

## **SECTION 26 3213.13 - DIESEL EMERGENCY ENGINE GENERATORS**

### **PART 1 - GENERAL**

#### **1.1 RELATED DOCUMENTS**

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

#### **1.2 SUMMARY**

- A. Section includes packaged diesel engine generators for emergency use with the following features:
  - 1. Diesel engine.
  - 2. Diesel fuel-oil system.
  - 3. Control and monitoring.
  - 4. Generator overcurrent and fault protection.
  - 5. Generator, exciter, and voltage regulator.
  - 6. Outdoor engine generator enclosure.
  - 7. Vibration isolation devices.
  - 8. Finishes.
- B. Related Requirements:
  - 1. Section 263600 "Transfer Switches" for transfer switches, including sensors and relays to initiate automatic-starting and -stopping signals for engine generators.

#### **1.3 DEFINITIONS**

- A. EPS: Emergency power supply.
- B. EPSS: Emergency power supply system.
- C. Operational Bandwidth: The total variation, from the lowest to highest value of a parameter over the range of conditions indicated, expressed as a percentage of the nominal value of the parameter.

#### **1.4 SUBMITTALS**

- A. Product Data: For each type of product.
  - 1. Include rated capacities, operating characteristics, electrical characteristics, and furnished specialties and accessories.
  - 2. Include thermal damage curve for generator.
  - 3. Include time-current characteristic curves for generator protective device.
  - 4. Include fuel consumption in gallons per hour (liters per hour) at 0.8 power factor at 0.5, 0.75, and 1.0 times generator capacity.
  - 5. Include generator efficiency at 0.8 power factor at 0.5, 0.75, and 1.0 times generator capacity.

6. Include airflow requirements for cooling and combustion air in cubic feet per minute (cubic meters per minute) at 0.8 power factor, with air-supply temperature of 95, 80, 70, and 50 deg F (35, 27, 21, and 10 deg C). Provide Drawings indicating requirements and limitations for location of air intake and exhausts.
7. Include generator characteristics, including, but not limited to, kilowatt rating, efficiency, reactances, and short-circuit current capability.

B. Shop Drawings:

1. Include plans and elevations for engine generator and other components specified. Indicate access requirements affected by height of subbase fuel tank.
2. Include details of equipment assemblies. Indicate dimensions, weights, loads, required clearances, method of field assembly, components, and location and size of each field connection.
3. Identify fluid drain ports and clearance requirements for proper fluid drain.
4. Design calculations for selecting vibration isolators and seismic restraints and for designing vibration isolation bases.
5. Vibration Isolation Base Details: Detail fabrication, including anchorages and attachments to structure and supported equipment. Include base weights.
6. Include diagrams for power, signal, and control wiring. Complete schematic, wiring, and interconnection diagrams showing terminal markings for EPS equipment and functional relationship between all electrical components.

## 1.5 MAINTENANCE MATERIAL SUBMITTALS

- A. Furnish extra materials that match products installed and that are packaged with protective covering for storage and identified with labels describing contents.
1. Fuses: One for every 10 of each type and rating, but no fewer than one of each.
  2. Indicator Lamps: Two for every six of each type used, but no fewer than two of each.
  3. Filters: One set each of lubricating oil, fuel, and combustion-air filters.

## 1.6 QUALITY ASSURANCE

- A. Installer Qualifications: An authorized representative who is trained and approved by manufacturer.
- B. Maintenance Proximity: Not more than four hours' travel time from the Installer's place of business to the Project site.

## PART 2 - PRODUCTS

### 2.1 MANUFACTURERS

- A. Manufacturers: Subject to compliance with requirements, available manufacturers offering products that may be incorporated into the Work include, but are not limited to the following:
1. Caterpillar, Inc.; Electric Power Division.
  2. Cummins Power Generation.
  3. Generac Power Systems, Inc.
  4. Kohler Power Systems.

- B. Source Limitations: Obtain packaged engine generators and auxiliary components from single source from single manufacturer.

## 2.2 PERFORMANCE REQUIREMENTS

- A. B11 Compliance: Comply with B11.19.
- B. EPA Compliance: EPA Certified.
- C. NFPA Compliance:
  - 1. Comply with NFPA 37.
  - 2. Comply with NFPA 70.
  - 3. Comply with NFPA 99.
  - 4. Comply with NFPA 110 requirements for Level 2 EPSS.
- D. UL Compliance: Comply with UL 2200.
- E. Engine Exhaust Emissions: Comply with EPA Tier 4 requirements and applicable state and local government requirements.
- F. Noise Emission: Comply with applicable state and local government requirements for maximum noise level at adjacent property boundaries due to sound emitted by engine generator, including engine, engine exhaust, engine cooling-air intake and discharge, and other components of installation.
- G. Environmental Conditions: Engine generator system shall withstand the following environmental conditions without mechanical or electrical damage or degradation of performance capability:
  - 1. Ambient Temperature: 5 to 104 deg F (Minus 15 to plus 40 deg C).
  - 2. Relative Humidity: Zero to 95 percent.
  - 3. Altitude: Sea level to 1000 feet (300 m).

## 2.3 ENGINE GENERATOR ASSEMBLY DESCRIPTION

- A. Factory-assembled and -tested, water-cooled engine, with brushless generator and accessories.
- B. Electrical Components, Devices, and Accessories: Listed and labeled as defined in NFPA 70, by a qualified testing agency, and marked for intended location and application.
- C. EPSS Class: Engine generator shall be classified as a Class 2 according to NFPA 110.
- D. Rating: 550KW Standby
- E. Power Factor: 0.8, lagging.
- F. Frequency: 60 Hz
- G. Voltage: 480 V ac.
- H. Phase: Three-phase, four-wire wye.
- I. Governor: Adjustable isochronous, with speed sensing.

- J. Mounting Frame: Structural steel framework to maintain alignment of mounted components without depending on concrete foundation. Provide lifting attachments sized and spaced to prevent deflection of base during lifting and moving.
  - 1. Rigging Diagram: Inscribed on metal plate permanently attached to mounting frame to indicate location and lifting capacity of each lifting attachment and engine generator center of gravity.
- K. Capacities and Characteristics:
  - 1. Power Output Ratings: Nominal ratings as indicated at 0.8 power factor excluding power required for the continued and repeated operation of the unit and auxiliaries, with capacity as required to operate as a unit as evidenced by records of prototype testing.
  - 2. Nameplates: For each major system component to identify manufacturer's name and address, and model and serial number of component.
- L. Engine Generator Performance:
  - 1. Steady-State Voltage Operational Bandwidth: 3 percent of rated output voltage, from no load to full load.
  - 2. Transient Voltage Performance: Not more than 20 percent variation for 50 percent step-load increase or decrease. Voltage shall recover and remain within the steady-state operating band within three seconds.
  - 3. Steady-State Frequency Operational Bandwidth: 0.5 percent of rated frequency, from no load to full load.
  - 4. Steady-State Frequency Stability: When system is operating at any constant load within the rated load, there shall be no random speed variations outside the steady-state operational band and no hunting or surging of speed.
  - 5. Transient Frequency Performance: Less than 5 percent variation for 50 percent step-load increase or decrease. Frequency shall recover and remain within the steady-state operating band within five seconds.
  - 6. Output Waveform: At no load, harmonic content measured line to line or line to neutral shall not exceed 5 percent total and 3 percent for single harmonics. Telephone influence factor, determined according to NEMA MG 1, shall not exceed 50 percent.
  - 7. Sustained Short-Circuit Current: For a three-phase, bolted short circuit at system output terminals, system shall supply a minimum of 250 percent of rated full-load current for not less than 10 seconds and then clear the fault automatically, without damage to generator system components.
  - 8. Start Time: Comply with NFPA 110, Type 10 system requirements.

## 2.4 DIESEL ENGINE

- A. Fuel: ASTM D 975 diesel fuel oil, Grade 2-D S15.
- B. Rated Engine Speed: 1800 rpm.
- C. Lubrication System: Engine or skid mounted.
  - 1. Filter and Strainer: Rated to remove 90 percent of particles 5 micrometers and smaller while passing full flow.
  - 2. Thermostatic Control Valve: Control flow in system to maintain optimum oil temperature. Unit shall be capable of full flow and is designed to be fail-safe.
  - 3. Crankcase Drain: Arranged for complete gravity drainage to an easily removable container with no disassembly and without use of pumps, siphons, special tools, or appliances.

- D. Jacket Coolant Heater: Electric-immersion type, factory installed in coolant jacket system. Comply with NFPA 110 requirements for Level 2 equipment for heater capacity and with UL 499.
- E. Cooling System: Closed loop, liquid cooled, with radiator factory mounted on engine generator mounting frame and integral engine-driven coolant pump.
1. Coolant: Solution of 50 percent ethylene-glycol-based antifreeze and 50 percent water, with anticorrosion additives as recommended by engine manufacturer.
  2. Size of Radiator: Adequate to contain expansion of total system coolant, from cold start to 110 percent load condition.
  3. Expansion Tank: Constructed of welded steel plate and rated to withstand maximum closed-loop coolant-system pressure for engine used. Equip with gage glass and petcock.
  4. Temperature Control: Self-contained, thermostatic-control valve modulates coolant flow automatically to maintain optimum constant coolant temperature as recommended by engine manufacturer.
  5. Coolant Hose: Flexible assembly with inside surface of nonporous rubber and outer covering of aging-, UV-, and abrasion-resistant fabric.
    - a. Rating: 50-psig (345-kPa) maximum working pressure with coolant at 180 deg F (82 deg C), and noncollapsible under vacuum.
    - b. End Fittings: Flanges or steel pipe nipples with clamps to suit piping and equipment connections.
- F. Muffler/Silencer: Critical type, sized as recommended by engine manufacturer and selected with exhaust piping system to not exceed engine manufacturer's engine backpressure requirements.
1. Minimum sound attenuation of 25 dB at 500 Hz.
  2. Sound level measured at a distance of 25 feet (8 m) from exhaust discharge after installation is complete shall be 78 dBA or less.
- G. Air-Intake Filter: Heavy-duty, engine-mounted air cleaner with replaceable dry-filter element and "blocked filter" indicator.
- H. Starting System: 12 V electric, with negative ground.
1. Components: Sized so they are not damaged during a full engine-cranking cycle, with ambient temperature at maximum specified in "Performance Requirements" Article.
  2. Cranking Motor: Heavy-duty unit that automatically engages and releases from engine flywheel without binding.
  3. Cranking Cycle: As required by NFPA 110 for system level specified.
  4. Battery: Adequate capacity within ambient temperature range specified in "Performance Requirements" Article to provide specified cranking cycle at least three times without recharging.
  5. Battery Cable: Size as recommended by engine manufacturer for cable length indicated. Include required interconnecting conductors and connection accessories.
  6. Battery Compartment: Factory fabricated of metal with acid-resistant finish and thermal insulation. Thermostatically controlled heater shall be arranged to maintain battery above 50 deg F (10 deg C) regardless of external ambient temperature within range specified in "Performance Requirements" Article. Include accessories required to support and fasten batteries in place. Provide ventilation to exhaust battery gases.
  7. Battery Stand: Factory-fabricated, two-tier metal with acid-resistant finish designed to hold the quantity of battery cells required and to maintain the arrangement to minimize lengths of battery interconnections.

8. Battery-Charging Alternator: Factory mounted on engine with solid-state voltage regulation and 35-A minimum continuous rating.
9. Battery Charger: Current-limiting, automatic-equalizing, and float-charging type. Unit shall comply with UL 1236 and include the following features:
  - a. Operation: Equalizing-charging rate of 10 A shall be initiated automatically after battery has lost charge until an adjustable equalizing voltage is achieved at battery terminals. Unit shall then be automatically switched to a lower float-charging mode and shall continue to operate in that mode until battery is discharged again.
  - b. Automatic Temperature Compensation: Adjust float and equalize voltages for variations in ambient temperature from minus 40 deg F (minus 40 deg C) to 140 deg F (plus 60 deg C) to prevent overcharging at high temperatures and undercharging at low temperatures.
  - c. Automatic Voltage Regulation: Maintain constant output voltage regardless of input voltage variations up to plus or minus 10 percent.
  - d. Ammeter and Voltmeter: Flush mounted in door. Meters shall indicate charging rates.
  - e. Safety Functions: Sense abnormally low battery voltage and close contacts providing low battery voltage indication on control and monitoring panel. Sense high battery voltage and loss of ac input or dc output of battery charger. Either condition shall close contacts that provide a battery-charger malfunction indication at system control and monitoring panel.
  - f. Enclosure and Mounting: NEMA 250, Type 1 wall-mounted cabinet.

## 2.5 DIESEL FUEL-OIL SYSTEM

- A. Comply with NFPA 30.
- B. Piping: Fuel-oil piping shall be Schedule 40 black steel, complying with requirements in Section 231113 "Facility Fuel-Oil Piping." Cast iron, aluminum, copper, and galvanized steel shall not be used in the fuel-oil system.
- C. Main Fuel Pump: Mounted on engine to provide primary fuel flow under starting and load conditions.
- D. Fuel Filtering: Remove water and contaminants larger than 1 micron.
- E. Relief-Bypass Valve: Automatically regulates pressure in fuel line and returns excess fuel to source.
- F. Subbase-Mounted, Double-Wall, Fuel-Oil Tank: Factory installed and piped, complying with UL 142 fuel-oil tank. Features include the following:
  1. Tank level indicator.
  2. Fuel-Tank Capacity: Fuel for 24 hours' continuous operation at 100 percent rated power output.
  3. Leak detection in interstitial space.
  4. Vandal-resistant fill cap.
  5. Containment Provisions: Comply with requirements of authorities having jurisdiction.

## 2.6 CONTROL AND MONITORING

- A. Automatic-Starting System Sequence of Operation: When mode-selector switch on the control and monitoring panel is in the automatic position, remote-control contacts in one or more separate automatic transfer switches initiate starting and stopping of engine generator. When mode-selector switch is switched to the on position, engine generator starts. The off position of same switch initiates engine generator shutdown. When engine generator is running, specified system or equipment failures or derangements automatically shut down engine generator and initiate alarms.
- B. Configuration: Operating and safety indications, protective devices, basic system controls, and engine gages shall be grouped in a common control and monitoring panel mounted on the engine generator. Mounting method shall isolate the control panel from engine generator vibration. Panel shall be powered from the engine generator battery.
- C. Control and Monitoring Panel:
1. Digital controller with integrated LCD display, controls, and microprocessor, capable of local and remote control, monitoring, and programming, with battery backup.
  2. Analog control panel with dedicated gages and indicator lights for the instruments and alarms indicated below.
  3. Instruments: Located on the control and monitoring panel and viewable during operation.
    - a. Engine lubricating-oil pressure gage.
    - b. Engine-coolant temperature gage.
    - c. DC voltmeter (alternator battery charging).
    - d. Running-time meter.
    - e. AC voltmeter, for each phase.
    - f. AC ammeter, for each phase.
    - g. AC frequency meter.
    - h. Generator-voltage-adjusting rheostat.
  4. Controls and Protective Devices: Controls, shutdown devices, and common visual alarm indication as required by NFPA 110 for Level 2 system, including the following:
    - a. Cranking control equipment.
    - b. Run-Off-Auto switch.
    - c. Control switch not in automatic position alarm.
    - d. Overcrank alarm.
    - e. Overcrank shutdown device.
    - f. Low water temperature alarm.
    - g. High engine temperature pre-alarm.
    - h. High engine temperature.
    - i. High engine temperature shutdown device.
    - j. Overspeed alarm.
    - k. Overspeed shutdown device.
    - l. Low-fuel main tank.
      - 1) Low-fuel-level alarm shall be initiated when the level falls below that required for operation for the duration required for the indicated EPSS class.
    - m. Coolant low-level alarm.
    - n. Coolant low-level shutdown device.
    - o. Coolant high-temperature prealarm.
    - p. Coolant high-temperature alarm.

- q. Coolant low-temperature alarm.
- r. Coolant high-temperature shutdown device.
- s. EPS load indicator.
- t. Battery high-voltage alarm.
- u. Low-cranking voltage alarm.
- v. Battery-charger malfunction alarm.
- w. Battery low-voltage alarm.
- x. Lamp test.
- y. Contacts for local and remote common alarm.
- z. Low-starting air pressure alarm.
- aa. Low-starting hydraulic pressure alarm.
- bb. Remote manual-stop shutdown device.
- cc. Air shutdown damper alarm when used.
- dd. Air shutdown damper shutdown device when used.
- ee. Generator overcurrent-protective-device not-closed alarm.

D. Connection to Datalink:

- 1. A separate terminal block, factory wired to Form C dry contacts, for each alarm and status indication.
- 2. Provide connections for datalink transmission of indications to remote data terminals via BACNet. The monitoring system must be 100% compatible and interface with the Building Management System. See Division 23 specifications for additional information. All necessary hardware and wiring shall be provided by the Contractor of this division to achieve complete transfer of all monitoring information required by the BMS.

E. Remote Alarm Annunciator: Comply with NFPA 99. An LED indicator light labeled with proper alarm conditions shall identify each alarm event, and a common audible signal shall sound for each alarm condition. Silencing switch in face of panel shall silence signal without altering visual indication. Connect so that after an alarm is silenced, clearing of initiating condition will reactivate alarm until silencing switch is reset. Cabinet and faceplate are surface- or flush-mounting type to suit mounting conditions indicated.

- 1. Overcrank alarm.
- 2. Coolant low-temperature alarm.
- 3. High engine temperature prealarm.
- 4. High engine temperature alarm.
- 5. Low lube oil pressure alarm.
- 6. Overspeed alarm.
- 7. Low-fuel main tank alarm.
- 8. Low coolant level alarm.
- 9. Low-cranking voltage alarm.
- 10. Contacts for local and remote common alarm.
- 11. Audible-alarm silencing switch.
- 12. Air shutdown damper when used.
- 13. Run-Off-Auto switch.
- 14. Control switch not in automatic position alarm.
- 15. Fuel tank derangement alarm.
- 16. Fuel tank high-level shutdown of fuel-supply alarm.
- 17. Lamp test.
- 18. Low-cranking voltage alarm.
- 19. Generator overcurrent protective device not closed.

F. Supporting Items: Include sensors, transducers, terminals, relays, and other devices and include wiring required to support specified items. Locate sensors and other supporting items on engine or generator unless otherwise indicated.



## 2.7 GENERATOR OVERCURRENT AND FAULT PROTECTION

- A. Generator Circuit Breaker: Molded-case, thermal-magnetic type; 100 percent rated; complying with UL 489.
  - 1. Tripping Characteristic: Designed specifically for generator protection.
  - 2. Trip Rating: Matched to generator output rating.
  - 3. Shunt Trip: Connected to trip breaker when engine generator is shut down by other protective devices.
  - 4. Mounting: Adjacent to or integrated with control and monitoring panel.
- B. Ground-Fault Indication: Comply with NFPA 70, "Emergency System" signals for ground fault.
  - 1. Indicate ground fault with other engine generator alarm indications.
  - 2. Trip generator protective device on ground fault.

## 2.8 GENERATOR, EXCITER, AND VOLTAGE REGULATOR

- A. Comply with NEMA MG 1.
- B. Drive: Generator shaft shall be directly connected to engine shaft. Exciter shall be rotated integrally with generator rotor.
- C. Electrical Insulation: Class H or Class F.
- D. Stator-Winding Leads: Brought out to terminal box to permit future reconnection for other voltages if required.
- E. Construction shall prevent mechanical, electrical, and thermal damage due to vibration, overspeed up to 125 percent of rating, and heat during operation at 110 percent of rated capacity.
- F. Enclosure: Drip-proof.
- G. Instrument Transformers: Mounted within generator enclosure.
- H. Voltage Regulator: Solid-state type, separate from exciter, providing performance as specified and as required by NFPA 110.
  - 1. Adjusting Rheostat on Control and Monitoring Panel: Provide plus or minus 5 percent adjustment of output-voltage operating band.
- I. Strip Heater: Thermostatically controlled unit arranged to maintain stator windings above dew point.
- J. Windings: Two-thirds pitch stator winding and fully linked amortisseur winding.
- K. Subtransient Reactance: 12 percent, maximum.

## 2.9 VIBRATION ISOLATION DEVICES

- A. Elastomeric Isolator Pads: Oil- and water-resistant elastomer or natural rubber, arranged in single or multiple layers, molded with a nonslip pattern and galvanized-steel baseplates of sufficient stiffness for uniform loading over pad area, and factory cut to sizes that match requirements of supported equipment.
1. Material: Standard neoprene separated by steel shims.
  2. Shore A Scale Durometer Rating: 50.
  3. Number of Layers: Three.
- B. Restrained Spring Isolators: Freestanding, steel, open-spring isolators with seismic restraint.
1. Housing: Steel with resilient, vertical-limit stops to prevent spring extension due to wind loads or if weight is removed; factory-drilled baseplate bonded to 1/4-inch- (6-mm-) thick, elastomeric isolator pad attached to baseplate underside; and adjustable equipment-mounting and -leveling bolt that acts as blocking during installation.
  2. Outside Spring Diameter: Not less than 80 percent of compressed height of the spring at rated load.
  3. Minimum Additional Travel: 50 percent of required deflection at rated load.
  4. Lateral Stiffness: More than 80 percent of rated vertical stiffness.
  5. Overload Capacity: Support 200 percent of rated load, fully compressed, without deformation or failure.

## 2.10 OUTDOOR ENGINE GENERATOR ENCLOSURE

- A. Description: Vandal-resistant, sound-attenuating, weatherproof steel housing, wind resistant up to 100 mph (160 km/h). Multiple panels shall be lockable and provide adequate access to components requiring maintenance. Panels shall be removable by one person without tools. Instruments and control shall be mounted within enclosure.
1. Sound Attenuation Level: <Insert level>.
- B. Description: Prefabricated or pre-engineered, galvanized-steel-clad, integral structural-steel-framed, walk-in enclosure, erected on concrete foundation.
- C. Structural Design and Anchorage: Comply with ASCE/SEI 7 for wind loads of up to 100 mph (160 km/h).
- D. Hinged Doors: With padlocking provisions.
- E. Space Heater: Thermostatically controlled and sized to prevent condensation.
- F. Lighting: Provide weather-resistant LED lighting with 30-fc (330-lx) average maintained.
- G. Thermal Insulation: Manufacturer's standard materials and thickness selected in coordination with space heater to maintain winter interior temperature within operating limits required by engine generator components.
- H. Muffler Location: Within enclosure.
- I. Engine-Cooling Airflow through Enclosure: Maintain temperature rise of system components within required limits when unit operates at 110 percent of rated load for two hours with ambient temperature at top of range specified in system service conditions.

1. Louvers: Fixed-engine, cooling-air inlet and discharge. Storm-proof and drainable louvers prevent entry of rain and snow.
  2. Automatic Dampers: At engine cooling-air inlet and discharge. Dampers shall be closed to reduce enclosure heat loss in cold weather when unit is not operating.
- J. Interior Lights with Switch: Factory-wired, vapor-proof luminaires within housing; arranged to illuminate controls and accessible interior. Arrange for external electrical connection.
1. AC lighting system and connection point for operation when remote source is available.
- K. Convenience Outlets: Factory-wired GFCI. Arrange for external electrical connection.

## 2.11 FINISHES

- A. Indoor and Outdoor Enclosures and Components: Manufacturer's standard finish over corrosion-resistant pretreatment and compatible primer.

## 2.12 SOURCE QUALITY CONTROL

- A. Prototype Testing: Factory test engine generator using same engine model, constructed of identical or equivalent components and equipped with identical or equivalent accessories.
1. Tests: Comply with NFPA 110, Level 2 Energy Converters and with IEEE 115.
- B. Project-Specific Equipment Tests: Before shipment, factory test engine generator and other system components and accessories manufactured specifically for this Project. Perform tests at rated load and power factor. Include the following tests:
1. Test components and accessories furnished with installed unit that are not identical to those on tested prototype to demonstrate compatibility and reliability.
  2. Test generator, exciter, and voltage regulator as a unit.
  3. Full-load run.
  4. Maximum power.
  5. Voltage regulation.
  6. Transient and steady-state governing.
  7. Single-step load pickup.
  8. Safety shutdown.
  9. Provide 14 days' advance notice of tests and opportunity for observation of tests by Owner's representative.
  10. Report factory test results within 10 days of completion of test.

## PART 3 - EXECUTION

### 3.1 FIELD QUALITY CONTROL

- A. Manufacturer's Field Service: Test and inspect components, assemblies, and equipment installations, including connections. Coordinate with the installing contractor.
- B. Tests and Inspections:

1. Perform tests recommended by manufacturer and in "Visual and Mechanical Inspection" and "Electrical and Mechanical Tests" subparagraphs below, as specified in the NETA ATS. Certify compliance with test parameters.
  - a. Visual and Mechanical Inspection:
    - 1) Compare equipment nameplate data with Drawings and the Specifications.
    - 2) Inspect physical and mechanical condition.
    - 3) Inspect anchorage, alignment, and grounding.
    - 4) Verify that the unit is clean.
  - b. Electrical and Mechanical Tests:
    - 1) Perform insulation-resistance tests according to IEEE 43.
      - a) Machines Larger Than 200 hp (150 kW): Test duration shall be 10 minutes. Calculate polarization index.
      - b) Machines 200 hp (150 kW) or Less: Test duration shall be one minute. Calculate the dielectric-absorption ratio.
    - 2) Test protective relay devices.
    - 3) Verify phase rotation, phasing, and synchronized operation as required by the application.
    - 4) Functionally test engine shutdown for low oil pressure, overtemperature, overspeed, and other protection features as applicable.
    - 5) Perform vibration test for each main bearing cap.
    - 6) Conduct performance test according to NFPA 110.
    - 7) Verify correct functioning of the governor and regulator.
2. NFPA 110 Acceptance Tests: Perform tests required by NFPA 110 that are additional to those specified here, including, but not limited to, single-step full-load pickup test.
3. Battery Tests: Equalize charging of battery cells according to manufacturer's written instructions. Record individual cell voltages.
  - a. Measure charging voltage and voltages between available battery terminals for full-charging and float-charging conditions. Check electrolyte level and specific gravity under both conditions.
  - b. Test for contact integrity of all connectors. Perform an integrity load test and a capacity load test for the battery.
  - c. Verify acceptance of charge for each element of the battery after discharge.
  - d. Verify that measurements are within manufacturer's specifications.
4. Battery-Charger Tests: Verify specified rates of charge for both equalizing and float-charging conditions.
5. System Integrity Tests: Methodically verify proper installation, connection, and integrity of each element of engine generator system before and during system operation. Check for air, exhaust, and fluid leaks.
6. Exhaust-System Back-Pressure Test: Use a manometer with a scale exceeding 40-inch wg (120 kPa). Connect to exhaust line close to engine exhaust manifold. Verify that back pressure at full-rated load is within manufacturer's written allowable limits for the engine.
7. Exhaust Emissions Test: Comply with applicable government test criteria.
8. Voltage and Frequency Transient Stability Tests: Use recording oscilloscope to measure voltage and frequency transients for 50 and 100 percent step-load increases and decreases, and verify that performance is as specified.

- C. Coordinate tests with tests for transfer switches, and run them concurrently.
- D. Test instruments shall have been calibrated within the past 12 months, traceable to NIST Calibration Services, and adequate for making positive observation of test results. Make calibration records available for examination on request.
- E. Leak Test: After installation, charge exhaust, coolant, and fuel systems and test for leaks. Repair leaks and retest until no leaks exist.
- F. Operational Test: After electrical circuitry has been energized, start units to confirm proper motor rotation and unit operation for generator and associated equipment.
- G. Test and adjust controls and safeties. Replace damaged and malfunctioning controls and equipment.
- H. Remove and replace malfunctioning units and retest as specified above.
- I. Retest: Correct deficiencies identified by tests and observations, and retest until specified requirements are met.
- J. Report results of tests and inspections in writing. Record adjustable relay settings and measured insulation resistances, time delays, and other values and observations. Attach a label or tag to each tested component, indicating satisfactory completion of tests.

### 3.2 DEMONSTRATION

- A. Train Owner's maintenance personnel to adjust, operate, and maintain packaged engine generators.

**END OF SECTION 26 3213.13**

## **SECTION 26 36 00 - TRANSFER SWITCHES**

### **PART 1 - GENERAL**

#### **1.1 RELATED DOCUMENTS**

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

#### **1.2 SUMMARY**

- A. Section includes automatic transfer switches rated 600 V and less.

#### **1.3 ACTION SUBMITTALS**

- A. Product Data: For each type of product.
  - 1. Include construction details, material descriptions, dimensions of individual components and profiles, and finishes for transfer switches.
  - 2. Include rated capacities, operating characteristics, electrical characteristics, and accessories.
- B. Shop Drawings:
  - 1. Include plans, elevations, sections, details showing minimum clearances, conductor entry provisions, gutter space, and installed features and devices.
  - 2. Include material lists for each switch specified.
  - 3. Single-Line Diagram: Show connections between transfer switch, power sources, and load; and show interlocking provisions for each combined transfer switch and bypass/isolation switch.

#### **1.4 INFORMATIONAL SUBMITTALS**

- A. Qualification Data: For manufacturer-authorized service representative.
- B. Seismic Qualification Data: Certificates, for transfer switches, accessories, and components, from manufacturer.
  - 1. Basis for Certification: Indicate whether withstand certification is based on actual test of assembled components or on calculation.
  - 2. Dimensioned Outline Drawings of Equipment Unit: Identify center of gravity and locate and describe mounting and anchorage provisions.
  - 3. Detailed description of equipment anchorage devices on which the certification is based and their installation requirements.
- C. Field quality-control reports.

## 1.5 CLOSEOUT SUBMITTALS

- A. Operation and Maintenance Data: For each type of product to include in emergency, operation, and maintenance manuals.
  - 1. In addition to items specified in Section 017823 "Operation and Maintenance Data," include the following:
    - a. Features and operating sequences, both automatic and manual.
    - b. List of all factory settings of relays; provide relay-setting and calibration instructions, including software, where applicable.

## 1.6 QUALITY ASSURANCE

- A. Testing Agency Qualifications:
  - 1. Member company of NETA.
    - a. Testing Agency's Field Supervisor: Certified by NETA to supervise on-site testing.

## 1.7 WARRANTY

- A. Manufacturer's Warranty: Manufacturer agrees to repair or replace components of transfer switch or transfer switch components that fail in materials or workmanship within specified warranty period.
  - 1. Warranty Period: Two years from date of Substantial Completion.

## PART 2 - PRODUCTS

### 2.1 PERFORMANCE REQUIREMENTS

- A. Electrical Components, Devices, and Accessories: Listed and labeled as defined in NFPA 70, by a qualified testing agency, and marked for intended location and application.
- B. Comply with NEMA ICS 1.
- C. Comply with NFPA 110.
- D. Comply with UL 1008 unless requirements of these Specifications are stricter.
- E. Indicated Current Ratings: Apply as defined in UL 1008 for continuous loading and total system transfer, including tungsten filament lamp loads not exceeding 30 percent of switch ampere rating, unless otherwise indicated.

- F. Tested Fault-Current Closing and Short-Circuit Ratings: Adequate for duty imposed by protective devices at installation locations in Project under the fault conditions indicated, based on testing according to UL 1008.
  - 1. Where transfer switch includes internal fault-current protection, rating of switch and trip unit combination shall exceed indicated fault-current value at installation location.
  - 2. Short-time withstand capability for three cycles.
- G. Repetitive Accuracy of Solid-State Controls: All settings shall be plus or minus 2 percent or better over an operating temperature range of minus 20 to plus 70 deg C.
- H. Resistance to Damage by Voltage Transients: Components shall meet or exceed voltage-surge withstand capability requirements when tested according to IEEE C62.62. Components shall meet or exceed voltage-impulse withstand test of NEMA ICS 1.
- I. Electrical Operation: Accomplish by a nonfused, momentarily energized solenoid or electric-motor-operated mechanism. Switches for emergency or standby purposes shall be mechanically and electrically interlocked in both directions to prevent simultaneous connection to both power sources unless closed transition.
- J. Neutral Terminal: Solid and fully rated unless otherwise indicated.
- K. Annunciation, Control, and Programming Interface Components: Devices at transfer switches for communicating with remote programming devices shall have communication capability matched with remote device.
- L. Factory Wiring: Train and bundle factory wiring and label, consistent with Shop Drawings, by color-code or by numbered or lettered wire and cable tape markers at terminations. Color-coding and wire and cable markers are specified in Section 260553 "Identification for Electrical Systems."
  - 1. Designated Terminals: Pressure type, suitable for types and sizes of field wiring indicated.
  - 2. Power-Terminal Arrangement and Field-Wiring Space: Suitable for top, side, or bottom entrance of feeder conductors as indicated.
  - 3. Control Wiring: Equipped with lugs suitable for connection to terminal strips.
  - 4. Accessible via front access.
- M. Enclosures: General-purpose NEMA 250, Type 1, complying with NEMA ICS 6 and UL 508, unless otherwise indicated.

## 2.2 CONTACTOR-TYPE AUTOMATIC TRANSFER SWITCHES

- A. Manufacturers: Subject to compliance with requirements, available manufacturers offering products that may be incorporated into the Work include, but are not limited to the following:
  - 1. Caterpillar, Inc.; Electric Power Division.



2. Cummins Power Generation.
  3. Ruselectric, Inc.
- B. Comply with Level 2 equipment according to NFPA 110.
- C. Ratings:
1. 600A, 480V, 3-phase, 4-wire, 60Hz – Quantity of 1
  2. 150A, 480V, 3-phase, 4-wire, 60Hz - Quantity of 1
- D. Switch Characteristics: Designed for continuous-duty repetitive transfer of full-rated current between active power sources.
1. Limitation: Switches using molded-case switches or circuit breakers or insulated-case circuit-breaker components are unacceptable.
  2. Switch Action: Double throw; mechanically held in both directions.
  3. Contacts: Silver composition or silver alloy for load-current switching. Contactor-style automatic transfer-switch units, rated 600 A and higher, shall have separate arcing contacts.
  4. Conductor Connectors: Suitable for use with conductor material and sizes.
  5. Material: Hard-drawn copper, 98 percent conductivity.
  6. Main and Neutral Lugs: Mechanical type.
  7. Ground Lugs and Bus-Configured Terminators: Mechanical type.
  8. Ground bar.
  9. Connectors shall be marked for conductor size and type according to UL 1008.
- E. Automatic Open-Transition Transfer Switches: Interlocked to prevent the load from being closed on both sources at the same time.
1. Sources shall be mechanically and electrically interlocked to prevent closing both sources on the load at the same time.
- F. Manual Switch Operation: Unloaded. Control circuit automatically disconnects from electrical operator during manual operation.
- G. Signal-Before-Transfer Contacts: A set of normally open/normally closed dry contacts operates in advance of retransfer to normal source. Interval shall be adjustable from 1 to 30 seconds.
- H. Automatic Transfer-Switch Controller Features:
1. Controller operates through a period of loss of control power.
  2. Undervoltage Sensing for Each Phase of Normal and Alternate Source: Sense low phase-to-ground voltage on each phase. Pickup voltage shall be adjustable from 85 to 100 percent of nominal, and dropout voltage shall be adjustable from 75 to 98 percent of pickup value. Factory set for pickup at 90 percent and dropout at 85 percent.
  3. Voltage/Frequency Lockout Relay: Prevent premature transfer to generator. Pickup voltage shall be adjustable from 85 to 100 percent of nominal. Factory set for pickup at 90 percent. Pickup frequency shall be adjustable from 90 to 100 percent of nominal. Factory set for pickup at 95 percent.

4. Time Delay for Retransfer to Normal Source: Adjustable from zero to 30 minutes, and factory set for 10 minutes. Override shall automatically defeat delay on loss of voltage or sustained undervoltage of emergency source, provided normal supply has been restored.
  5. Test Switch: Simulate normal-source failure.
  6. Switch-Position Pilot Lights: Indicate source to which load is connected.
  7. Source-Available Indicating Lights: Supervise sources via transfer-switch normal- and emergency-source sensing circuits.
    - a. Normal Power Supervision: Green light with nameplate engraved "Normal Source Available."
    - b. Emergency Power Supervision: Red light with nameplate engraved "Emergency Source Available."
  8. Unassigned Auxiliary Contacts: Two normally open, single-pole, double-throw contacts for each switch position, rated 10 A at 240-V ac.
  9. Transfer Override Switch: Overrides automatic retransfer control so transfer switch will remain connected to emergency power source regardless of condition of normal source. Pilot light indicates override status.
  10. Engine Starting Contacts: One isolated and normally closed, and one isolated and normally open; rated 10 A at 32-V dc minimum.
  11. Engine Shutdown Contacts: Time delay adjustable from zero to five minutes, and factory set for five minutes. Contacts shall initiate shutdown at remote engine-generator controls after retransfer of load to normal source.
  12. Engine-Generator Exerciser: Solid-state, programmable-time switch starts engine generator and transfers load to it from normal source for a preset time, then retransfers and shuts down engine after a preset cool-down period. Initiates exercise cycle at preset intervals adjustable from 7 to 30 days. Running periods shall be adjustable from 10 to 30 minutes. Factory settings shall be for 7-day exercise cycle, 20-minute running period, and 5-minute cool-down period. Exerciser features include the following:
    - a. Exerciser Transfer Selector Switch: Permits selection of exercise with and without load transfer.
    - b. Push-button programming control with digital display of settings.
    - c. Integral battery operation of time switch when normal control power is unavailable.
- I. Large-Motor-Load Power Transfer:
1. In-Phase Monitor: Factory-wired, internal relay controls transfer so contacts close only when the two sources are synchronized in phase and frequency. Relay shall compare phase relationship and frequency difference between normal and emergency sources and initiate transfer when both sources are within 15 electrical degrees, and only if transfer can be completed within 60 electrical degrees. Transfer shall be initiated only if both sources are within 2 Hz of nominal frequency and 70 percent or more of nominal voltage.
  2. Motor Disconnect and Timing Relay Controls: Designated starters in loss of power scenario shall disconnect motors before transfer and reconnect them selectively at an adjustable time interval after transfer. Control connection to motor starters shall be through wiring external to automatic transfer switch. Provide adjustable

time delay between 1 and 60 seconds for reconnecting individual motor loads. Provide relay contacts rated for motor-control circuit inrush and for actual seal currents to be encountered.

3. Programmed Neutral Switch Position: Switch operator with programmed neutral position arranged to provide a midpoint between the two working switch positions, with an intentional, time-controlled pause at midpoint during transfer. Adjustable pause from 0.5 to 30 seconds minimum, and factory set for 0.5 second unless otherwise indicated. Time delay occurs for both transfer directions. Disable pause unless both sources are live.

## **2.3 SOURCE QUALITY CONTROL**

- A. Factory Tests: Test and inspect components, assembled switches, and associated equipment according to UL 1008. Ensure proper operation. Check transfer time and voltage, frequency, and time-delay settings for compliance with specified requirements. Perform dielectric strength test complying with NEMA ICS 1.
- B. Prepare test and inspection reports.
  1. For each of the tests required by UL 1008, performed on representative devices, for emergency legally required systems. Include results of test for the following conditions:
    - a. Overvoltage.
    - b. Undervoltage.
    - c. Loss of supply voltage.
    - d. Reduction of supply voltage.
    - e. Alternative supply voltage or frequency is at minimum acceptable values.
    - f. Temperature rise.
    - g. Dielectric voltage-withstand; before and after short-circuit test.
    - h. Overload.
    - i. Contact opening.
    - j. Endurance.
    - k. Short circuit.
    - l. Short-time current capability.
    - m. Receptacle withstand capability.
    - n. Insulating base and supports damage.

## **PART 3 - EXECUTION**

### **3.1 FIELD QUALITY CONTROL**

- A. Manufacturer's Field Service: Test and inspect components, assemblies, and equipment installations, including connections. Coordinate with the installing contractor.
- B. Perform the following tests and inspections:

1. After installing equipment, test for compliance with requirements according to NETA ATS.
2. Visual and Mechanical Inspection:
  - a. Compare equipment nameplate data with Drawings and Specifications.
  - b. Inspect physical and mechanical condition.
  - c. Inspect anchorage, alignment, grounding, and required clearances.
  - d. Verify that the unit is clean.
  - e. Verify appropriate lubrication on moving current-carrying parts and on moving and sliding surfaces.
  - f. Verify that manual transfer warnings are attached and visible.
  - g. Verify tightness of all control connections.
  - h. Inspect bolted electrical connections for high resistance using one of the following methods, or both:
    - 1) Use of low-resistance ohmmeter.
    - 2) Verify tightness of accessible bolted electrical connections by calibrated torque-wrench method according to manufacturer's published data.
  - i. Perform manual transfer operation.
  - j. Verify positive mechanical interlocking between normal and alternate sources.
  - k. Perform visual and mechanical inspection of surge arresters.
  - l. Inspect control power transformers.
    - 1) Inspect for physical damage, cracked insulation, broken leads, tightness of connections, defective wiring, and overall general condition.
    - 2) Verify that primary and secondary fuse or circuit-breaker ratings match Drawings.
    - 3) Verify correct functioning of drawout disconnecting contacts, grounding contacts, and interlocks.
3. Electrical Tests:
  - a. Perform insulation-resistance tests on all control wiring with respect to ground.
  - b. Perform a contact/pole-resistance test. Compare measured values with manufacturer's acceptable values.
  - c. Verify settings and operation of control devices.
  - d. Calibrate and set all relays and timers.
  - e. Verify phase rotation, phasing, and synchronized operation.
  - f. Perform automatic transfer tests.
  - g. Verify correct operation and timing of the following functions:
    - 1) Normal source voltage-sensing and frequency-sensing relays.
    - 2) Engine start sequence.
    - 3) Time delay on transfer.
    - 4) Alternative source voltage-sensing and frequency-sensing relays.
    - 5) Automatic transfer operation.

- 6) Interlocks and limit switch function.
  - 7) Time delay and retransfer on normal power restoration.
  - 8) Engine cool-down and shutdown feature.
4. Measure insulation resistance phase-to-phase and phase-to-ground with insulation-resistance tester. Include external annunciation and control circuits. Use test voltages and procedure recommended by manufacturer. Comply with manufacturer's specified minimum resistance.
    - a. Check for electrical continuity of circuits and for short circuits.
    - b. Inspect for physical damage, proper installation and connection, and integrity of barriers, covers, and safety features.
    - c. Verify that manual transfer warnings are properly placed.
    - d. Perform manual transfer operation.
  5. After energizing circuits, perform each electrical test for transfer switches stated in NETA ATS and demonstrate interlocking sequence and operational function for each switch at least three times.
    - a. Simulate power failures of normal source to automatic transfer switches and retransfer from emergency source with normal source available.
    - b. Simulate loss of phase-to-ground voltage for each phase of normal source.
    - c. Verify time-delay settings.
    - d. Verify pickup and dropout voltages by data readout or inspection of control settings.
    - e. Test bypass/isolation unit functional modes and related automatic transfer-switch operations.
    - f. Perform contact-resistance test across main contacts and correct values exceeding 500 microhms and values for one pole deviating by more than 50 percent from other poles.
    - g. Verify proper sequence and correct timing of automatic engine starting, transfer time delay, retransfer time delay on restoration of normal power, and engine cool-down and shutdown.
  6. Ground-Fault Tests: Coordinate with testing of ground-fault protective devices for power delivery from both sources.
    - a. Verify grounding connections and locations and ratings of sensors.
- C. Coordinate tests with tests of generator and run them concurrently.
  - D. Report results of tests and inspections in writing. Record adjustable relay settings and measured insulation and contact resistances and time delays. Attach a label or tag to each tested component indicating satisfactory completion of tests.
  - E. Transfer switches will be considered defective if they do not pass tests and inspections.
  - F. Remove and replace malfunctioning units and retest as specified above.
  - G. Prepare test and inspection reports.

### **3.2 DEMONSTRATION**

- A. Train Owner's maintenance personnel to adjust, operate, and maintain transfer switches and related equipment.
- B. Training shall include testing ground-fault protective devices and instructions to determine when the ground-fault system shall be retested. Include instructions on where ground-fault sensors are located and how to avoid negating the ground-fault protection scheme during testing and circuit modifications.
- C. Coordinate this training with that for generator equipment.

**END OF SECTION 26 36 00**