

SUBJECT: Exh. Fan 101. Rooms S155 & S144

A pitot traverse of this unit reveals it is 24% low in air quantity. Motor is overloaded. We do not recommend a larger HP motor with a change in sheaves, since the fan construction cannot with stand higher speeds. A more practical solution may be to install an in-line fan in the existing equipment room adjacent to rooms \$155 Hot Lab & \$144 Scan Room. There is adequate space to install it above the existing prop fan and adequate space above ceiling to run duct work. Exhaust air from above two rooms is less than 50 CFM. Both rooms are under positive pressure.

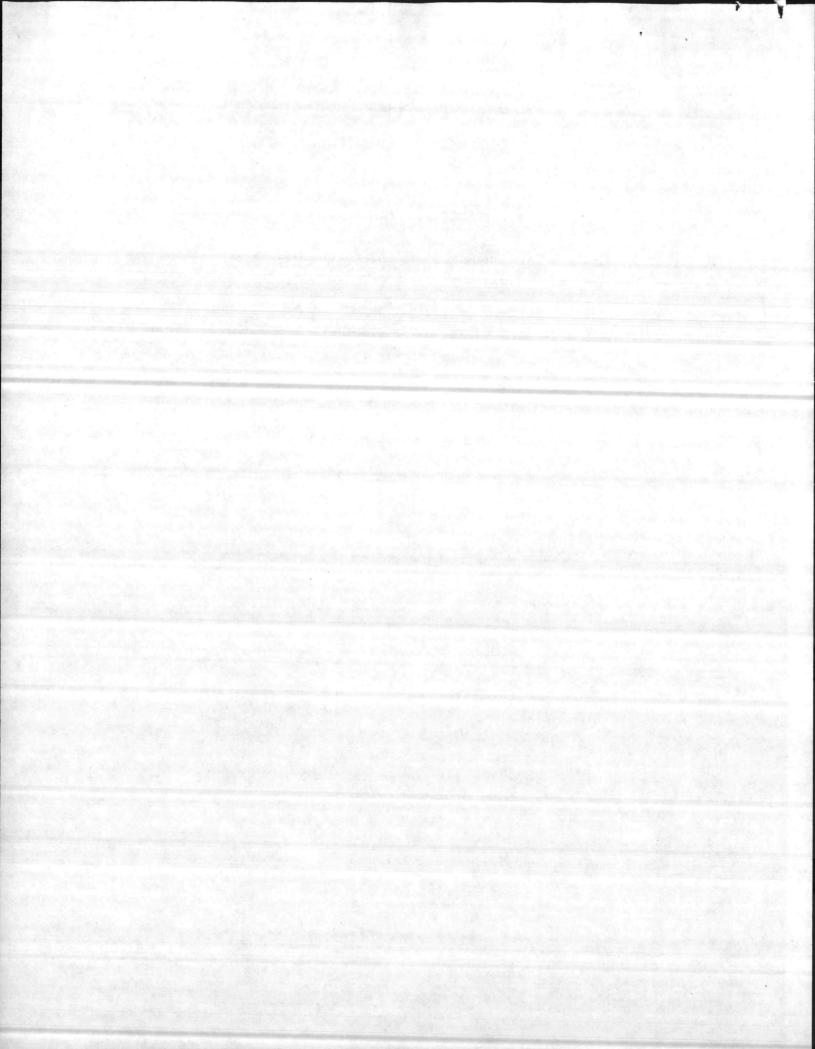
Atomley R. Varry Stanley R. Parry

F.E.S. Tech

TELEPHONE: 919-763-0196

WILMINGTON, N.C. 28401

Division of Johnson Controls, Inc.



ELGIDEEBING

EXHAUST FAN TEST REPORT

PROJECT CAMP LEJEUNE HOSPITAL LOCATION JACKSONVILLE NC.

| EXH. FAN NO | | EF101 | | | | | |
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| MANUFACTU | RER | P.V.C | | | | | |
| TYPE OR SIZ | ZE | | | | - Salaria | | |
| FAN | DESIGN | 2985 | | | | | |
| CFM | ACTUAL | 2263 | | | | | |
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| STATIC PRESS. | ACTUAL | .40 | 100 | | | | |
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DATE .

7/3/85

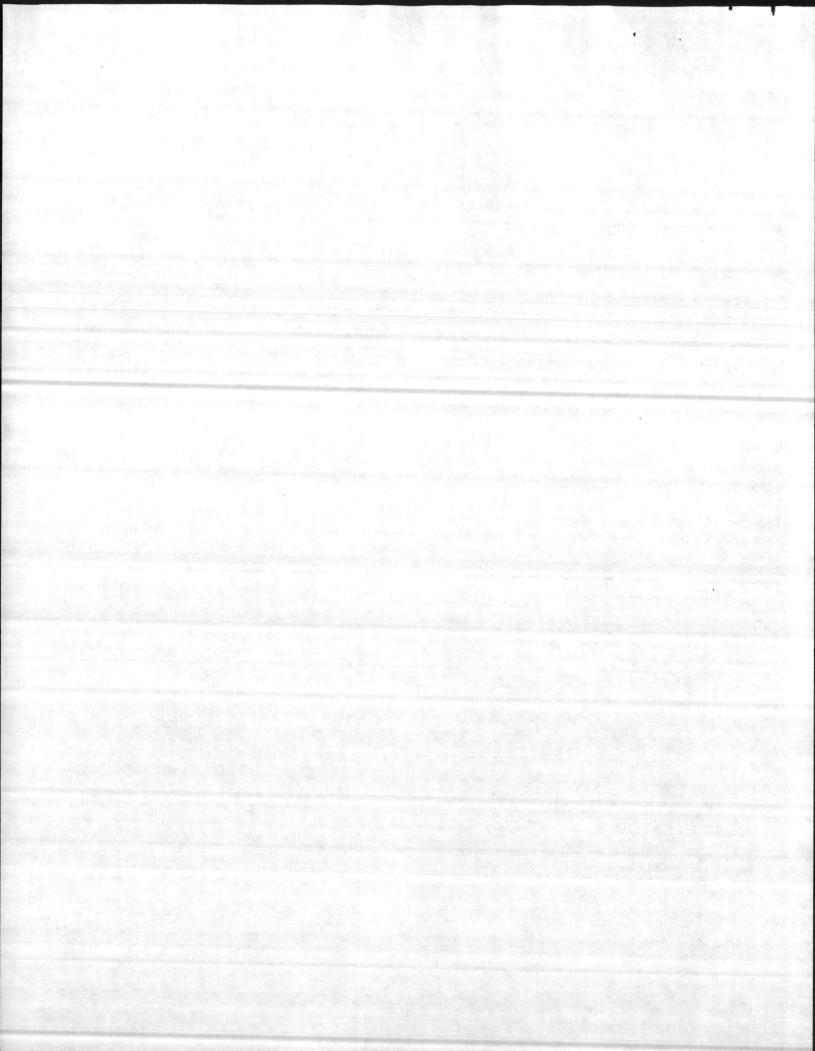
S.R.P.

BY

PRINTED IN U.S.A.

OF

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* DUCT I.D. USED TAKING INTO ACCOUNT INSULATION.

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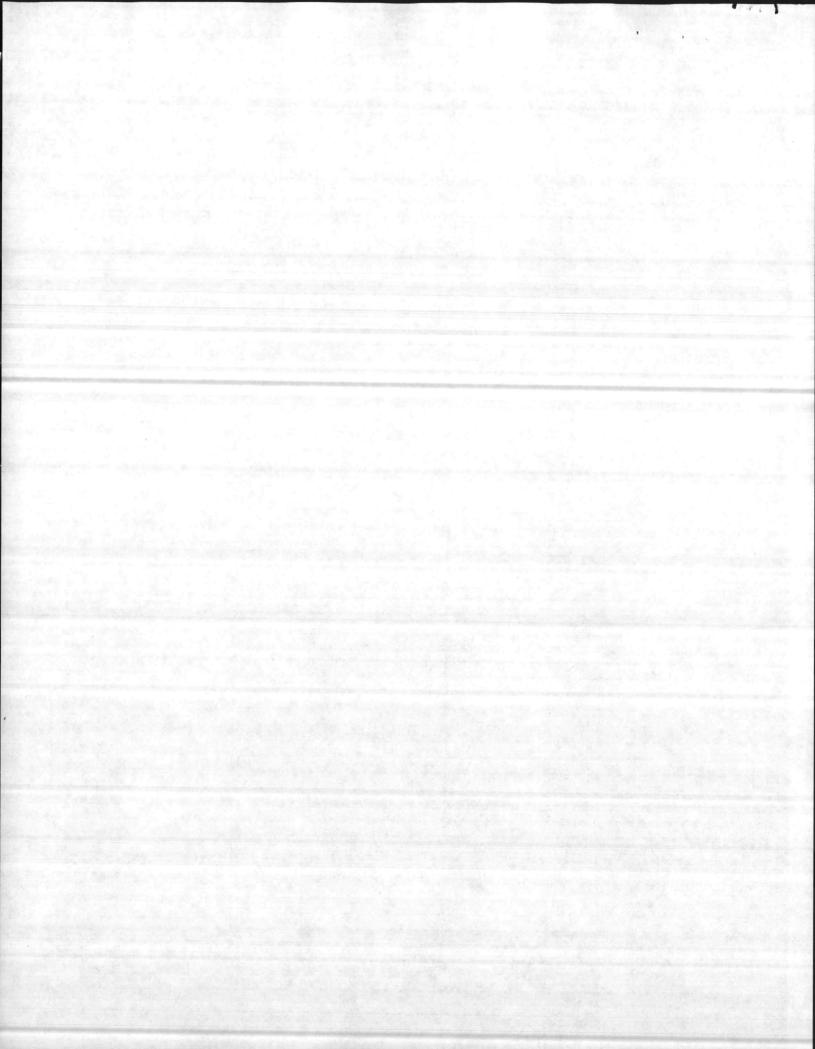
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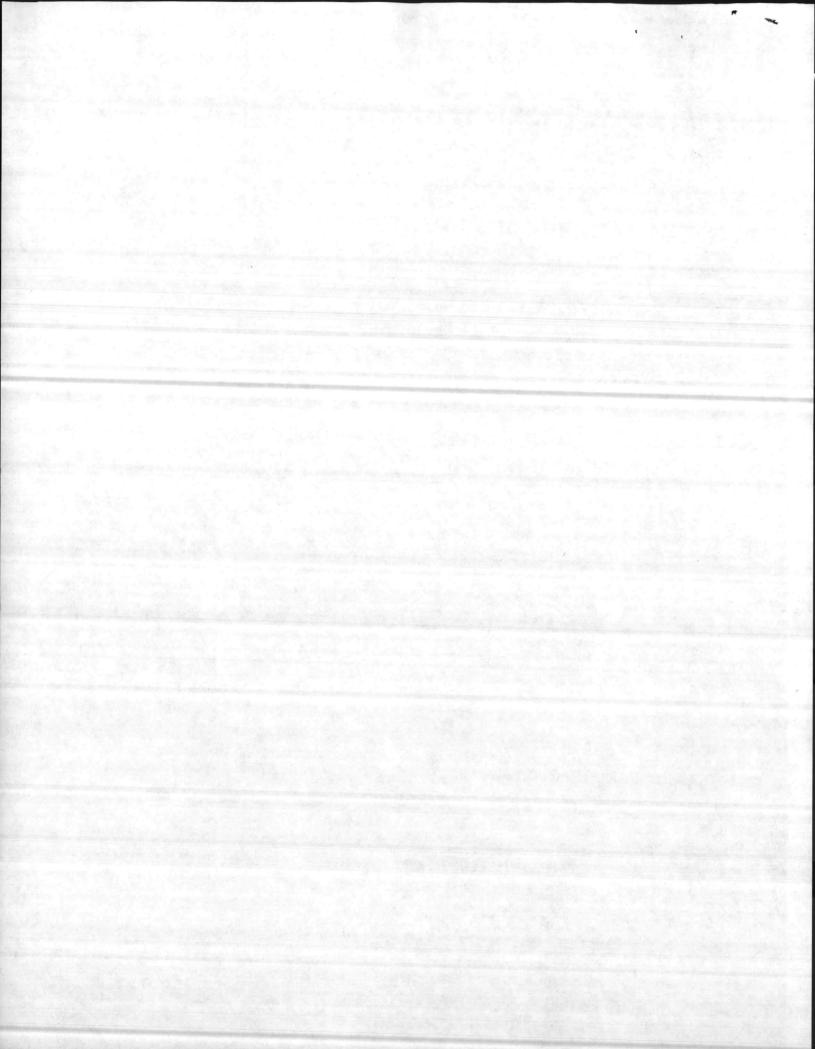
Tanles Klan

Stanley R. Parry F.E.S. Tech

TELEPHONE: 919-763-0196

Division of Johnson Controls, Inc.

WILMINGTON, N.C. 28401



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PROJECT CAMP LEJEUNE HOSPITAL LOCATION JACKSONVILLE

EXHAUST FAN TEST REPORT

NC.

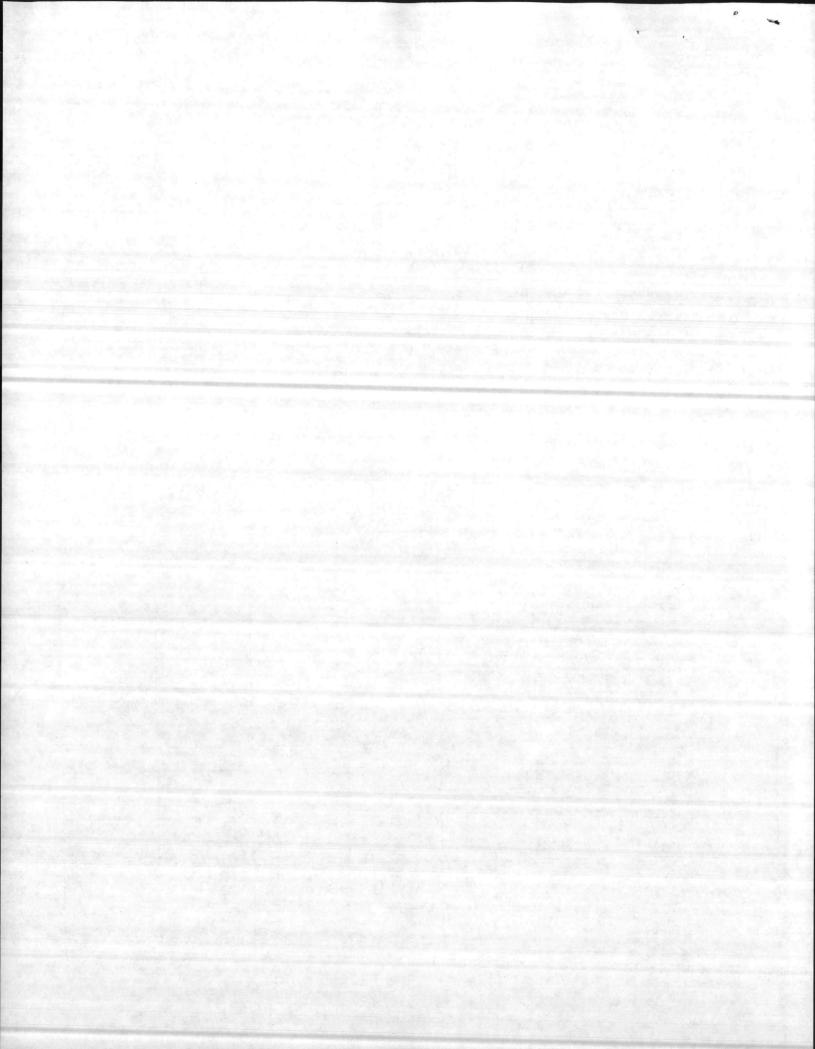
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| BELTS | | 1-42470 | | | | | |
| MOTOR | DESIGN | 3/4 | Salar Art | 1. 1997.24 | | | |
| HP | ACTUAL | 3/4 | | | | | |
| AMPS | DESIGN | 1.55 | | | | | |
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Form 4682

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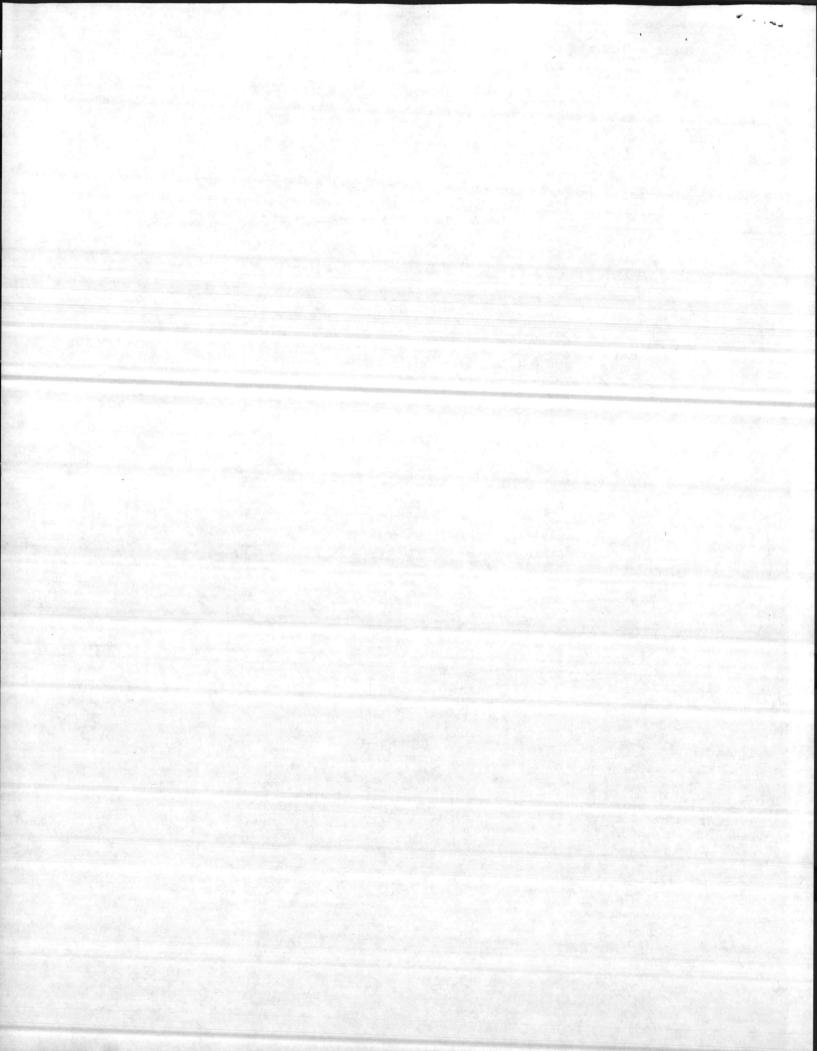
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| UCT I.D. USED TAKING DATE 7/3 | NTO ACCOUNT | BY | S. R.P. | | SHEET | | 0F |

Controls, Inc.



Johnson Controls, Inc. Naval Regional Medical Center Hospital Communications Center Stone Street & Brewster Blvd. Post Office Box 4 Camp Lejeune, NC 28542 Tel. 919/353 0558

August 15, 1985



Systems & Services Division

LtJg R. V. Richards Facilities Maintenance Naval Hospital Camp Lejeune, N. C. 28542

Dear Sir:

Per your request, please find the following balance reports conducted by Mr. Stan Parry, JCI Fluid Service Application Engineer.

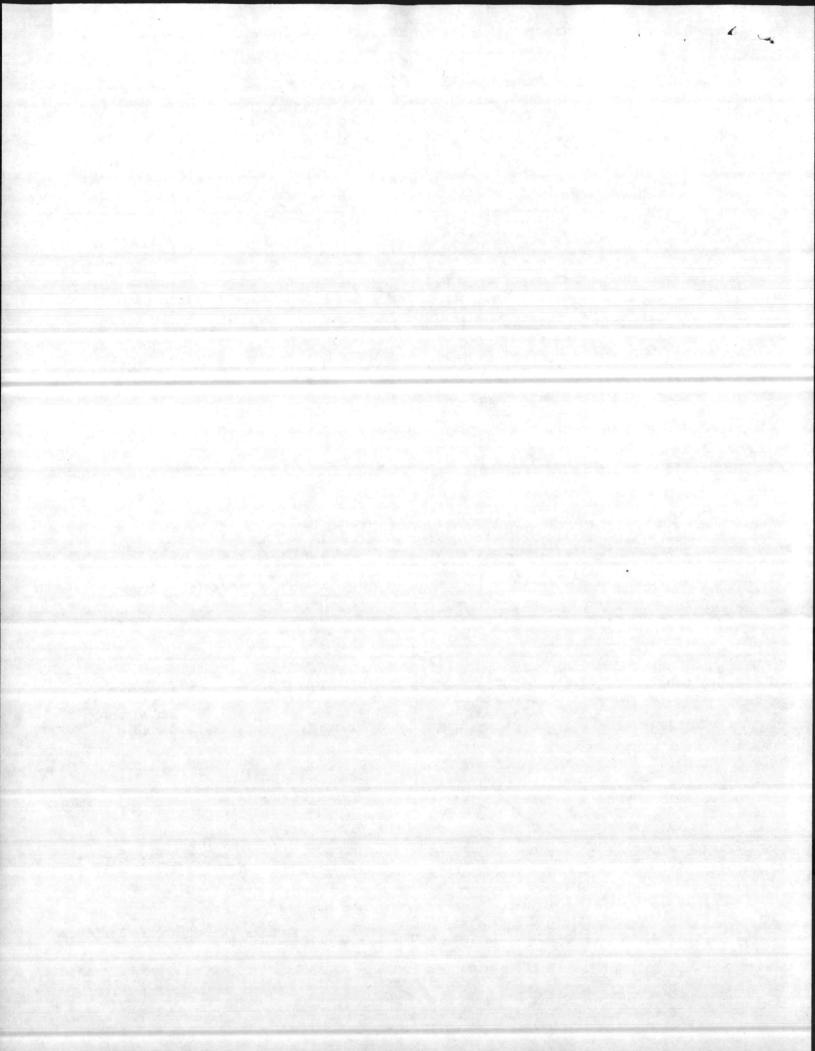
Exhaust Fan 101 (Rooms S155 & S144) 2 copies AH22, Chiller Pumps P116,P117,P118 2 copies

In regard to the balancing work conducted by Mr. Parry and your maintenance staff (Yopp), particular attention should be to the problems found concerning AHU #22. Such attention should be to note, quantitatively, the magnitude of energy waste that can be attributed to inefficiencies noted within the report. Specifically, fan RPM set to maximum speed, spiral duct material and installation, flourescent light return tabs not popped out and a high number of strip line diffusers acting as dampers rather than deflectors. As noted, savings of 15-19% can be achieved, if the Air Handling systems throughout the hospital are experiencing similar characteristics as AHU No. 22, via exhanced preventive maintenance programs that specifically tasks such duties that check/resolve these types of problems. It is agreed that this would be time consuming; however, it is an energy conserving measure that is needed so as to guarantee cost efficiencies and comfort within the facility.

In regard to the reports concerning exhaust fan 101 (Room S155 & S144) note recommendation to add an in-line fan in the existing equipment room adjacent to Rooms S155 Hot Lab & S144 Scan Room. This recommendation is based upon the existing motor being overloaded yet 24% low in air quantity as referenced to design.

In regard to chiller pump balance reports, note the specific pump curves denoting the "design" characteristics as compared to the pre-balance "original." Note also that the respective pumps (P116, P117, & P118) have been balanced according to design as denoted by "present". This balance has been verified through EMCS reporting of these flow characteristics.

since**f[885** Right for the Times



PAGE 2

Johnson Controls, Inc.

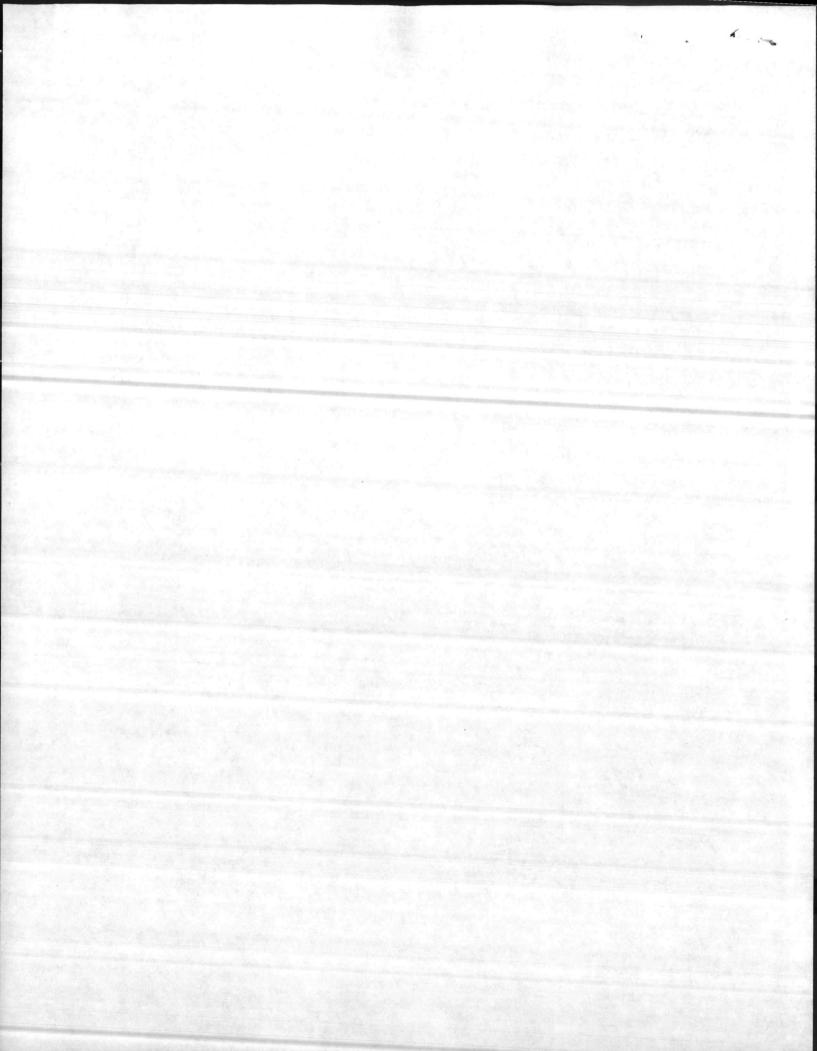
Should you have any questions or comments regarding this balance work and reports, please advise.

Sincerely, JOHNSON CONTROLS, INC.

Samuel C. Price, Jr. Application Engineer IV

SCP/bjb

Enclosure





SYSTEM ANALYSIS

AIR AND WATER BALANCING

Camp Lejeune, N. C. New Naval Hospital AHU22. Serving 2nd FL Physical Therapy, Minor O.R. & Dental Suite

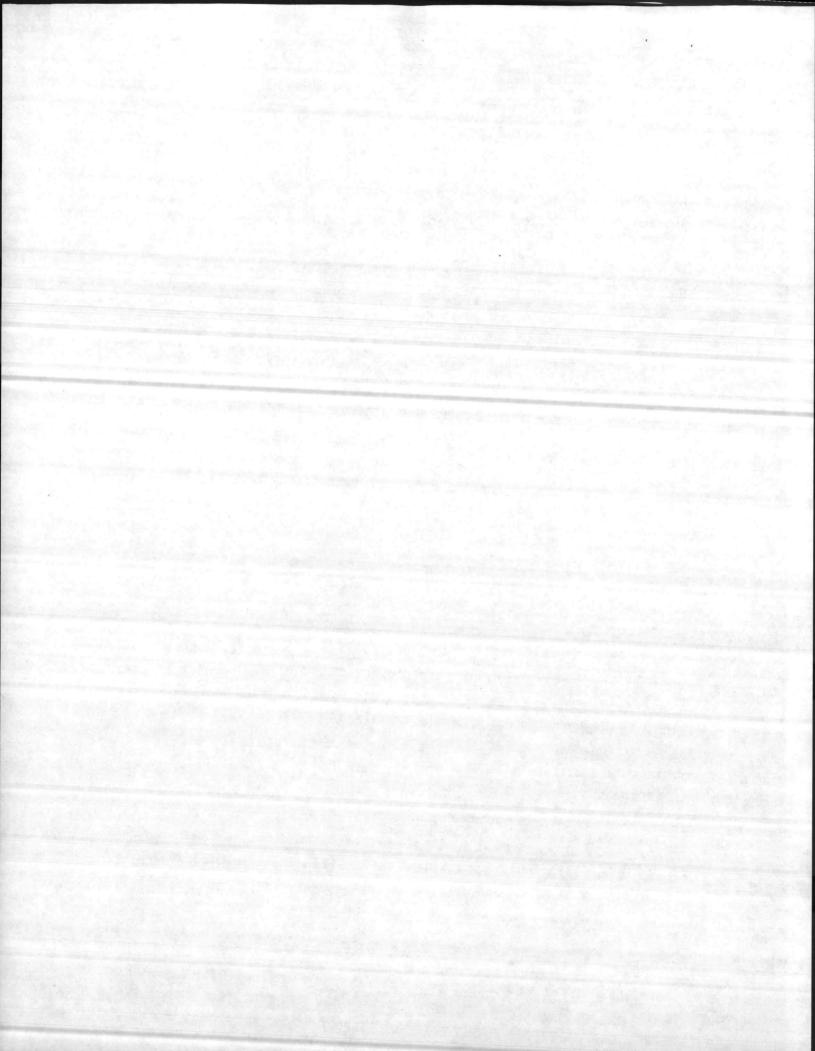
This unit was origanally found to be running at excessive RPM 1470RPM and producing 5958CFM design is 5200CFM. 15% hi, reducing of speed to 1360RPM produced. 6803CFM, an increase of air quantity. Further reduction of speed to min, of existing sheaves 1200RPM produced 6374CFM still 22% hi. An inspection of duct system revealed many broken flexible spiral ducts on the high pressure side of the terminal boxes. At this point we wish to advise that the type of flexible duct used, was not designed for this high pressure application. We are also advised by the hospital engineering & maintenance staff, that this condition exists thru out the hospital.

Further Inspection revealed some very poor duct connections to terminal units EG: Sharp 180° turns resulting in total shut off of the terminal unit by collapsing of the spiral duct. Some boxes were completely shut off by their individual internal controls, some were wide open. One box in the exterior hall did not have an end cap on it. This cap measures 29" X 14", this cap should have been installed during construction, or found to be missing during testing procedures.

Return air balancing damper to this area was found shut but marked open. It is the considered opinion of this technician, that this fan was set to max. speed in order to over come the above system deficiencies. Resulting in loss of air due to the characteristics of this particular fan but increased the energy consumption by 20%. There are 46 air handling units in this hospital. If 50% of them are in this condition. an awful lot of energy dollars are being wasted. EG: At 1470RPM 5958CFM 11.5amps 8.9BHP at 1200RPM 6374CFM 9.4amps 7.24BHP. This is a savings of 19% in energy dollars. But air quantity is still 22% hi. As of 7/12/85 all of the repairs to the duct system could not be completed due to the unavailability of the proper spiral duct. When these repairs are complete it is possible we will see a higher % of savings and certainly, increased efficiency.

> TELEPHONE: 919-763-0196 P.O. BOX 3362 Division of Johnson Controls, Inc.

WILMINGTON, N.C. 28401





SYSTEM ANALYSIS

AIR AND WATER BALANCING

page 2

New Naval Hospital

Con't. Camp Lejeune, N.C.

It was also noted that in many areas provision for return air were not used. Each of the florescent lights has two pop-out tabs, 1 on either side. All of them were still installed.

Strip line air diffuser 2 ft. & 4 ft. long. All have 1 or 2 deflecting baffles. A large number were found to be set so that they were acting as a damper not a deflector.

Chilled Water Pumps. P116, P117, P118

All 3 pumps were moving an average of 24% to much water. While this may or may not affect power consumption of each pump, it certainly does affect the power consumption of the chillers.

Cooling 1100GPM from 68° to 45° requires a higher chiller loading than cooling 880GPM from 68° to 45°, even to the possibility of having to use two chillers on occasions , to accomplish what can be done by one.

Respectfully,

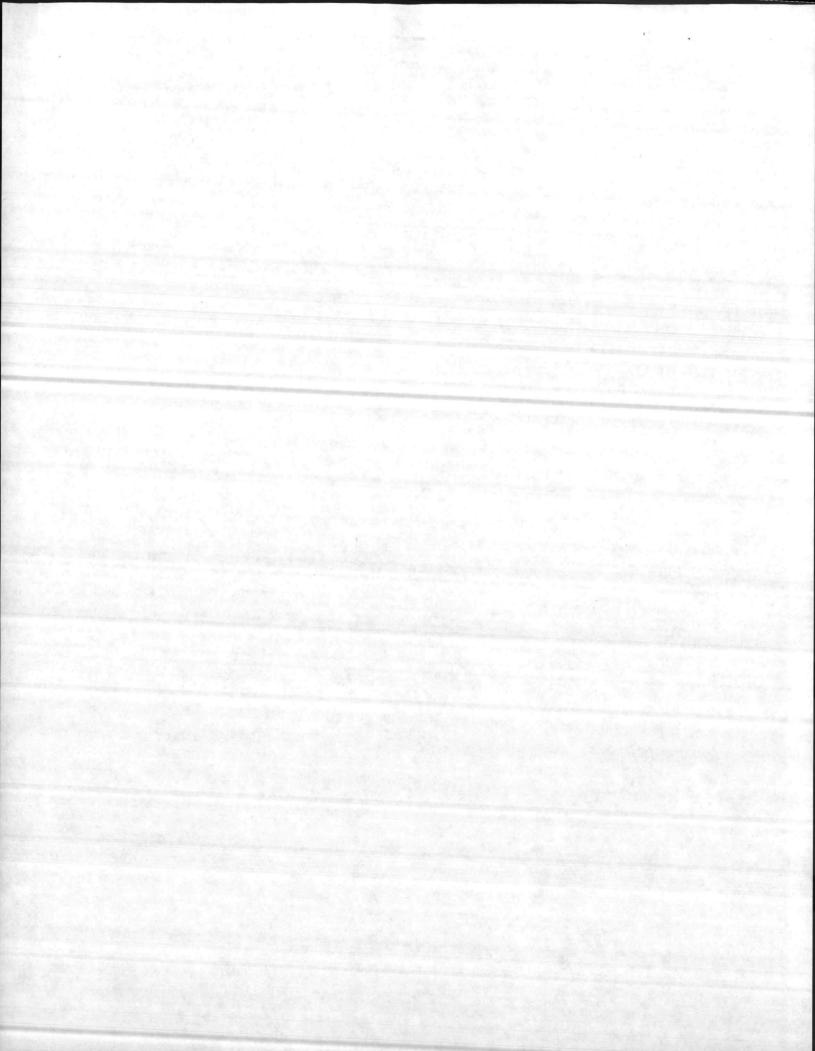
Stanley R. Parry

F.E.S. Tech. 8/12/85

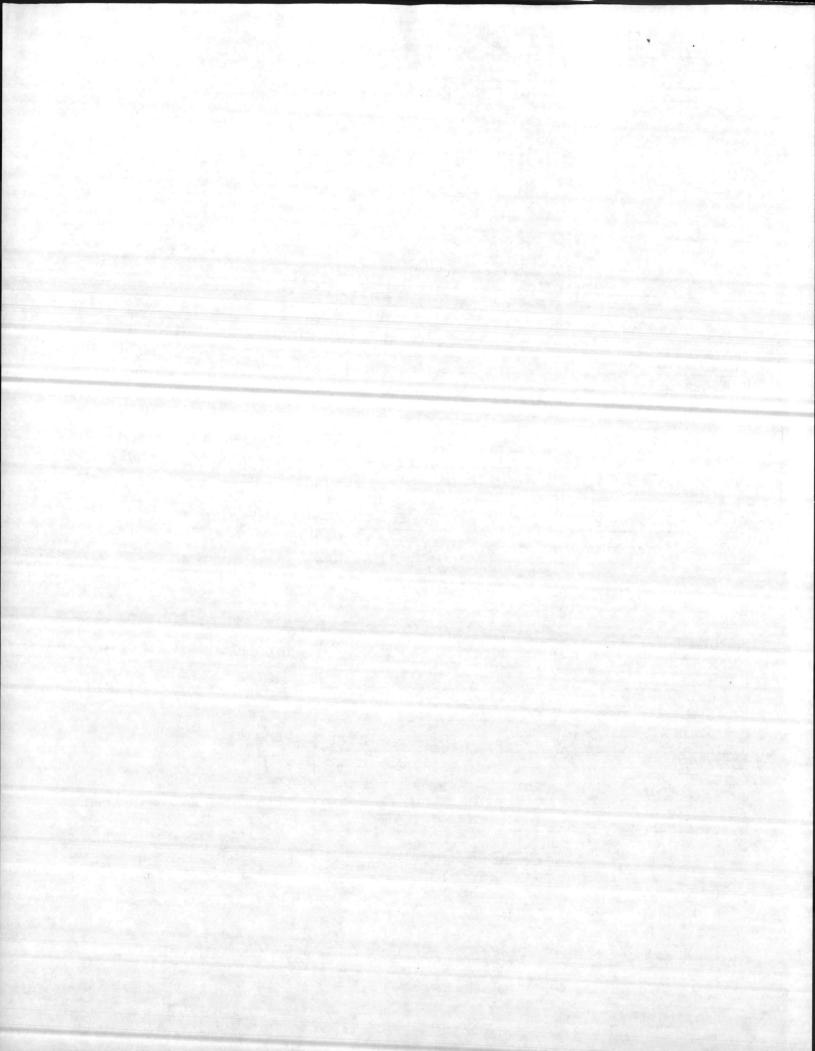
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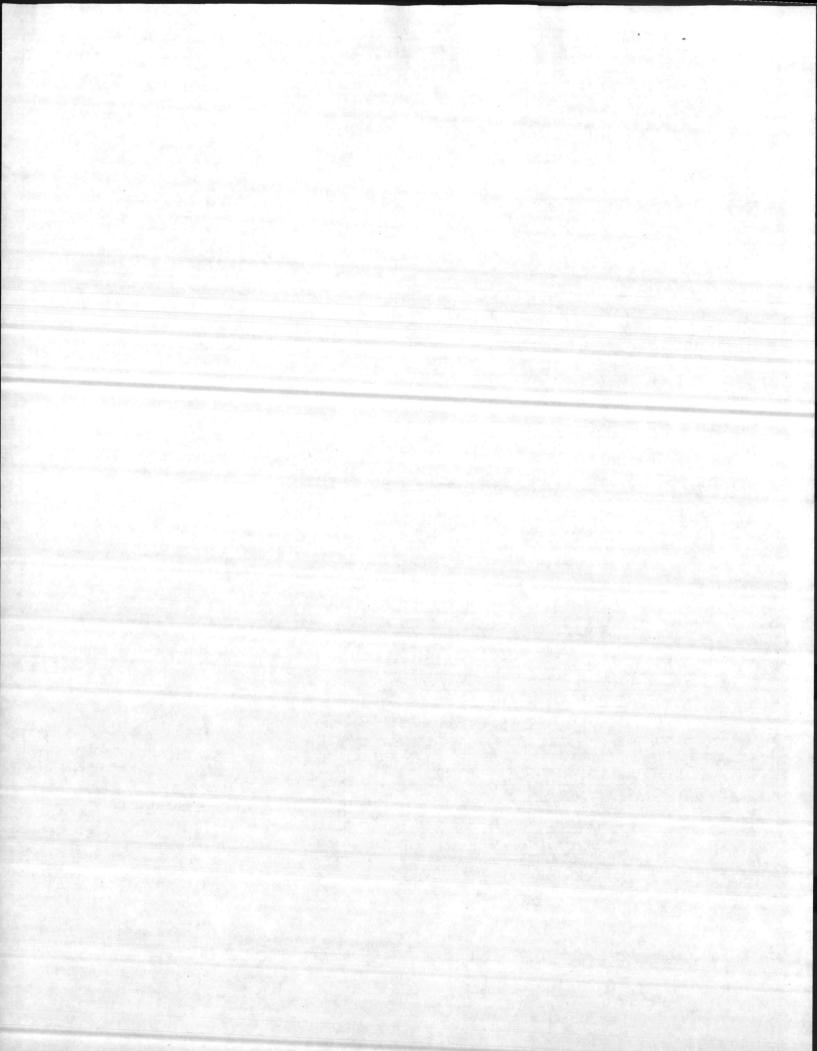
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|---|---|---|---|--|
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| N MANUFACTURER DELIGN SERIAL NO. $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | | Sand and the second state of the second | and the second | |
| DESIGNACTUALTOTAL CFM 5200 6803 O.A. CFM 1040 RETURN CFM 4160 SUCTION PRESSURE (TP) | N MANUFACTURER | | | REMARKS |
| TOTAL CFM 5200 6803 $3ND TEST$ D.A. CFM 1040 1040 $3ND TEST$ RETURN CFM 4160 $3SCTION PRESSURE (TP)$ 3.5% 3.75% DISCHARGE PRESSURE (SP) 3.5% 3.75% TOTAL STATIC PRESSUR 3.5% 3.75% FAN PPM 1250 1360 FAN PULLEY 287% BELT SIZE & QUANTITY $2-836$ DESIGN OR RATEDMOTOR H.P. 10 BHP 7.8 L1AMPERAGE 12.9 VOLTAGE 460 457 RFM 1740 1750 MOTOR SHEAVE $2B6'$ | DEL OR SERIAL NO. | | Contraction of the second second | |
| TOR EAR $10.4 C FM$ $10.4 C$ RETURN CFM 41.60 SUCTION PRESSURE (TP) 41.60 DISCHARGE PRESSURE (SP) 3.5 " TOTAL STATIC PRESSUR 3.5 " FAN RPM 1250 FAN RPM 1250 BELT SIZE & QUANTITY 2.57 " BELT SIZE & QUANTITY 2.336 DESIGN OR RATED MOTOR H.P. 10 BHP 7.8 L1 AMPERAGE VOLTAGE 457 RFM 1740 NOTOR SHEAVE $2.86'$ | A State of the state | | | 9 |
| D.A. CFM $10 + 10$ RETURN CFM $41 + 100$ SUCTION PRESSURE (TP)DISCHARGE PRESSURE (SP)TOTAL STATIC PRESSUR 3.5 "FAN RPM 1250 ISCHARGE PRESSURE (SP)BELT SIZE & QUANTITYDEL OR SERIAL NO.SK 215 A C 205 GDESIGN OR RATEDMOTOR H.P.IDESIGN OR RATEDAMPERAGEIDEVOLTAGEL1AMPERAGEIDEVOLTAGEL400H57RFMIDESIGN OR SHEAVEDESIGN OR SHEAVEDESIGN OR BLAVE | TOTAL CFM | 5200 | 6803 | UND IEST |
| SUCTION PRESSURE (TP)DISCHARGE PRESSURE (SP)TOTAL STATIC PRESSUR $3.5^{"}$ FAN RPM 1250 1360 FAN PULLEYBELT SIZE & QUANTITY $2 \cdot 13.36$ DEL OR SERIAL NO.S $\swarrow 215 \ A \ 2.25 \ G$ DESIGN OR RATEDMOTOR H.P. 12.9 | O.A. CFM | 1040 | | |
| DISCHARGE PRESSURE (SP)TOTAL STATIC PRESSUR 3.5^{n} FAN RPM 1250 I 360 FAN PULLEY 267^{n} BELT SIZE & QUANTITY $2-336$ DEL OR SERIAL NO.DESIGN OR RATEDACTUALMOTOR H.P. 10 BHP 7.8 L1 L_1 AMPERAGE 12.9 VOLTAGE $U60$ 457 RFM 1740 MOTOR SHEAVE 286^{n} | RETURN CFM | 4160 | | |
| TOTAL STATIC PRESSUR 3.5^{μ} 3.75^{*} FAN RPM 1250 1360 FAN PULLEY $287''$ BELT SIZE & QUANTITY $2-336$ OutputDEL OR SERIAL NO.SK215 A C 205 GDESIGN OR RATEDACTUALMOTOR H.P. 10 BHP 7.8 L1 L_1 APPERAGEVOLTAGE 12.9 VOLTAGE 1240 457 RPM 1740 1750 MOTOR SHEAVE $286'$ | SUCTION PRESSURE (TP) | | | |
| FAN RPM 1250 1360 FAN PULLEY $2B7''$ BELT SIZE & QUANTITY $2-336$ TOR MANUFACTURER 6 $G \in$ DEL OR SERIAL NO. $5 \times 215 A c 205 G$ DESIGN OR RATEDMOTOR H.P. 10 BHP 7.8 L_1 L_1 AMPERAGE 12.9 L_2 10.2 L_3 $VOLTAGE$ HEM 1740 HEM 1750 MOTOR SHEAVE $2B6'$ | DISCHARGE PRESSURE (SP) | | | |
| FAN PULLEY $2B7"$ BELT SIZE & QUANTITY $2 - 13.36$ TOR MANUFACTURER $C \in C$ DEL OR SERIAL NO. $5 \times 21 \le A \le 20 \le 6$ DESIGN OR RATED ACTUALMOTOR H.P. 10 BHP 7.8 L1 L_1 AMPERAGE 12.9 L2 10.2 L3 1740 VOLTAGE 100 MOTOR SHEAVE $2B6'$ | TOTAL STATIC PRESSUR | 3.5" | | |
| BELT SIZE & QUANTITY $2 - 13.36$ TOR MANUFACTURER $C E$ DEL OR SERIAL NO. $S \times 215 A C 205 G$ DESIGN OR RATED ACTUAL MOTOR H.P. 10 BHP 7.8 L1 L_1 AMPERAGE 12.9 VOLTAGE $Ub 0$ MOTOR SHEAVE $2B6'$ | | 1250 | | |
| TOR MANUFACTURER \bigcirc | | and a the second | 287" | |
| DEL OR SERIAL NO.SK215 AC205 GDESIGN OR RATEDACTUALMOTOR H.P.10IP7.8L110AMPERAGE12.9VOLTAGE190HP1740IPM1740DESIGN OR RATEDDESIGN OR RATEDACTUALMOTOR SHEAVE2 B6' | BELT SIZE & QUANTITY | A SAMPLE AND | 2-336 | |
| MOTOR H.P. 10 10 BHP 7.8 L1 L1 AMPERAGE 12.9 L2 VOLTAGE Lb0 457 RPM 1740 1750 MOTOR SHEAVE 2B6' | | | 5 G | |
| BHP 7.8 AMPERAGE 12.9 L1 L1 AMPERAGE 12.9 L2 10.2 L3 L3 VOLTAGE L400 H00 1750 MOTOR SHEAVE 216' | | | | |
| L1 AMPERAGE 12.9 L2 10.2 L3 VOLTAGE 140 RPM 1740 MOTOR SHEAVE 216' | | DESIGN OR RATE | ACTUAL | |
| AMPERAGE 12.9 L2 10.2 L3 L3 VOLTAGE 460 457 RPM 1740 1750 MOTOR SHEAVE 216' | MOTOR H.P. | | 10 | |
| VOLTAGE 457 RPM 1740 1750 MOTOR SHEAVE 2B6' | | | 10 | |
| VOLTAGE 460 457 RPM 1740 1750 MOTOR SHEAVE 2B6' | | 10 | 10 7.8 | |
| RPM 1740 1750 MOTOR SHEAVE 2B6' | внр | 10 | 10 7.8 | |
| MOTOR SHEAVE 2B6' | AMPERAGE | 10 | $ \begin{array}{c} 10 \\ 7.8 \\ L_1 \\ L_2 \\ 10.2 \\ L_3 \\ \end{array} $ | |
| | BHP AMPERAGE VOLTAGE | 10 12.9 460 · | $ \begin{array}{c} 10 \\ 7.8 \\ L_1 \\ L_2 \\ 10.2 \\ L_3 \\ 457 \end{array} $ | |
| O.L. HEATERS | BHP AMPERAGE VOLTAGE RPM | 10 12.9 460 · | $ \begin{array}{r} 10 \\ 7.8 \\ L_1 \\ L_2 \\ 10.2 \\ L_3 \\ 457 \\ 1750 \\ 1750 \end{array} $ | |
| | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE | 10 12.9 460 · | $ \begin{array}{r} 10 \\ 7.8 \\ L_1 \\ L_2 \\ 10.2 \\ L_3 \\ 457 \\ 1750 \\ 1750 \end{array} $ | |
| | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE | 10 12.9 460 · | $ \begin{array}{r} 10 \\ 7.8 \\ L_1 \\ L_2 \\ 10.2 \\ L_3 \\ 457 \\ 1750 \\ 1750 \end{array} $ | |
| | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE | 10 12.9 460 · | $ \begin{array}{r} 10 \\ 7.8 \\ L_1 \\ L_2 \\ 10.2 \\ L_3 \\ 457 \\ 1750 \\ 1750 \end{array} $ | |
| NAMEPLATE AMPS X VOLTAGE | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS | 10 12.9 460 · 1740 | $ \begin{array}{c} 10\\ 7.8\\ L_{1}\\ L_{2} 10.2\\ L_{3}\\ 457\\ 1750\\ 2B6' \end{array} $ | 24 |
| RRECTED FULL LOAD AMPS = NAMEPLATE AMPS X VOLTAGE = 12.98 | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS | 10 12.9 460 1740 | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 98 |
| REFEILD FULL LUAD AMPS = | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS | 10 12.9 460 1740 | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 98 |
| FIELD CHECKED VOLTAGE | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS RRECTED FULL LOAD AMPS = - | AMEPLATE AMPS X V FIELD CHECKED VC | $\frac{10}{7.8}$ $\frac{1}{12}$ $\frac{1}{2}$ | Sector and the sector of the |
| FIELD CHECKED VOLTAGE | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS RRECTED FULL LOAD AMPS = - | 10 12.9 12.9 1740 1740 AMEPLATE AMPS X V FIELD CHECKED VC | $ \frac{10}{7.8} \\ \frac{1}{1} \\ \frac{1}{2} \\ $ | Sector and the sector of the |
| PROX BHP = NAMEPI ATE HP + MOTOR OPERATING AMPS 7.8 | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS | 10 12.9 12.9 1740 1740 AMEPLATE AMPS X V FIELD CHECKED VC | $ \frac{10}{7.8} \\ \frac{1}{1} \\ \frac{1}{2} \\ $ | Sector and the sector of the |
| PROX. BHP = NAMEPLATE HP x $\frac{\text{MOTOR OPERATING AMPS}}{\text{CORRECTED F.L.A.}} = 72.78$ | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS RRECTED FULL LOAD AMPS = N PROX. BHP = NAMEPLATE HP x | AMEPLATE AMPS X V FIELD CHECKED VO MOTOR OPERATING CORRECTED F.L./ | $\frac{10}{7.8}$ $\frac{1}{12}$ $\frac{1}{2}$ | |
| PROX BHP = NAMEPI ATE HP + MOTOR OPERATING AMPS 7.8 | BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS RRECTED FULL LOAD AMPS = N PROX. BHP = NAMEPLATE HP x | AMEPLATE AMPS X V FIELD CHECKED VC MOTOR OPERATING CORRECTED F.L./ | $ \begin{array}{c} 10 \\ 7.8 \\ L_{1} \\ -2 \\ 10.2 \\ -3 \\ -457 \\ 1750 \\ 286' \\ \hline 0LTAGE = 12.6 \\ \hline 0LTAGE = 7.8 \\ \hline 0.17.8 \\$ | 3 |

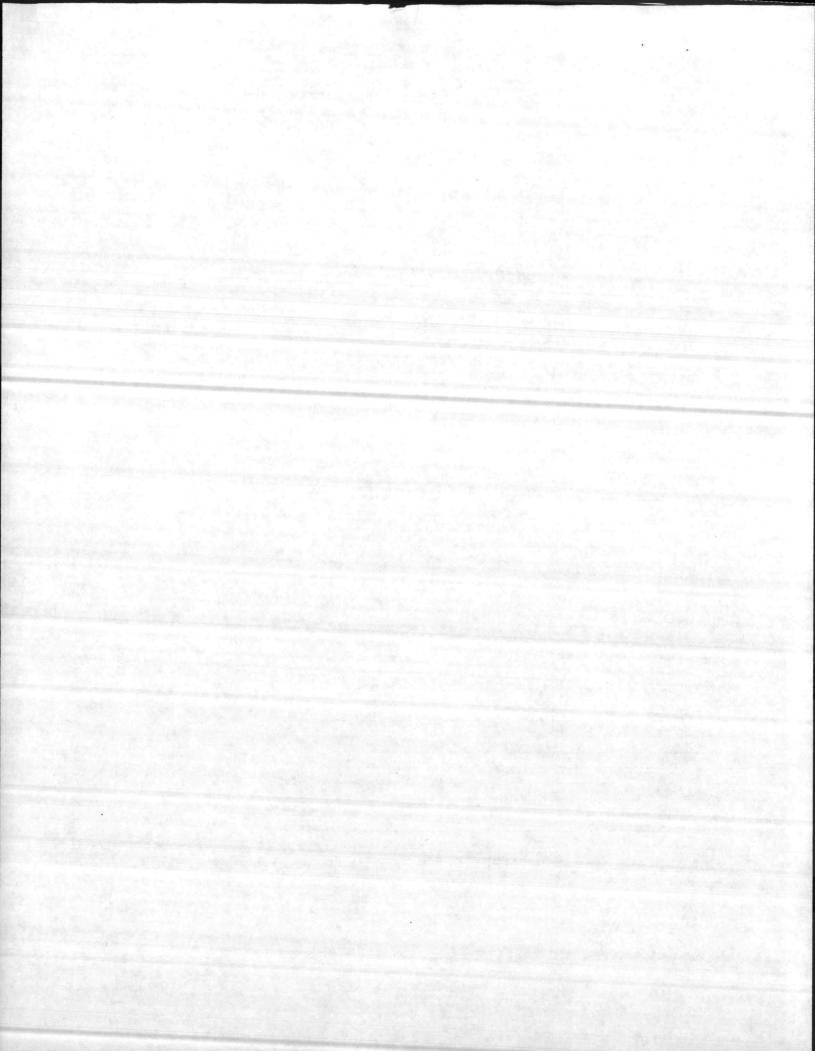
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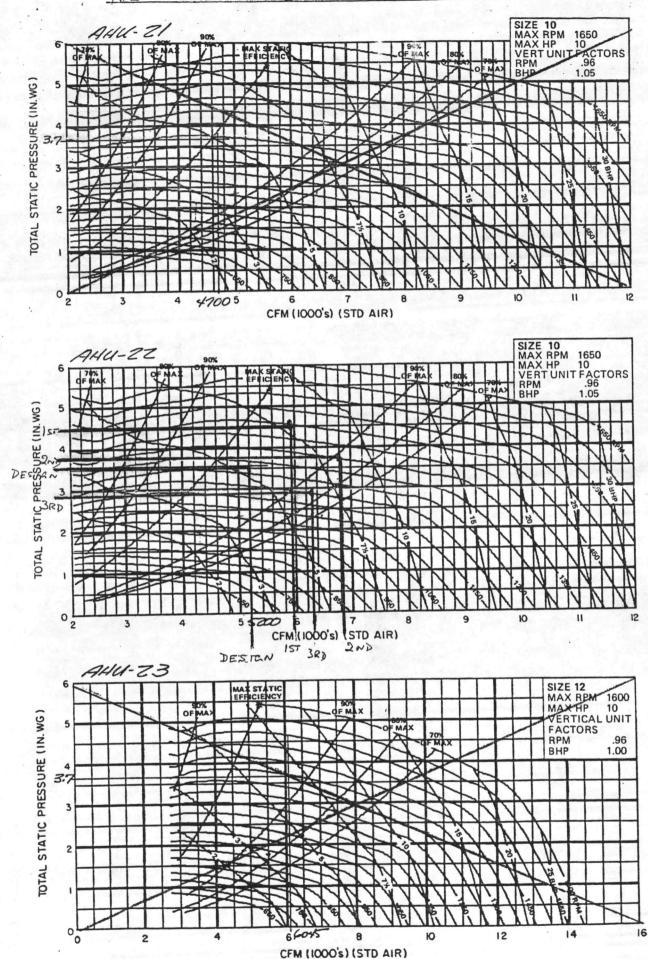
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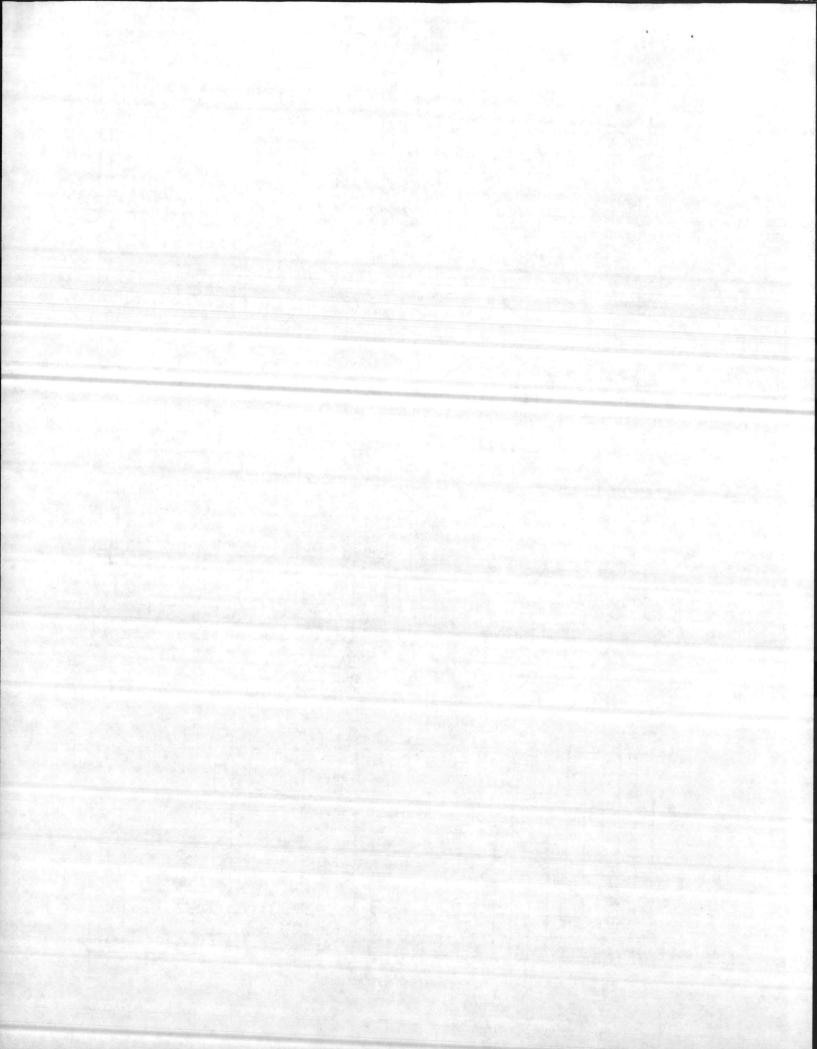
| DJECT <u>NAVAL H</u> | | MENT TEST REPO | |
|--|--|--|--|
| DJECT <u>IVHVHL M</u> | USTINE | | |
| | | and a start of the | 14.6 |
| | | | |
| | | 1.1.1.1.1.1.1.1 | |
| TEM AHU 25 | 2 . | _ EQUIPMENT LOCA | ATION _ 2ND F2 |
| | and a standard standard | | |
| | | As a content | REMARKS |
| | Sector a second state of | | |
| EL OR SERIAL NO. | | 1 | |
| and the second second second | DESIGN | ACTUAL | 3RD TEST |
| TOTAL CFM | 5200 | 6374 | |
| O.A. CFM | 1040 | | |
| RETURN CFM | 4160 | | |
| SUCTION PRESSURE (TP) | | and the second science | |
| DISCHARGE PRESSURE (SP) | | | |
| TOTAL STATIC PRESSUR | 3.5" | | |
| FAN RPM | 1250 | 1200 | |
| FAN PULLEY BELT SIZE & QUANTITY | | 287° 2-B36 | |
| | and the second | | and the second |
| | | | a and the second second |
| 2000 - 2000 | | | |
| OR MANUFACTURER G (| | | |
| 511 1101 1101 011211 | E (215AC 20: | 5 6 | |
| 5. | (215AC 20: | | |
| EL OR SERIAL NO. 5 | DESIGN OR RATED | ACTUAL | |
| MOTOR H.P. | (215AC 20: | ACTUAL | |
| EL OR SERIAL NO. 5 | DESIGN OR RATED | ACTUAL 10 7.94 | |
| MOTOR H.P. | CQISACQO DESIGN OR RATED | ACTUAL 10 7.94 | |
| MOTOR H.P. | DESIGN OR RATED | ACTUAL 10 7.94 L1 L2 9.4 | |
| MOTOR H.P. | CONTRACTOR CONTRACTED | ACTUAL 10 7.94 L1 L2 9.4 L3 | |
| MOTOR H.P. BHP AMPERAGE | CRISACROS DESIGN OR RATED 10 12.9 LL60 | ACTUAL 10 7.94 L_1 L_2 9.4 L_3 457 | |
| MOTOR H.P. BHP AMPERAGE VOLTAGE | CONTRACTOR CONTRACTED | ACTUAL 10 7.94 L1 L2 9.4 L3 | |
| EL OR SERIAL NO. 5 | CRISACROS DESIGN OR RATED 10 12.9 LL60 | $ \begin{array}{c} ACTUAL \\ 10 \\ 7.94 \\ L_1 \\ L_2 9.4 \\ L_3 \\ 457 \\ 1750 \\ 1750 $ | |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE | CRISACROS DESIGN OR RATED 10 12.9 LL60 | $ \begin{array}{c} ACTUAL \\ 10 \\ 7.94 \\ L_1 \\ L_2 9.4 \\ L_3 \\ 457 \\ 1750 \\ 1750 $ | |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE | CRISACROS DESIGN OR RATED 10 12.9 LL60 | $ \begin{array}{c} ACTUAL \\ 10 7.94 L_1 L_2 9.4 L_3 457 1750 750$ | |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS | (215AC20) DESIGN OR RATED 10 12.9 12.9 12.9 | ACTUAL 10^{2} 7.94 L_{1} L_{2} 9.4 L_{3} 457 1750 286^{2} | |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS | CONTRACTOR CONTRACTOR DESIGN OR RATED | ACTUAL 10^{2} 7.94 L_{1} L_{2} 9.4 L_{3} 457 1750 286^{2} | 2.98 |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS | AMEPLATE AMPS X VOL | ACTUAL 10^{2} 7.94 L_{1} L_{2} 9.4 L_{3} 457 1750 286^{2} | 2.38 |
| EL OR SERIAL NO | AMEPLATE AMPS X VOL MOTOR OPERATING AM | $ \begin{array}{r} ACTUAL \\ 102 \\ 7.94 \\ L_{1} \\ L_{2} 9.4 \\ L_{3} \\ 457 \\ 1750 \\ 286' \\ TAGE = 13 \end{array} $ | |
| EL OR SERIAL NO | A 215 A C 203 DESIGN OR RATED 10 12.9 12.9 12.9 1740 1740 FIELD CHECKED VOLT | $ \begin{array}{r} ACTUAL \\ 102 \\ 7.94 \\ L_{1} \\ L_{2} 9.4 \\ L_{3} \\ 457 \\ 1750 \\ 286' \\ TAGE = 13 \end{array} $ | 2.98 7.24 |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS RECTED FULL LOAD AMPS = - | AMEPLATE AMPS X VOL MOTOR OPERATING AM | $ \begin{array}{r} ACTUAL \\ 102 \\ 7.94 \\ L_{1} \\ L_{2} 9.4 \\ L_{3} \\ 457 \\ 1750 \\ 286' \\ TAGE = 13 \end{array} $ | |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS RECTED FULL LOAD AMPS = - ROX. BHP = NAMEPLATE HP x | AMEPLATE AMPS X VOL MOTOR OPERATING AM CORRECTED F.L.A. | $ \begin{array}{c} ACTUAL \\ 10^{2} \\ 7.94 \\ L_{1} \\ L_{2} \\ 9.4 \\ L_{3} \\ 457 \\ 1750 \\ 286^{2} \\ 286^{2} \\ TAGE \\ $ | 7.24 |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS | AMEPLATE AMPS X VOL MOTOR OPERATING AM | $ \begin{array}{c} ACTUAL \\ 10^{2} \\ 7.94 \\ L_{1} \\ L_{2} \\ 9.4 \\ L_{3} \\ 457 \\ 1750 \\ 286^{2} \\ 286^{2} \\ TAGE \\ $ | |
| MOTOR H.P. BHP AMPERAGE VOLTAGE RPM MOTOR SHEAVE O.L. HEATERS RECTED FULL LOAD AMPS = - | AMEPLATE AMPS X VOL MOTOR OPERATING AM CORRECTED F.L.A. | $ \begin{array}{c} ACTUAL \\ 10^{2} \\ 7.94 \\ L_{1} \\ L_{2} \\ 9.4 \\ L_{3} \\ 457 \\ 1750 \\ 286^{2} \\ 286^{2} \\ TAGE \\ $ | 7.24 |

.





NEW INAVY HOSPITHL UHMPLEJEUNE



| | CIRCULAT | ING WATER PUMP | TEST REPOR | <u>T</u> | | |
|------------------------------|---------------------------------|------------------------------------|--|--|-----------------|--|
| OJECT NEW M | EDICAL | CENTER | | GAMP L | ETEUN | |
| | | | | | | |
| and the second second | | 집중 감독 전신 소설 | and many to a star | JACK SO | NVILLE | |
| and the second second second | | | and the second second | NC. | | |
| Section to a start | | | - | 14 0. | | |
| ISTEM P116 | | PUM | P LOCATION _ | ROILER | ROON | |
| | | | R NUMBER | | | |
| | | | | | | |
| | BELL + GO | | | 100 million (100 m | a Chamler aller | |
| DEL OR SERIAL NO. | se 6×6×1 | 2 | | and a second | | |
| | the strength of the strength of | 1 | 1 | | 1.00 | |
| | 1 | DESIGN | BEFOREACTUA | | | |
| PUMP GPM PUMP RPM | | 880 | 1100 | 860 | | |
| | NO FLOW | 0771 | 176 | 99 | | |
| DISCHARGE PRESSURE (psig) | FULL FLOW | | 75 | 87 | | |
| | NO FLOW | | 38 | 38 | | |
| SUCTION PRESSURE (psig) | FULL FLOW | | 35 | 36 | | |
| TOTAL HEAD | NO FLOW | | 140.7 | 140.7 | | |
| (FT H ₂ 0)* | FULL FLOW | 110 | 92.3 | 117.6 | | |
| | | | | | | |
| | | | and the second second | and the second | | |
| | State - | | Service Services | | | |
| TOTAL HEAD (FT H20) = F | PUMP DIFFERENTIAL | PRESSURE X 2.307 | | | | |
| | | | | | | |
| OTOR MANUFACTURER | LINCOLN | and applied the first state of the | - Martine | | | |
| DEL OR SERIAL NO. | 9265795 | | | | | |
| | | DECION OF PATER | 1 | | | |
| NOTOR UP | | DESIGN OR RATED | ACTUA | | | |
| MOTOR HP BHP | | 50 | 42.3 | C | | |
| AMPERAGE | | 62.5 | 48 51 | 53 | | |
| | | 460 | 475 470 | 475 | A Protect . | |
| VOLTAGE | 1000 | 1770 | 1760 | Reading on the second se | | |
| VOLTAGE | | 1 110 | 1 180 | | | |
| RPM | | | | The second se | | |
| | | | and the second | | | |

| CORRECTED FULL LOAD ANRS- | NAMEPLATE AMPS X VOLTAGE | | 60.24 |
|----------------------------|--------------------------|---|-------|
| CORRECTED FULL LOAD AMPS = | FIELD CHECKED VOLTAGE | _ | |

BHP = NAMEPLATE HP x MOTOR OPERATING AMPS CORRECTED F.L.A.

42.38 2

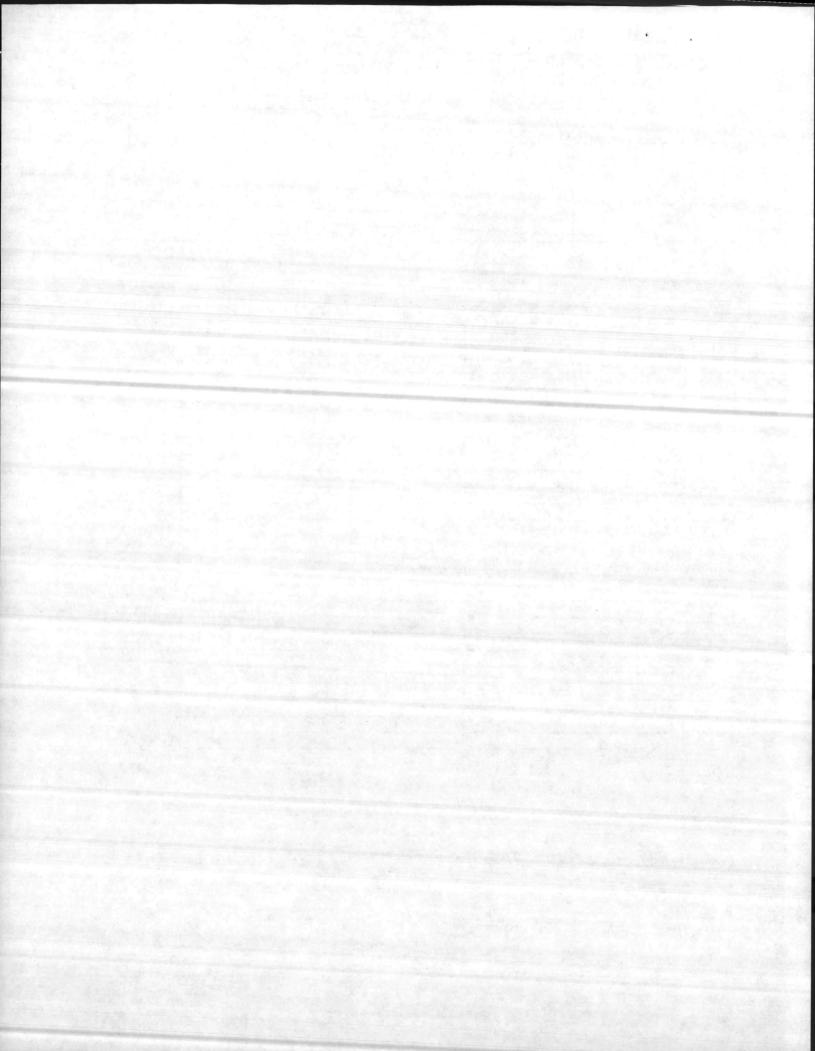
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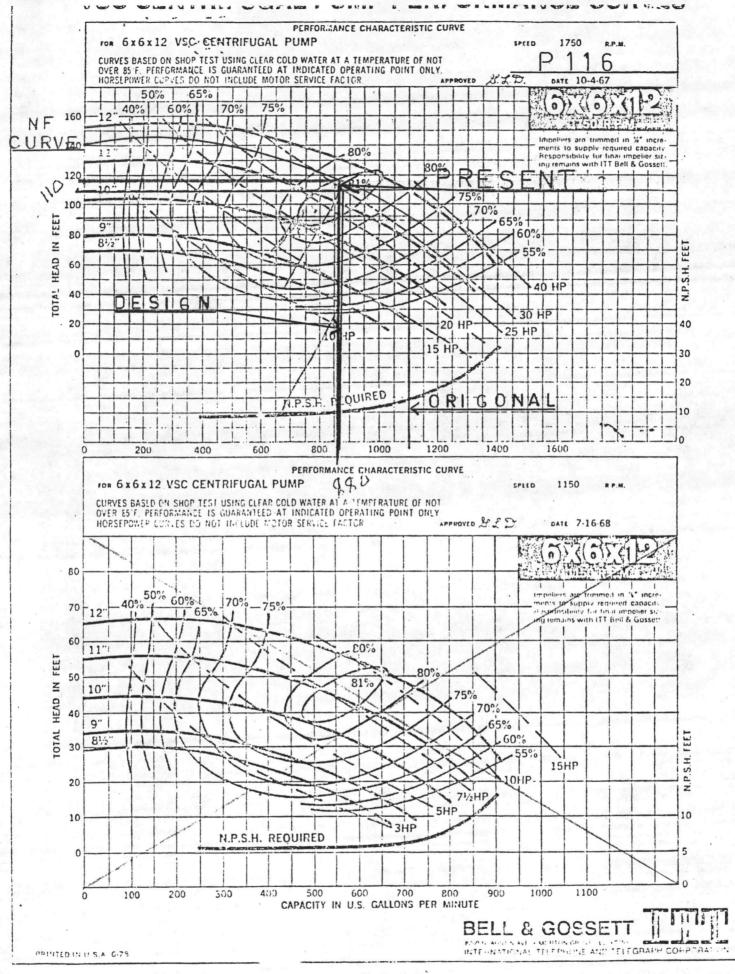
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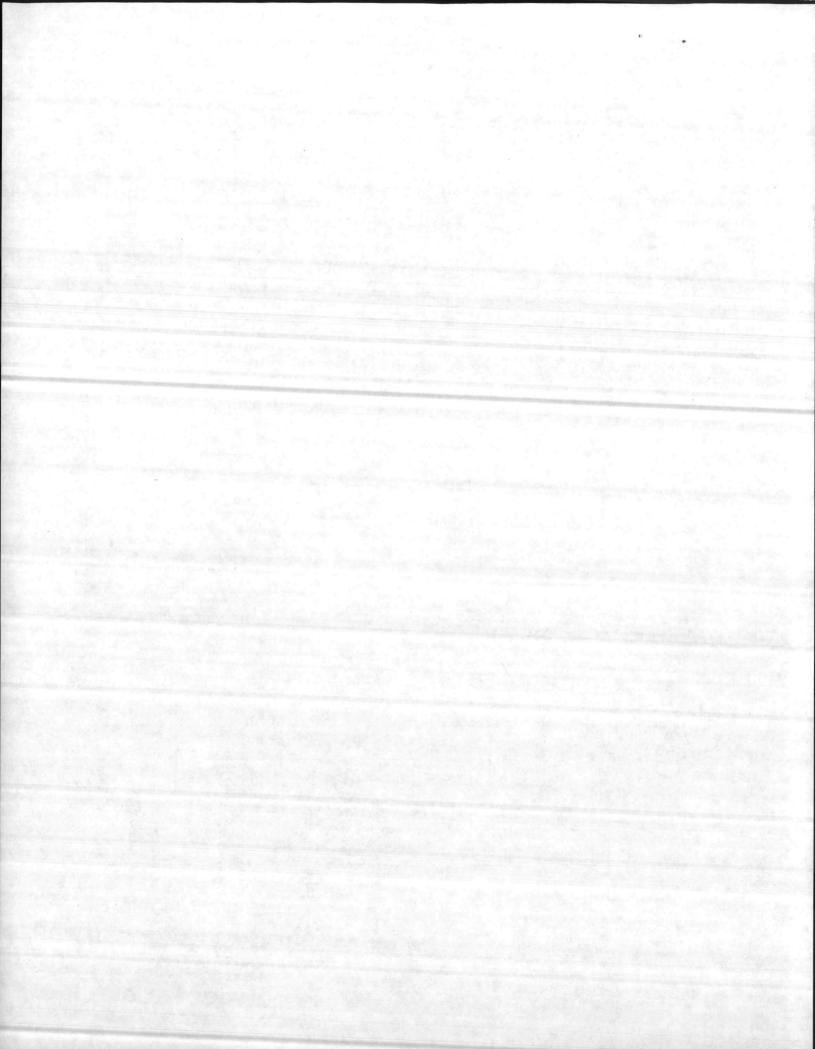
Division of Johnson Controls, Inc.

S.R.P

OF







| MP MANUFACTURER <u>BEL</u> DEL OR SERIAL NO. <u>VSC</u> | L + G | PUM 0 | | CAMP L JACKSON N.C BOILER | VILLE |
|--|--|-------------------------|----------------|--|--------------------|
| MP MANUFACTURER <u>BEL</u> DEL OR SERIAL NO. <u>VSC</u> | L + G | 0 | P LOCATION | N.C | er - Lader |
| MP MANUFACTURER BEL DEL OR SERIAL NO. VSC | L + G | 0 | | A CARLES AND A CARLES | Room |
| UMP MANUFACTURER \underline{BEL} | L + G | 0 | | A CARLES AND A CARLES | Room |
| UMP MANUFACTURER <u>BEL</u> DDEL OR SERIAL NO. <u>VSC</u> | L + G | 0 | | BOILER | ROOM |
| DDEL OR SERIAL NO | L + G | | RNUMBER | | |
| DDEL OR SERIAL NO | L + G | OSSETT | | | in a set of |
| DDEL OR SERIAL NO | bxbx | | | | and the second |
| | | 12 | | Salah Salah Salah Nebu | and a state server |
| | and the second | | and the second | | |
| | | DESIGN | BEFORFACTU | AL AFTER | |
| PUMP GPM | | 880 | 1100 | 850 | |
| PUMP RPM | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0771 | 175 | 0 | |
| DISCHARGE PRESSURE NO | FLOW | | 101 | The second second | |
| (psig) FUL | L FLOW | and the second second | 74 | 85 | |
| SUCTION PRESSURE NO | FLOW | | 37 | and the second | |
| (psig) FUL | L FLOW | | 31 | 35 | |
| | FLOW | | 147.7 | | |
| (FT H ₂ 0)* FUL | L FLOW | 110 | 99.2 | 1245 | |
| | | | | | |
| | | | | | |
| | | Sector and the sector | | | |
| | NCOLN 5795 | RESSURE X 2.507 | | | |
| | T | DESIGN OR RATED | ACTU | AL | |
| MOTOR HP | | 50 | 50 | | - N |
| BHP | | | 37. | 19 | |
| AMPERAGE | | 62.5 | 48 46 | | |
| | | 460 | | 0 475 | |
| VOLTAGE | | 1770 | 175 | | |
| VOLTAGE RPM | | | | | |
| the second s | | P. State and the second | and the second | | |
| RPM | | | | | |

| | NAMEPLATE AMPS A VULTAGE | |
|------------------------|--------------------------|--|
| CORRECTED FULL LOAD AM | FIELD CHECKED VOLTAGE | |
| | | |
| | NOTOR OPERATING AMPS | |
| BHP = NAMEPLATE HP x - | CORRECTED EL À | |

CORRECTED F.L.A.

37.19 -

SHEET

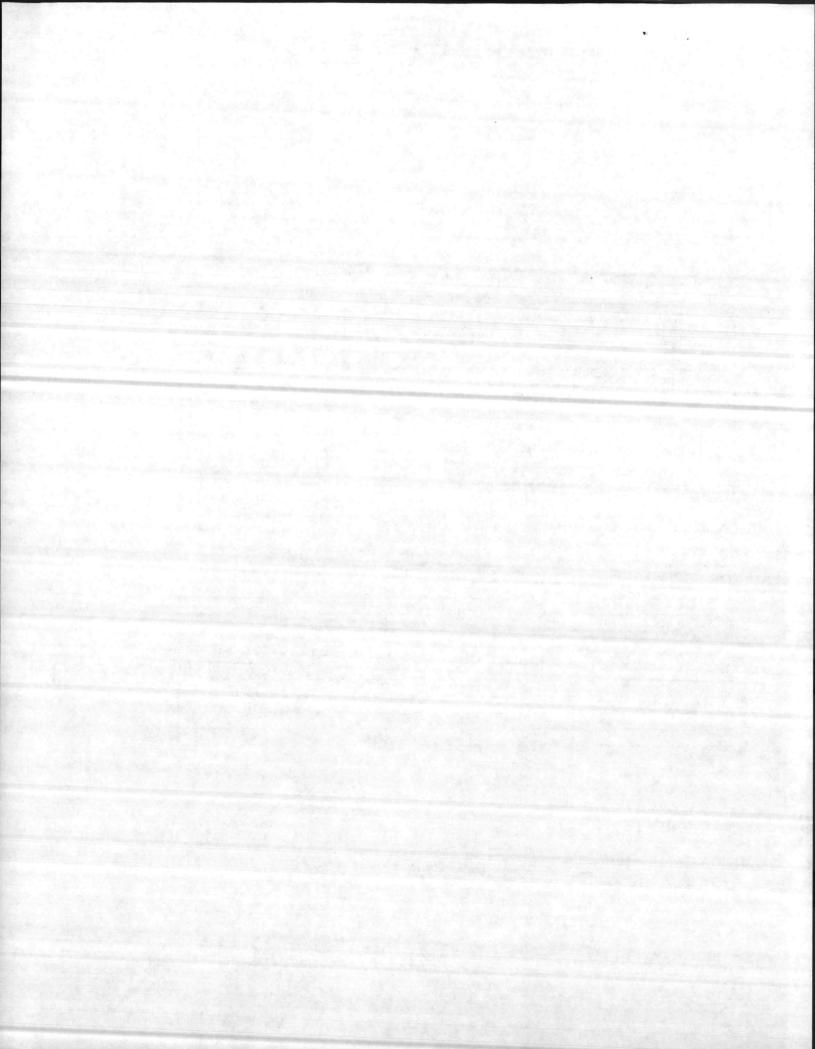
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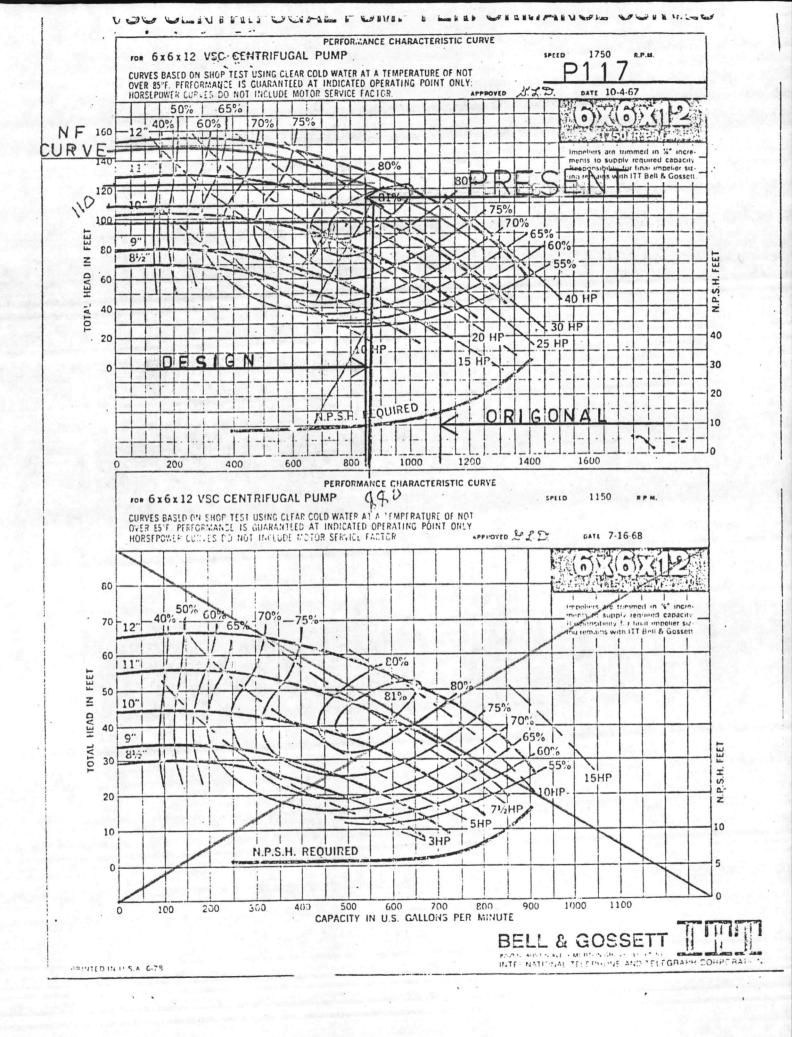
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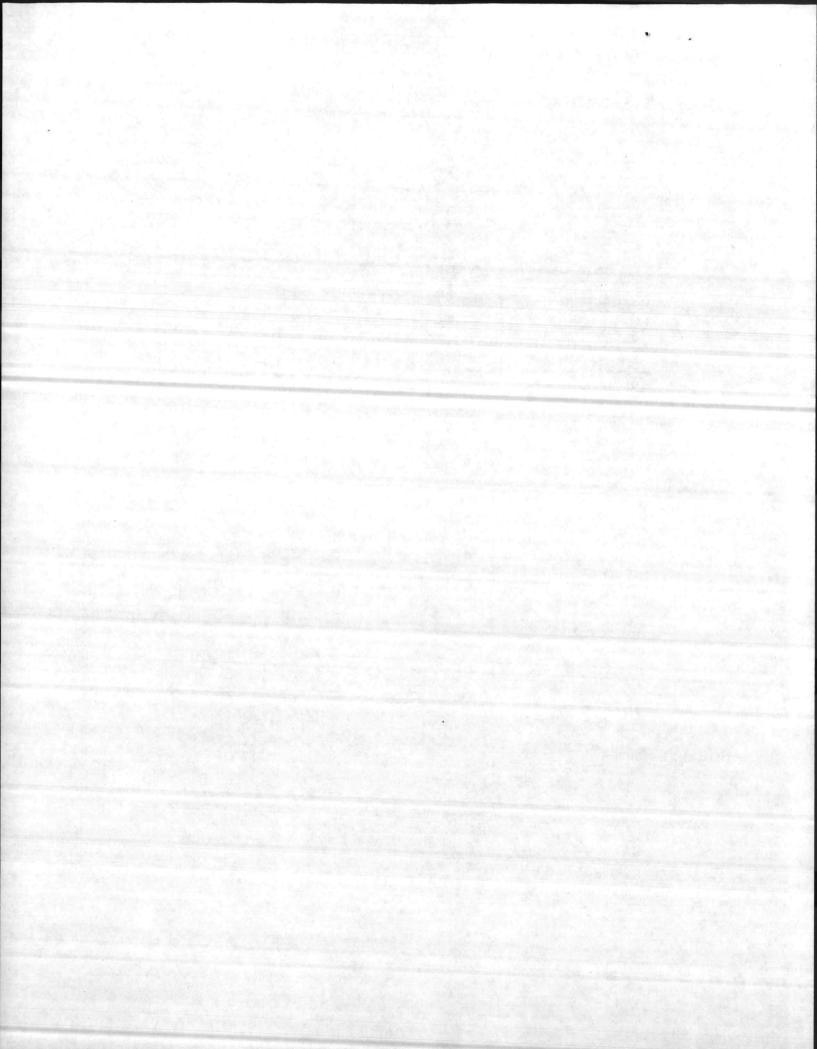
S.R.P

OF

FORM 1245 REV. 3/75







| | | | | RING |
|---|---|-----------------------|-------------|--------------|
| | CIRCULAT | ING WATER PUMP | TEST REPO | <u>RT</u> |
| ROIECT NEW M | EDICAL C | ENTER | LOCATION | CAMP LEJEUI |
| | | | | JACKSONVILLE |
| and the second of the | | and the second | | |
| | | | | N.C. |
| STEM <u>P118</u> | | | 1P LOCATION | BOILER ROOM |
| MP MANUFACTURER | VSC 6x6 | X/2 | | |
| | and the second second | | | |
| | · · · · · · · · · · · · · · · · · · · | DESIGN | BEFOREACTU | |
| PUMP GPM PUMP RPM | | 880 | 1070 | 880 |
| | NO ELOW | 0771 | 176 | 25 |
| DISCHARGE PRESSURE | NO FLOW | | 100 | ese |
| | NO FLOW | | 8/ | 87.5 |
| SUCTION PRESSURE | FULL FLOW | | 34.5 | 345 |
| TOTAL HEAD | NO FLOW | And the second second | 144.2 | |
| (FT H ₂ 0)* | FULL FLOW | 110 | 1023 | 122.2 |
| TOTAL HEAD (FT H_2 0) = F TOR MANUFACTURER | PUMP DIFFERENTIAL LINCOLI 2265795 | v | | |
| DEL ON SERIAL NO. | | | | |
| | | DESIGN OR RATED | | |
| MOTOR HP | | 50 | 50 | |
| BHP | | 103 | 39. | |
| AMPERAGE | | 62.5 | 48 4 | |
| VOLTAGE | | 460 | | 0 475 |
| RPM | | 0 77 1 | 1 176 | > |
| O.L. HEATERS | | | | |
| | | | | |

| CORRECTED FULL LOAD AMPS = | NAMEPLATE AMPS X VOLTAGE | = | 60.7 | 8 |
|----------------------------|--------------------------|---|------|---|
| | FIELD CHECKED VOLTAGE | | 00.1 | |

BY

BHP = NAMEPLATE HP x MOTOR OPERATING AMPS CORRECTED F.L.A.

DATE 7/8/85

RP

SHEET ____

39.16

Division of Johnson Controls, Inc.

OF

