vibrate. Brace the housing internally to prevent excessive vibration when the set is in operation

2.22.2 Analog

Provide analog electrical indicating instruments in accordance with UL 1437 with semi-flush mounting. Switchboard, switchgear, and control-room panel-mounted instruments must have 250 degree scales with an accuracy of not less than 99 percent. Unit-mounted instruments must be the manufacturer's standard with an accuracy of not less than 98 percent. The instrument's operating temperature range must be minus 4 to plus 158 degrees F. Distorted generator output voltage waveform of a crest factor less than 5 must not affect metering accuracy for phase voltages, hertz and amps.

2.22.3 Electronic

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

acceptable. Provide LED or back lit LCD data display. Additionally, the display must provide indication of cycle programming and diagnostic codes for troubleshooting. Numeral height must be 0.5 inch .

2.22.4 Parameter Display

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

2.23 SURGE PROTECTION

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

2.24 AUTOMATIC ENGINE-GENERATOR-SET SYSTEM OPERATION

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

2.24.1 Automatic Transfer Switch

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

2.24.2 Monitoring and Transfer

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

2.25 MANUAL ENGINE-GENERATOR-SET SYSTEM OPERATION

Provide complete facilities 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.

2.26 STATION BATTERY SYSTEM

Provide a station battery system including the battery, battery rack, spacers, automatic battery charger and distribution panelboard with overcurrent protection, metering and relaying. Size components to withstand the seismic acceleration forces specified. Provide batteries that have a rated life of 20 years and a manufacturer's 5-year, no cost replacement guarantee.

2.26.1 Battery

Provide nickel-cadmium battery sized in accordance with IEEE 485 and conforming to the requirements of IEEE 484. Valve-regulated lead-acid batteries are not acceptable.

2.26.2 Battery Capacity

The battery must be rated for at least 300 ampere hours at the 8-hour rate, and must have sufficient capacity to serve the following loads without recharging for a period of 24 hours.

a. Diesel-generator safety circuits.

b. Switchgear indicating lights, control relays, protective relays, and other switchgear dc components as required for 24 hours.

c. Voltage regulator (dc power supplies).

2.26.3 Battery Charger

Furnish a current-limiting, 120-volt battery charger to automatically recharge the batteries. Provide a charger that is 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. Equip the charger with a low-voltage alarm relay, 0- to 24-hour equalizing timer, an ammeter to indicate charging rate, and necessary circuit breakers. The charger must 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.

2.27 BASE

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

2.28 THERMAL INSULATION

Provide thermal insulation as specified in Section 23 07 00 THERMAL INSULATION FOR MECHANICAL SYSTEMS.

2.29 PAINTING AND FINISHING

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

2.30 FACTORY INSPECTION AND TESTS

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

manufacturer's standard package, the actual controls and protective devices provided for the project are not required to be used during the factory test. The Contracting Officer may provide one or more representatives to witness inspections and tests.

2.30.1 Factory Inspection

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

INSPECTION ITEM	GOOD	BAD	NOTES
Drive belts			
Governor and adjustments			
Engine timing mark			
Starting motor			
Starting aids			
Coolant type and concentration			
Radiator drains			
Block coolant drains			
Coolant fill level			
All coolant line connections			
All coolant hoses			
Combustion air filter			
Combustion air silencer			
Lube oil type			
Lube oil sump drain			
Lube-oil filter			
Lube-oil-level indicator			
Lube-oil-fill level			
All lube-oil line connections			

INSPECTION ITEM	GOOD	BAD	NOTES
All lube-oil lines			
Fuel type and amount			
All fuel-line connections			
All fuel lines			
Fuel filter			
Coupling and shaft alignment			
Voltage regulators			
Battery-charger connections			
All wiring connections			
Instrumentation			
Hazards to personnel			
Base			
Nameplates			
Paint			
Exhaust-heat recovery unit			
Switchboard			
Switchgear			

2.30.2 Factory Tests

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

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

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

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

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

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

(4) The date of testing.

(5) A list of the parameters verified.

(6) The condition specified for the parameter.

(7) The test results, signed and dated.

(8) A description of adjustments made.

On engine-generator set tests where the engine and generator are required to be connected and operated together, the load power factor must be 0.8 power factor. For engine-generator set with dual-fuel operating capability, perform the following tests using the primary fuel type . Perform electrical measurements in accordance with IEEE 120. Temperature limits in the rating of electrical equipment and for the evaluation of electrical insulation must be in accordance with IEEE 1. In the following tests where measurements are to be recorded after stabilization of an engine-generator set parameter (voltage, frequency, current, temperature, etc.), stabilization is considered to have occurred when measurements are maintained within the specified bandwidths or tolerances, for a minimum of four consecutive readings. Tests specifically for the generator may be performed utilizing any prime mover.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(6) Graphic representations must include the actual instrument trace

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

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

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

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

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

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

(f) Apply the Maximum Step Load Increase.

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

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

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

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

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

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

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

PART 3 EXECUTION

3.1 EXAMINATION

After becoming familiar with all details of the job, perform a Site Visit to verify the information shown on the drawings, before performing any work. Submit a letter stating the date the site was visited and listing discrepancies found. Notify the Contracting Officer in writing of any discrepancies.

3.2 GENERAL INSTALLATION

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

3.3 PIPING INSTALLATION

Weld piping. Provide flanged valve connections. Provide flanged connections at equipment. Provide threaded connections to the engine if the manufacturers standard connection is threaded. Except where otherwise specified, use welded flanged fittings to allow for complete dismantling and removal of each piping system from the facility without disconnecting or removing any portion of any other system's equipment or piping. Make connections to equipment with vibration isolation-type flexible connectors. Support and align piping and tubing to prevent stressing of flexible hoses and connectors. Flash pipes extending through the roof. Install piping clear of windows, doors and openings, to permit thermal expansion and contraction without damage to joints or hangers, and install a 1/2 inch drain valve with cap at each low point.

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

3.3.1 Support

Provide hangers, inserts, and supports to accommodate any insulation and conforming to MSS SP-58. Space supports no more than 7 feet on center for pipes 2 inches in diameter or less, no 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. Provide supports at pipe bends or change of direction.

3.3.1.1 Ceiling and Roof

Support exhaust piping with appropriately sized Type 41 single pipe roll and threaded rods; support all other piping with appropriately sized Type 1 clevis and threaded rods.

3.3.1.2 Wall

Make wall supports for pipe by suspending the pipe from appropriately sized Type 33 brackets with the appropriate ceiling and roof pipe supports.

3.3.2 Flanged Joints

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

3.3.3 Cleaning

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

3.3.4 Pipe Sleeves

Fit pipes passing through construction such as ceilings, floors, or walls with sleeves. Extend each sleeve through and fasten in its respective structure and cut flush with each surface. Build the structure tightly to the sleeve. The inside diameter of each sleeve must 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.

3.4 ELECTRICAL INSTALLATION

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

3.5 ONSITE INSPECTION AND TESTS

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

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

a. Submit a detailed description of the Contractor's procedures for onsite tests including the test plan and a listing of equipment necessary to perform the tests at least 14 days prior to beginning tests.

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

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

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

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

(4) The date of testing.

(5) A list of the parameters verified.

(6) The condition specified for the parameter.

(7) The test results, signed and dated.

(8) A description of adjustments made.

3.5.1 Test Conditions

3.5.1.1 Data

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

3.5.1.2 Power Factor

Submit the generator capability curve showing generator kVA output capability (kW vs. kvar) for both leading and lagging power factors ranging from 0 to 1.0. For all engine-generator set operating tests the load power factor must be 0.8 power factor.

3.5.1.3 Contractor Supplied Items

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

3.5.1.4 Instruments

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

3.5.1.5 Sequence

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

3.5.2 Construction Tests

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

3.5.2.1 Piping Test

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

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

3.5.2.2 Electrical Equipment Tests

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

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

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

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

c. Ground-Resistance Tests. Measure the resistance of each grounding electrode system using the fall-of-potential method defined in IEEE 81. On systems consisting of interconnected ground rods, perform tests after interconnections are complete. Take measurements in normally dry weather, not less than 48 hours after rainfall. Provide site diagram indicating location of test probes with associated distances,

and provide a plot of resistance vs. distance. The combined resistance of separate systems may be used to meet the requirements resistance, but the specified number of electrodes must still be provided as follows:

(1) Single rod electrode - 25 ohms.

(2) Multiple rod electrodes - 5 ohms.

(3) Ground mat - 25 ohms.

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

3.5.3 Inspections

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

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

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

Enclosure is weather resistant	I
Engine and generator mounting bolts (application)	I

3.5.4 Engine Tests

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

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

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

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

3.5.5 Generator Tests

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

3.5.5.1 Routine Tests

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

a. Resistance of armature and field windings.

b. Mechanical balance.

c. Phases sequence.

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

e. Insulation resistance of armature and field windings.

f. High potential tes.t

3.5.5.2 Design Tests

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

a. Temperature rise test

b. Short circuit saturation curve and current balance test

3.5.6 Assembled Engine-Generator Set Tests

Perform the following tests on the assembled engine-generator set.

3.5.6.1 Initial Stabilization Readings

Operate the engine-generator set and allow the set to stabilize at rated

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

3.5.6.2 Regulator Range Test

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

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

3.5.6.3 Frequency Range Test

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

3.5.6.4 Transient Response Test

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

a. Frequency

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

(2) Recovery time.

(3) Overshoot and undershoot.

b. Voltage

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

(2) Recovery time.

(3) Overshoot and undershoot.

3.5.7 Pre-operational Tests

3.5.7.1 Protective Relays

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

3.5.7.2 Insulation Test

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

3.5.7.3 Engine-Generator Connection Coupling Test

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

3.5.8 Safety Run Test

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

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

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

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

d. Remove the high and pre-high lubricating oil temperature sensing elements from the engine and temporarily install a temperature gauge

in their normal locations on the engine (required for safety, not for recorded data). Where necessary provide temporary wiring harness to connect the sensing elements to their permanent electrical leads.

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

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

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

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

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

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

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

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

m. Verify proper operation of ancillary equipment.

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

o. Start the engine, record the starting time, make and record engine manufacturer's after-starting checks and inspections and operate the engine generator-set for at least 15 minutes at 75 percent of Service Load.

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

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

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

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

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

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

v. Start the engine, record the starting time, make and record engine manufacturer's after-starting checks and inspections and operate the engine generator-set for at least 15 minutes at 100 percent of Service Load. Record the maximum sound level in each frequency band at a a radius of 22.9 feet from the engine at 45 degrees apart in all directions for vertical piping. If a sound limiting enclosure is provided, modify or replace the enclosure, the muffler, and intake silencer must be modified or replaced as required to meet the sound requirements contained within this specification

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

3.5.9 Performance Tests

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

3.5.9.1 Continuous Engine Load Run Test

Test the engine-generator set and ancillary systems at service load to demonstrate durability; verify that heat of extended operation does not adversely affect or cause failure in any part of the system; and check all parts of the system. If the engine load run test is interrupted for any reason, repeat the entire test. After each change in load in the following test, measure the vibration at the end bearings (front and back

of engine, outboard end of generator) in the horizontal, vertical, and axial directions. Verify that the vibration is within the allowable range. Take data taken at 15 minute intervals and include the following:

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

Pressure: Lube-oil.

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

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

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

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

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

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

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

g. Remove load from the engine-generator set.

3.5.9.2 Voltage and Frequency Droop Test

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

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

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

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

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

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

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

3.5.9.3 Voltage Regulator Range Test

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

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

3.5.9.4 Governor Adjustment Range Test

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

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

3.5.9.5 Frequency and Voltage Stability and Transient Response

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

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

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

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

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

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

(6) Include the actual instrument trace of voltage and frequency in graphic representations showing:

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

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

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

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

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

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

f. Apply the Maximum Step Load Increase.

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

h. Repeat steps c. through g.

3.5.10 Automatic Operation Tests

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

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

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

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

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

(5) Power division and exchange between generator sets.

(6) Real and reactive power on each set.

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

b. Verify resetting of automatic starting and transfer logic.

3.5.11 Automatic Operation Tests for Stand-Alone Operation

Test the automatic loading system to demonstrate automatic starting, and loading and unloading of each engine-generator set. Utilize the actual loads to be served for this test, and the loading sequence is the indicated sequence. Perform this test for a minimum of two successive, successful tests. Include the following data:

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

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

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

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

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.

3.6 GROUNDING

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

3.6.1 Grounding Electrodes

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

3.6.2 Engine-Generator Set Grounding

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

3.6.3 Connections

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

3.6.4 Grounding and Bonding Equipment

UL 467, except as indicated or specified otherwise.

3.7 START-UP ENGINEER

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

3.8 PREREQUISITES FOR FUNCTIONAL ACCEPTANCE TESTING

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

3.8.1 Performance of Acceptance Checks and Tests

The acceptance checks and tests must be accomplished by the testing organization as described in Section 26 08 00 APPARATUS INSPECTION AND TESTING.

3.8.2 Generator Sets

Complete as specified in the paragraph ACCEPTANCE CHECKS AND TESTS.

3.8.2.1 Automatic Transfer Switches

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

3.8.3 Preliminary Operations

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

3.8.4 Preliminary Assembled Operation and Maintenance Manuals

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

3.8.5 Functional Acceptance Test Procedure

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

3.8.6 Test Equipment

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

3.9 FIELD QUALITY CONTROL

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

DISTRIBUTION SYSTEM, for requirements for a cataloged product. Perform the following field tests.

3.9.1 Acceptance Checks and Tests

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

3.9.1.1 Circuit Breakers - Low Voltage Insulated Case/Molded Case

a. Visual and Mechanical Inspection

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

(2) Inspect circuit breaker for correct mounting.

(3) Operate circuit breaker to ensure smooth operation.

(4) Inspect case for cracks or other defects.

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

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

b. Electrical Tests

(1) Perform contact-resistance tests.

(2) Perform insulation-resistance tests.

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

3.9.1.2 Current Transformers

a. Visual and Mechanical Inspection

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

(2) Inspect physical and mechanical condition.

(3) Verify correct connection.

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

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

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

b. Electrical Tests

(1) Perform insulation-resistance tests.

(2) Perform polarity tests.

(3) Perform ratio-verification tests.

3.9.1.3 Metering and Instrumentation

a. Visual and Mechanical Inspection

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

(2) Inspect physical and mechanical condition.

(3) Verify tightness of electrical connections.

b. Electrical Tests

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

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

(3) Verify all instrument multipliers.

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

3.9.1.4 Battery Systems

a. Visual and Mechanical Inspection

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

(2) Inspect physical and mechanical condition.

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

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

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

b. Electrical Tests

(1) Set charger float and equalizing voltage levels.

(2) Verify all charger functions and alarms.

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

(4) Perform a capacity load test.

3.9.1.5 Engine-Generator Set

a. Visual and Mechanical Inspection

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

(2) Inspect physical and mechanical condition.

(3) Inspect for correct anchorage and grounding.

b. Electrical and Mechanical Tests

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

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

3.9.1.6 Grounding System

a. Visual and Mechanical Inspection

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

b. Electrical Tests

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

3.9.2 Functional Acceptance Tests

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

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

b. Verify proper functioning of the engine over-speed trip device. Testing of the over-speed trip device must be accomplished by raising

the speed of the engine-generator set until an over-speed trip is experienced.

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

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

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

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

(3) Manual starting.

(4) Emergency stop.

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

3.10 DEMONSTRATION

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

3.10.1 Instructor's Qualification Resume

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

3.10.2 Training Plan

Submit training plan 30 calendar days prior to training sessions.

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

3.10.2.1 Operating Personnel Training

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

3.10.2.2 Maintenance Personnel Training

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

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

(1) A review of mechanical diagrams and drawings.

(2) Component location and functions.

(3) Troubleshooting procedures and techniques.

(4) Repair procedures.

(5) Assembly/disassembly procedures.

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

(7) Preventive maintenance procedures.

(8) Review of flow diagram.

(9) Valve locations and function.

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

(11) Hydraulic system maintenance and servicing.

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

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

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

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

(3) Electrical and electronic equipment servicing and care.

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

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

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

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

(8) Use of diagnostic tapes.

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

3.11 ONSITE TRAINING

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

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

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

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

3.12 INSTALLATION

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

3.13 FINAL TESTING AND INSPECTION

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

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

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

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

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

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

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

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

3.14 MANUFACTURER'S FIELD SERVICE

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

3.15 POSTED DATA AND INSTRUCTIONS

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

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

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

3.16 ACCEPTANCE

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

-- End of Section --

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