

**Report By:**

Chetu Development  
Test add 11  
Test add 22  
Noida, AL 44444



**Report: Test12**

**Function: Test, Adjust, & Balance**

**Date: 11/16/2023**

# PROJECT

## CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

Test main street1

Noida, CA 28972

### Client

Vipul Company

dfghfdgdg

ggfhghgfhgdh, AZ 45545

# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## Table Of Contents

Section	Page #
FAN - Exhaust	3
FAN - Supply	16
Kitchen Hood Type I	20
AHU-DUAL FAN	22
Issue Data	74



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

System/Unit: FAN - Exhaust



Asset: EF-1

AREA:2RH002

Unit Data		
	Design	Actual
MFG	NA	PENNBARRY
Model Num	NA	FX24BH
Serial Num	-	D22GZ15897
Type	-	CRE UPBLAST
Series	-	
Configuration	-	

Motor Data		
	Design	Actual
Motor MFG	-	BALDOR
Frame	-	182
Horsepower	-	3.0
Motor Rpm	-	1765
Phase	-	3
Voltage (rated)	-	208
Amperage (rated)	-	8.4
Service Factor	-	1.15
Efficiency	-	
Power Factor	-	

Drive Data		
	Design	Actual
Motor Sheave MFG	-	VP65
Motor Sheave Size	-	VP65
Motor Bore Size	-	1-1/8"
Motor Sheave SetPt	-	2 open
Fan Sheave MFG	-	
Fan Sheave Size	-	8.75"
Fan Sheave Bore	-	1"
Belt CL Distance	-	8.3"
Num of Belts	-	1
Belt MFG	-	
Belt Size	-	A36
Belt Tension (deflection)	-	
Belt Alignment Verified	-	

Test Data		
	Design	Actual
CFM	3020	2988
Fan RPM	1223	780
Fan Rotation	-	
Motor RPM	-	
Motor Frequency	-	
System SetPt	-	
RL Voltage	-	211.9/212.2/212.1
RL Amperage	-	4.9/4.6/4.7
Suction ESP	-	-0.68"
Discharge ESP	-	ATM
Total ESP	2.2	0.68"
Fan Inlet SP	-	
Fan Discharge SP	-	
Total Fan SP	-	

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## FAN - Exhaust



Diffuser Ret/Exh (GRD)

EF-1/2RH002

Asset												
Asset Name	Model Num	MFG	Type	Size	DESIGN CFM	AK	VEL(1)	CFM(1)	VEL(2)	CFM(2)	FINAL CFM	% to design
E2-1	NA	NA	E1	10X10	350	1		464			366	104.6
E2-2	NA	NA	E2	8X8	100	1		96			102	102.0
E2-3	NA	NA	E2	8X8	100	1		102			101	101.0
E2-4	NA	NA	E2	8X8	100	1		94			98	98.0
E2-5	NA	NA	E1	8X8	40	1		39			43	107.5
E2-6	NA	NA	E2	8X8	100	1		96			94	94.0
E2-7	NA	NA	E2	8X8	100	1		98			96	96.0
E2-8	NA	NA	E2	8X8	100	1		95			94	94.0
E2-9	NA	NA	E2	8X8	100	1		107			95	95.0
E2-10	NA	NA	E2	8X8	100	1		75			92	92.0
E2-11	NA	NA	E2	8X8	100	1		83			90	90.0
E2-12	NA	NA	E2	8X8	100	1		99			94	94.0
E2-13	NA	NA	E2	8X8	100	1		76			90	90.0
E2-14	NA	NA	E2	8X8	100	1		86			90	90.0
E2-15	NA	NA	E2	8X8	100	1		66			93	93.0
E2-16	NA	NA	E2	8X8	100	1		66			97	97.0
E2-17	NA	NA	E2	8X8	100	1		69			92	92.0
E2-18	NA	NA	E2	8X8	100	1		97			104	104.0
E2-19	NA	NA	E2	8X8	100	1		107			102	102.0
E2-20	NA	NA	E2	8X8	100	1		92			94	94.0
E2-21	NA	NA	E2	8X8	100	1		101			107	107.0
E2-22	NA	NA	E2	8X8	105	1		153			98	93.3
E2-23	NA	NA	E2	8X8	80	1		73			82	102.5
E2-24	NA	NA	E2	8X8	100	1		109			108	108.0
E2-25	NA	NA	E2	8X8	80	1		79			80	100.0
E2-26	NA	NA	E1	8X8	105	1		110			110	104.8
E2-27	NA	NA	E2	8X8	80	1		78			86	107.5
E2-28	NA	NA	E2	8X8	100	1		107			108	108.0
E2-29	NA	NA	E2	8X8	80	1		68			82	102.5
<b>Total</b>					<b>3020</b>			<b>2985</b>		<b>0</b>	<b>2988</b>	<b>98.94%</b>

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

System/Unit: FAN - Exhaust



Asset: EF-2

AREA:1DI008

Unit Data		
	Design	Actual
MFG	NA	PENNBARRY
Model Num	NA	FX24BH
Serial Num	-	D22GZ15898
Type	-	CRE UPBLAST
Series	-	
Configuration	-	

Motor Data		
	Design	Actual
Motor MFG	-	Baldor
Frame	-	145
Horsepower	-	1.50
Motor Rpm	-	1755
Phase	-	3
Voltage (rated)	-	208
Amperage (rated)	-	4.4
Service Factor	-	1.15
Efficiency	-	
Power Factor	-	

Drive Data		
	Design	Actual
Motor Sheave MFG	-	
Motor Sheave Size	-	VP60
Motor Bore Size	-	7/8"
Motor Sheave SetPt	-	2 open
Fan Sheave MFG	-	
Fan Sheave Size	-	8"
Fan Sheave Bore	-	1"
Belt CL Distance	-	6.25"
Num of Belts	-	1
Belt MFG	-	
Belt Size	-	A31
Belt Tension (deflection)	-	
Belt Alignment Verified	-	

Test Data		
	Design	Actual
CFM	4845	4215
Fan RPM	926	960
Fan Rotation	-	
Motor RPM	-	
Motor Frequency	-	
System SetPt	-	
RL Voltage	-	211.2/211.3/210.3
RL Amperage	-	4.2/4.0/4.0
Suction ESP	-	-0.71"
Discharge ESP	-	ATM
Total ESP	1.7	0.71"
Fan Inlet SP	-	
Fan Discharge SP	-	
Total Fan SP	-	

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## FAN - Exhaust



**Diffuser Ret/Exh (GRD)**

**EF-2/1DI008**

Asset												
Asset Name	Model Num	MFG	Type	Size	DESIGN CFM	AK	VEL(1)	CFM(1)	VEL(2)	CFM(2)	FINAL CFM	% to design
E1-1	NA	NA	E2	8X8	100	1		256				-
E1-2	NA	NA	E2	8X8	100	1		174				-
E1-3	NA	NA	E2	8X8	80	1		138				-
E1-4	NA	NA	E2	8X8	130	1		148				-
E1-5	NA	NA	E1	8X8	250	1		387				-
E1-6	NA	NA	E1	8X8	250	1		288				-
E1-7	NA	NA	E2	8X8	130	1		138				-
E1-8	NA	NA	E2	8X8	80	1		120				-
E1-9	NA	NA	DUCT	16X4	200	1		185				-
E1-10	NA	NA	DUCT	16X4	400	1		371				-
E1-11	NA	NA	E2	8X8	140	1		105				-
E1-12	NA	NA	E2	8X8	90	1		139				-
E1-13	NA	NA	E2	8X8	90	1		96				-
E1-14	NA	NA	E1	14X14	1000	1		691				-
E1-15	NA	NA	E2	8X8	130	1		94				-
E1-16	NA	NA	E2	8X8	75	1		76				-
E1-17	NA	NA	E1	8X8	150	1		139				-
E1-18	NA	NA	E1	8X8	260	1		166				-
E1-19	NA	NA	E2	8X8	110	1		42				-
E1-20	NA	NA	E1	14X14	1000	1		442				-
E1-21	NA	NA	E3	8X8	80	1		20				-
<b>Total</b>					4845			4215		0	0	0%



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

System/Unit: FAN - Exhaust



Asset: EF-3

AREA:3RH064

Unit Data		
	Design	Actual
MFG	NA	PENNBARRY
Model Num	NA	FX24BH
Serial Num	-	D22GZ15899
Type	-	CRE UPBLAST
Series	-	
Configuration	-	

Motor Data		
	Design	Actual
Motor MFG	-	BALDOR
Frame	-	145
Horsepower	-	1.50
Motor Rpm	-	1755
Phase	-	3
Voltage (rated)	-	208
Amperage (rated)	-	4.4
Service Factor	-	1.15
Efficiency	-	
Power Factor	-	

Drive Data		
	Design	Actual
Motor Sheave MFG	-	
Motor Sheave Size	-	VP44
Motor Bore Size	-	7/8"
Motor Sheave SetPt	-	5 open
Fan Sheave MFG	-	
Fan Sheave Size	-	8"
Fan Sheave Bore	-	1"
Belt CL Distance	-	7.25"
Num of Belts	-	1
Belt MFG	-	
Belt Size	-	A30
Belt Tension (deflection)	-	
Belt Alignment Verified	-	

Test Data		
	Design	Actual
CFM	2655	2688
Fan RPM	961	697
Fan Rotation	-	
Motor RPM	-	
Motor Frequency	-	
System SetPt	-	
RL Voltage	-	212.2/212.6/211.3
RL Amperage	-	2.87/2.68/2.76
Suction ESP	-	-0.49"
Discharge ESP	-	ATM
Total ESP	1.8	0.49"
Fan Inlet SP	-	
Fan Discharge SP	-	
Total Fan SP	-	
Brake Horse Power	-	0.944

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## FAN - Exhaust



**Diffuser Ret/Exh (GRD)**

**EF-3/3RH064**

Asset												
Asset Name	Model Num	MFG	Type	Size	DESIGN CFM	AK	VEL(1)	CFM(1)	VEL(2)	CFM(2)	FINAL CFM	% to design
E3-1	NA	NA	E2	8X8	100			188		116	105	105.0
E3-2	NA	NA	E2	8X8	100			173		103	103	103.0
E3-3	NA	NA	E2	8X8	100			145		105	105	105.0
E3-4	NA	NA	E2	8X8	100			170		112	102	102.0
E3-5	NA	NA	E2	8X8	100			146		108	108	108.0
E3-6	NA	NA	E2	8X8	100			144		112	112	112.0
E3-7	NA	NA	E2	8X8	100			155		107	107	107.0
E3-8	NA	NA	E2	8X8	100			158		110	110	110.0
E3-9	NA	NA	E2	8X8	100			157		111	109	109.0
E3-10	NA	NA	E2	8X8	100			142		105	105	105.0
E3-11	NA	NA	E2	8X8	100			145		113	107	107.0
E3-12	NA	NA	E2	8X8	100			124		115	108	108.0
E3-13	NA	NA	E2	8X8	100			119		101	101	101.0
E3-14	NA	NA	E2	8X8	100			135		102	102	102.0
E3-15	NA	NA	E2	8X8	100			199		105	105	105.0
E3-16	NA	NA	E2	8X8	100			145		93	97	97.0
E3-17	NA	NA	E2	8X8	100			145		95	95	95.0
E3-18	NA	NA	E2	8X8	100			134		93	99	99.0
E3-19	NA	NA	E2	8X8	100			127		98	98	98.0
E3-20	NA	NA	E2	8X8	110			123		104	104	94.5
E3-21	NA	NA	E2	8X8	125			129		118	118	94.4
E3-22	NA	NA	E2	8X8	120			72		102	102	85.0
E3-23	NA	NA	E1	8X8	200			163		187	187	93.5
E3-24	NA	NA	E2	8X8	10			78		97	97	970.0
E3-25	NA	NA	E2	8X8	100			110		102	102	102.0
<b>Total</b>					2565			3526		2714	2688	104.8%



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

System/Unit: FAN - Exhaust



Asset: EF-4

AREA: KITCHEN HOOD

Unit Data		
	Design	Actual
MFG	NA	PENNBARRY
Model Num	NA	FX18BH
Serial Num	-	D22GZ15900
Type	-	CRE UPBLAST
Series	-	
Configuration	-	

Motor Data		
	Design	Actual
Motor MFG	-	Baldor
Frame	-	145
Horsepower	-	2.0
Motor Rpm	-	1760
Phase	-	3
Voltage (rated)	-	460
Amperage (rated)	-	2.8
Service Factor	-	1.15
Efficiency	-	
Power Factor	-	

Drive Data		
	Design	Actual
Motor Sheave MFG	-	
Motor Sheave Size	-	VL44
Motor Bore Size	-	7/8"
Motor Sheave SetPt	-	1 open
Fan Sheave MFG	-	
Fan Sheave Size	-	Ak54
Fan Sheave Bore	-	3/4"
Belt CL Distance	-	6.25"
Num of Belts	-	1
Belt MFG	-	
Belt Size	-	A25
Belt Tension (deflection)	-	
Belt Alignment Verified	-	

Test Data		
	Design	Actual
CFM	3250	3269
Fan RPM	1283	1385
Fan Rotation	-	
Motor RPM	-	
Motor Frequency	-	
System SetPt	-	
RL Voltage	-	489.6/490.1/491.7
RL Amperage	-	2.7/2.7/2.6
Suction ESP	-	-1.22
Discharge ESP	-	ATM
Total ESP	1.7	1.22
Fan Inlet SP	-	
Fan Discharge SP	-	
Total Fan SP	-	
Brake Horse Power	-	1.85

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

System/Unit: FAN - Exhaust



Asset: EF-5

AREA:FLOOR 2 ISO

Unit Data		
	Design	Actual
MFG	NA	PENNBARRY
Model Num	NA	FX12BH
Serial Num	-	D22GZ15901
Type	-	CRE UPBLAST
Series	-	D22GZ15901
Configuration	-	

Motor Data		
	Design	Actual
Motor MFG	-	Baldor
Frame	-	56
Horsepower	-	0.75
Motor Rpm	-	1750
Phase	-	1
Voltage (rated)	-	120
Amperage (rated)	-	7
Service Factor	-	1.15
Efficiency	-	
Power Factor	-	

Drive Data		
	Design	Actual
Motor Sheave MFG	-	
Motor Sheave Size	-	VP400
Motor Bore Size	-	5/8"
Motor Sheave SetPt	-	7 open
Fan Sheave MFG	-	
Fan Sheave Size	-	Ak44
Fan Sheave Bore	-	3/4"
Belt CL Distance	-	5"
Num of Belts	-	1
Belt MFG	-	
Belt Size	-	4L210T
Belt Tension (deflection)	-	
Belt Alignment Verified	-	

Test Data		
	Design	Actual
CFM	760	777
Fan RPM	1476	1248
Fan Rotation	-	
Motor RPM	-	
Motor Frequency	-	
System SetPt	-	
RL Voltage	-	119.9
RL Amperage	-	5.28/5.30
Suction ESP	-	-0.81"
Discharge ESP	-	ATM
Total ESP	1.7	0.81"
Fan Inlet SP	-	
Fan Discharge SP	-	
Total Fan SP	-	
Brake Horse Power	-	0.56

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## FAN - Exhaust



Diffuser Ret/Exh (GRD)

EF-5/FLOOR 2 ISO

Asset												
Asset Name	Model Num	MFG	Type	Size	DESIGN CFM	AK	VEL(1)	CFM(1)	VEL(2)	CFM(2)	FINAL CFM	% to design
E5-1	NA	NA	E1	8X8	170	1		342			173	101.8
E5-2	NA	NA	E2	8X8	100	1		53			96	96.0
E5-3	NA	NA	E3	10X12	490	1		566			508	103.7
Total					760			961		0	777	102.24%

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

System/Unit: FAN - Exhaust



Asset: EF-6

AREA:3RH002

Unit Data		
	Design	Actual
MFG	NA	PENNBARRY
Model Num	NA	FX12BH
Serial Num	-	D22GZ15902
Type	-	CRE UPBLAST
Series	-	
Configuration	-	

Motor Data		
	Design	Actual
Motor MFG	-	Us Motor
Frame	-	56
Horsepower	-	0.50
Motor Rpm	-	1725
Phase	-	1
Voltage (rated)	-	120
Amperage (rated)	-	4.0
Service Factor	-	1.15
Efficiency	-	
Power Factor	-	

Drive Data		
	Design	Actual
Motor Sheave MFG	-	VP350
Motor Sheave Size	-	VP350
Motor Bore Size	-	0.625"
Motor Sheave SetPt	-	7 Open
Fan Sheave MFG	-	
Fan Sheave Size	-	AL54
Fan Sheave Bore	-	0.75"
Belt CL Distance	-	5.875"
Num of Belts	-	1
Belt MFG	-	
Belt Size	-	4L230
Belt Tension (deflection)	-	
Belt Alignment Verified	-	

Test Data		
	Design	Actual
CFM	600	600
Fan RPM	1259	845
Fan Rotation	-	
Motor RPM	-	
Motor Frequency	-	
System SetPt	-	
RL Voltage	-	120
RL Amperage	-	2.52/2.48
Suction ESP	-	-0.42"
Discharge ESP	-	ATM
Total ESP	1.25	0.42"
Fan Inlet SP	-	
Fan Discharge SP	-	
Total Fan SP	-	
Brake Horse Power	-	0.312

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## FAN - Exhaust



Diffuser Ret/Exh (GRD)

EF-6/3RH002

Asset												
Asset Name	Model Num	MFG	Type	Size	DESIGN CFM	AK	VEL(1)	CFM(1)	VEL(2)	CFM(2)	FINAL CFM	% to design
E6-1	NA	NA	E3	12X12	500	1		724		496	492	98.4
E6-2	NA	NA	E2	8X8	100	1		274		191	97	97.0
Total					600			998		687	589	98.17%

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

System/Unit: FAN - Exhaust



Asset: EF-7

AREA:1EG011

Unit Data		
	Design	Actual
MFG	NA	PENNBARRY
Model Num	NA	SX100BC
Serial Num	-	E22MZ56057
Type	-	INLINE
Series	-	
Configuration	-	

Motor Data		
	Design	Actual
Motor MFG	-	BALDOR
Frame	-	56
Horsepower	-	0.33
Motor Rpm	-	1740
Phase	-	1
Voltage (rated)	-	115
Amperage (rated)	-	3.4
Service Factor	-	1
Efficiency	-	
Power Factor	-	

Drive Data		
	Design	Actual
Motor Sheave MFG	-	
Belt Size	-	
Belt Tension (deflection)	-	
Belt Alignment Verified	-	

Test Data		
	Design	Actual
CFM	300	312
Fan Rotation	-	
Motor RPM	-	
Motor Frequency	-	
System SetPt	-	
RL Voltage	-	121
RL Amperage	-	2.8
Suction ESP	-	-0.87
Discharge ESP	-	0.44
Total ESP	1.5	1.31
Fan Inlet SP	-	
Fan Discharge SP	-	
Total Fan SP	-	
Brake Horse Power	-	0.252

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## FAN - Exhaust



Diffuser Ret/Exh (GRD)

EF-7/1EG011

Asset												
Asset Name	Model Num	MFG	Type	Size	DESIGN CFM	AK	VEL(1)	CFM(1)	VEL(2)	CFM(2)	FINAL CFM	% to design
E6-1	NA	NA	E3	10X10								
Total					0			0		0	0	0%



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## System/Unit: FAN - Supply



Asset: MAU-1

AREA: KITCHEN HOOD

Unit Data		
	Design	Actual
MFG	NA	GREENHECK
Model Num	NA	RV-25-12.5I-J
Serial Num	-	19355387
Type	-	GAS FIRED
Series	-	
Configuration	-	VERTICAL
Num Filters Size 1	-	
Filter Size 1	-	
Num Filters Size 2	-	
Filter Size 2	-	

Motor Data		
	Design	Actual
Motor MFG	-	BALDOR
Frame	-	145T
Horsepower	-	2.00
Motor Rpm	-	1750
Phase	-	3
Voltage (rated)	-	460
Amperage (rated)	-	2.8
Service Factor	-	1.15
Efficiency	-	
Power Factor	-	

Drive Data		
	Design	Actual
Motor Sheave MFG	-	
Motor Sheave Size	-	
Motor Bore Size	-	
Motor Sheave SetPt	-	
Fan Sheave MFG	-	
Fan Sheave Size	-	
Fan Sheave Bore	-	
Belt CL Distance	-	
Num of Belts	-	
Belt MFG	-	
Belt Size	-	
Belt Tension (deflection)	-	
Belt Alignment Verified	-	

Test Data		
	Design	Actual
CFM	2600	
SF RPM	1625	
SF Rotation	-	
Motor RPM	-	
Motor Frequency	-	
SF System SetPt	-	
RL Voltage	-	460
RL Amperage	-	
Suction ESP	-	
Discharge ESP	-	
Total ESP	-	1.6
Fan Inlet SP	-	
Fan Discharge SP	-	
Freeze Stat Setpt	-	
Total Fan SP	-	
Brake Horse Power	-	
Compressor Lockout Setpt	-	

Combustion Fan Motor Data		
	Design	Actual
Motor MFG	-	
Frame	-	
Horsepower	-	
Phase	-	
Voltage	-	
Amperage	-	

Combustion Gas Duct		
	Design	Actual
Duct Type	-	
Gauge & Material	-	
Size	-	
Minimum Rise:Run	-	
Room properly ventilated	-	
Space pres condition	-	
Flue backdrafts eliminated	-	
Flue Terminates Properly	-	

Gas Heat		
	Design	Actual
BTUH	-	
EAT (db/wb)	-	
LAT (db/wb)	-	
Gas Type	-	
Burner Type	-	
Burner Construction	-	
Input BTUH (rated)	-	
Output BTUH (rated)	-	
Gas Inlet Pres	-	
Gas Low Fire Pres	-	
Gas High Fire Pres	-	
Gas Valve Low Fire CTRL Voltage	-	
Low Fire Temp Rise (F)	-	
Gas Valve High Fire CTRL Voltage	-	
High Fire Temp Rise (F)	-	
Pilot Ignition Status (pass/fail)	-	
Gas Valve Pilot Ignition CTRL Voltage	-	
Flame Proving Switch Type	-	
Flame proof CTRL Voltage	-	
Single or Dual Bank	-	
Staged or Modulating	-	
Heater Operates (y/n)	-	
Combustion Blower Operates (y/n)	-	
Flame Status (pass/fail)	-	
High Limit Temp Cut-off SetPt	-	
Inlet Air Temp SetPt	-	
Discharge Air Temp SetPt	-	
Temp Rise SetPt	-	
Air Flow Switch SP SetPt	-	
Air Flow Switch SP Actual	-	
Air Flow Switch CTRL Voltage	-	
Air Flow Switch Proved (Pass/Fail)	-	
Space Temp SetPt-ON	-	
Space Temp SetPt-OFF	-	
Flame Modulates Properly	-	

Chilled Water Coil		
	Design	Actual
BTUH	-	
EAT (db/wb)	-	
LAT (db/wb)	-	
Coil Size (hxl)	-	
Coil Area	-	
Coil Face Velocity	-	
GPM CIRCUIT 1	-	
Water Inlet Temp (F)	-	
Water Discharge Temp (F)	-	
Water Coil Delta P	-	
GPM CIRCUIT 2	-	
Inlet SP	-	
Discharge SP	-	
Coil Delta SP	-	

Evaporator DX Coil		
	Design	Actual
BTUH	-	
EAT (db/wb)	-	
LAT (db/wb)	-	
Coil Size (hxl)	-	
Coil Area	-	
Coil Face Velocity	-	
Refrigeration Type	-	
Circuit 1 SetPt (F)	-	
Circuit 1 EAT (db/wb)	-	
Circuit 1 LAT (db/wb)	-	
Circuit 2 SetPt (F)	-	
Circuit 2 EAT (db/wb)	-	
Circuit 2 LAT (db/wb)	-	
Inlet SP	-	
Discharge SP	-	
Coil Delta SP	-	

Evaporative Cooler		
	Design	Actual
BTUH	-	
EAT (db/wb)	-	
LAT (db/wb)	-	
EAT SetPt (F)	-	
Filter Media Size (hxl)	-	
Filter Media Area	-	
Filter Media Face Velocity	-	
EWT (F)	-	
LWT (F)	-	
Inlet SP	-	
Discharge SP	-	
Coil Delta SP	-	

Electric Coil		
	Design	Actual
KW	-	
EAT (db/wb)	-	
LAT (db/wb)	-	
BTUH	-	
Coil Size (hxl)	-	
Coil Area	-	
Coil Face Velocity	-	
Voltage	-	
Heat Stage 1 RL (A)	-	
Heat Stage 2 RL (A)	-	
Heat Stage 3 RL (A)	-	
Heat Stage 4 RL (A)	-	
Heat Stage 5 RL (A)	-	
Heat Stage 6 RL (A)	-	
Inlet SP	-	
Discharge SP	-	
Coil Delta SP	-	
High Limit Temp Cut-off SetPt	-	
Temp Rise SetPt	-	
Discharge Temp SetPt	-	
Inlet Air Temp SetPt	-	
Air Flow Switch SP	-	
Air Flow Switch CTRL Voltage	-	
Space Temp SetPt-ON	-	
Space Temp SetPt-OFF	-	
Coil Staging Functional	-	

Hot Water Coil		
	Design	Actual
BTUH	-	
EAT (db/wb)	-	
LAT (db/wb)	-	
Coil Size (hxl)	-	
Coil Area	-	
Coil Face Velocity	-	
GPM CIRCUIT 1	-	
EWT (F)	-	
LWT (F)	-	
Water Coil Delta P	-	
GPM CIRCUIT 2	-	
Inlet SP	-	
Discharge SP	-	
Coil Delta SP	-	

Steam Coil		
	Design	Actual
BTUH	-	
EAT (db/wb)	-	
LAT (db/wb)	-	
Coil Size (hxl)	-	
Coil Area	-	
Coil Face Velocity	-	
Steam Coil-Circuit 1 Delta P	-	
Steam Inlet Temp (F)	-	
Steam Discharge Temp (F)	-	
Steam Coil-Circuit 2 Delta P	-	
Inlet SP	-	
Discharge SP	-	
Coil Delta SP	-	

Compressors		
	Design	Actual
Refrigerant Charge	-	
Refrigerant Type	-	
Comp 1 RLA	-	
Comp 2 RLA	-	
Comp 1 Suction Pres	-	
Comp 2 Suction Pres	-	
Comp 1 Discharge Pres	-	
Comp 2 Discharge Pres	-	
Circuit 1 Superheat	-	
Circuit 2 Superheat	-	
Comp 1 Liquid Line Temp	-	
Comp 2 Liquid Line Temp	-	
Circuit 1 SubCooling	-	
Circuit 2 SubCooling	-	

General		
	Design	Actual
Unit free of Damage	-	
Unit Completely Assembled	-	
Unit Leveled	-	
Curb & Unit Installed Air Tight	-	
Controls Complete	-	
Fan Rotation Correct	-	
Fan Belt Condition	-	
Unit Filters Clean	-	
Evap Coil Clean	-	
Evap Coil Free of Frost	-	
Condensor Coil Clean	-	
Condensor Fins Straight	-	
Refrigerant Sight Glass Dry	-	
Condensate Drain Installed	-	
Crankcase Heaters Operate	-	

**Condensor DX Coil**

	<b>Design</b>	<b>Actual</b>
<b>BTUH</b>	-	
<b>EAT (db/wb)</b>	-	
<b>LAT (db/wb)</b>	-	
<b>Coil Size (hxl)</b>	-	
<b>Coil Area</b>	-	
<b>Coil Face Velocity</b>	-	
<b>Refrigeration Type</b>	-	
<b>Circuit 1 SetPt (F)</b>	-	
<b>CIRCUIT 1 EAT (db/wb)</b>	-	
<b>CIRCUIT 1 LAT (db/wb)</b>	-	
<b>Circuit 2 SetPt (F)</b>	-	
<b>CIRCUIT 2 EAT (db/wb)</b>	-	
<b>CIRCUIT 2 LAT (db/wb)</b>	-	

**Condensor Fan**

	<b>Design</b>	<b>Actual</b>
<b>Fan Alignment</b>	-	
<b>Fan Rotation</b>	-	
<b>Fan 1 Motor RLA</b>	-	
<b>Fan 1 Motor RLV</b>	-	
<b>Fan 2 Motor RLA</b>	-	
<b>Fan 2 Motor RLV</b>	-	



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## System/Unit: Kitchen Hood Type I



Asset: HD1

AREA:1DI003

Unit Data		
	Design	Actual
MFG	NA	CAPTIVEAIRE
Model Num	NA	6030 ND-2
Job / Serial Num	-	4893978
Type	1	
Hood length	-	192"
Hood Width	-	60"
Hood Height	-	
Num of EXH Risers	-	
EXH Riser size 1	-	
EXH Riser Size 2	-	
Num of Supply Risers	-	
Supply Riser Size	-	
Supply Plenum Type	-	ASP
Supply Plenum Width	-	16"
Supply Plenum Length	-	192"

Test Data Exhaust		
	Design	Actual
Filter Type	X-TRACTOR SS	BAFFLE SS
Filter Size 1	20X16	20"x16"
Filter Qty 1	12	12
Filter AK factor size 1	2.25	2.08
Filter Total AK Area	23.7	24.96
Kv factor (Vel)	-	
Plenum SP	-	
Riser SP	-	
Filter1 FPM	-	130
Filter2 FPM	-	129
Filter3 FPM	-	134
Filter4 FPM	-	133
Filter5 FPM	-	125
Filter6 FPM	-	126
Filter7 FPM	-	136
Filter8 FPM	-	138
Filter9 FPM	-	132
Filter10 FPM	-	136
Filter11 FPM	-	133
Filter12 FPM	-	134
Filter High FPM(corr)	-	131
Filter Low FPM (corr)	-	
Filter Ave FPM(corr)	-	
CFM	3250	3269

Test Data Supply		
	Design	Actual
Plenum SP	21.33	
AK factor	0.91	
Total AK Area	-	
Kv factor (Vel)	-	
Num of Readings	-	
Reading1 FPM	-	
Reading2 FPM	-	
Reading3 FPM	-	
Reading4 FPM	-	
Reading5 FPM	-	
Reading6 FPM	-	
Reading7 FPM	-	
Reading8 FPM	-	
Reading9 FPM	-	
Reading10 FPM	-	
Reading11 FPM	-	
Reading12 FPM	-	
Reading13 FPM	-	
Reading14 FPM	-	
High FPM(corr)	-	
Low FPM(corr)	-	
Ave FPM(corr)	-	
CFM	-	

Cooking Equipment		
	Design	Actual
Item 1	-	MICROWAVE
Item 2	-	STEAMER
Item 3	-	CONVECTION OVEN
Item 4	-	GAS STOVE/FLAT TOP
Item 5	-	FRYER
Item 6	-	
Item 7	-	
Item 8	-	
Item 9	-	
Item 10	-	

Performance Data		
	Design	Actual
Exh-Supply Net CFM	-	
Smoke Generation Type	-	
Cooking Equip Heat On	-	
Hood Capture %	-	
Smoke Capture @ Equip Surface %	-	
Smoke Capture @ Perim of Hood %	-	
Heat Loss (Box Shadow) %	-	
Rated Heat of Equip	-	
Supply Re-Entrainment %	-	
Exh Riser1 Pos (Left End)	-	
Exh Riser2 Pos (Right End)	-	
End Panels Installed (Y/N)	-	
Space Offset Temp Riser 1	-	
Heat Sensor High SetPt Riser 1	-	
Space Offset Temp Riser 2	-	
Heat Sensor High SetPt Riser 2	-	
Space Offset Temp Riser 3	-	
Heat Sensor High SetPt Riser 3	-	
Space Offset Temp Riser 4	-	
Heat Sensor High SetPt Riser 4	-	
Riser Temp F (idle) Riser 1	-	
Riser Temp F (idle) Riser 2	-	
Riser Temp F (idle) Riser 3	-	
Riser Temp F (idle) Riser 4	-	
Ambient Room Temp	-	
100% override functional	-	
electronic Gas Valve shut- off f(x)	-	

General		
	Design	Actual
Third Party Witness	-	
Third Party Company	-	
Tech Witness	-	
Tech Company	-	
Code Official Witness	-	
Jurisdiction	-	
Service/Startup Performed By	-	



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## System/Unit: AHU-DUAL FAN



Asset: RTU-1

AREA:1EG015

UNIT DATA - SUPPLY		
	Design	Actual
Manufacturer	NA	TRANE
Model Number	NA	SFHFLF554M
Serial Number	-	C21L08590
No. Pre-Filters / Size (1)	-	9/24"x24"x2"
No. Pre-Filters / Size (2)	3/12"x24"x2"	3/12"x24"x2"
No. Final Filters / Size (1)	-	9/24"x24"x12"
No. Final Filters / Size (2)	-	3/12"x24"x12"

UNIT DATA - EXHAUST/RETURN		
	Design	Actual
Manufacturer	-	TRANE
Model Number	-	SFHFLF554M
No. Pre-Filters / Size (2)	-	
No. Pre-Filters / Size (3)	-	
No. Pre-Filters / Size (4)	-	
No. Pre-Filters / Size (5)	-	
No. Pre-Filters / Size (6)	-	

MOTOR DATA - SUPPLY		
	Design	Actual
Motor MFG / Frame	-	
Horsepower / RPM	-	20 /
Rated Volts / Phase	-	460 / 3
Rated Amperage / SF	-	27.00

MOTOR DATA - EXHAUST/RETURN		
	Design	Actual
Motor MFG / FRAME	-	BALDOR / 215
Horsepower / RPM	-	10 / 1770
Rated Volts / Phase	-	460 / 3
Rated Amperage / SF	-	12.5

TEST DATA - SUPPLY		
	Design	Actual
Total CFM	13200	
OA CFM	4700	
Fan RPM	1420	
VFD Speed	460	
RL Voltage	460	
RL Amperage	27.00	
Motor B.H.P.	16.74	

DRIVE DATA - EXHAUST/RETURN		
	Design	Actual
Motor Sheave Size / Bore	-	1B5V54 x 1-3/8"
Fan Sheave Size / Bore	-	12.5 x 1-15/16
Belt CL Distance	-	35"
No. Belts / Size	-	1 Bx89

PERFORMANCE DATA - SUPPLY		
	Design	Actual
Static Pressure Stpt	-	
Suction S.P.	-	
Discharge S.P.	-	
Total S.P.	4.980	
Reheat Coil P.D.	-	
DX Coil P.D.	-	
Condenser Coil P.D.	-	
Chilled Water Coil P.D.	-	
Pre Heat Coil P.D.	-	
Final Filters P.D.	-	
Heat Wheel P.D.	-	
Pre-Filters P.D.	-	
Air Blender P.D.	-	
Total ESP	-	

TEST DATA - EXHAUST/RETURN		
	Design	Actual
Total CFM	8770	
Fan RPM	779	
VFD Speed	-	
RL Voltage	460	
RL Amperage	12.60	
Motor B.H.P.	6.28	

PERFORMANCE DATA - EXHAUST/RETURN		
	Design	Actual
Static Pressure Stpt	-	
Suction S.P.	-	
Discharge S.P.	-	
Total S.P.	1.5	
Heat Wheel P.D.	-	
Pre-Filters P.D.	-	
Total ESP	-	



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## AHU-DUAL FAN



VAV - Single Duct

RTU-1/1EG015

Asset	MFG	Model Num	Serial Num	Design Service	Service	Type	Inlet Size
VAV 1-24	TRANE	VCCF06				COOL ONLY	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	200		200		0		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-1	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	426	130		210	216	1.13
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-2	TRANE	VCEF10				HEAT	10
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	990	988	330		419	410	1.00
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-3	TRANE	VCEF10				HEAT	10
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	990	998	370		489	501	0.98
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-4	TRANE	VCEF08				HEAT	8

	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	545	557	200		200	205	0.99
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-5	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	700	678	120		210		0.78
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-7	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	250	257	120		210	204	0.78
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-8	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	450	425	230		230	232	0.91
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-9	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	700	678	160		419	425	0.87
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-10	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	450	418	105		245	252	0.77
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>

	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-11	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	230	216	105		157	145	0.93
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-12	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF10				HEAT	10
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	840	838	630		630	620	0.99
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-13	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF14				HEAT	14
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	1740		630		978		0.98
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-14	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF14				HEAT	14
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	1575		1570		1570		0.99
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-15	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	165		130		166		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-16	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>

	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	230		94		124		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-17	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	220		80		124		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-18	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF12				HEAT	12
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350		240		540		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-19	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	300		140		187		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-20	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	200		60		124		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-21	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	210		100		124		

	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-22	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF10				HEAT	10
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	925		300		489		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 1-23	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	600		200		200		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			

**Diffuser Ret/Exh (GRD)**

**RTU-1/1EG015**

<b>Asset</b>												
<b>Asset Name</b>	<b>Model Num</b>	<b>MFG</b>	<b>Type</b>	<b>Size</b>	<b>DESIGN CFM</b>	<b>AK</b>	<b>VEL(1)</b>	<b>CFM(1)</b>	<b>VEL(2)</b>	<b>CFM(2)</b>	<b>FINAL CFM</b>	<b>% to design</b>
R1-1	NA	NA	R1	8	23	7						-
R1-2	NA	NA	R1	8	58	77						-
R1-3	NA	NA	R1	6	7	7						-
R1-4	NA	NA	R1	12	7	7						-
R1-5	NA	NA	R1	12	7	7						-
R1-6	NA	NA	R1	8	7	7						-
R1-7	NA	NA	R2	6	7	8						-
R1-8	NA	NA	R1	6	7	8						-
R1-9	NA	NA	R1	8	7	8						-
R1-10	NA	NA	R2	6	8	8						-
R1-11	NA	NA	R2	6	8	8						-
R1-12	NA	NA	R2	6	8	8						-
R1-13	NA	NA	R2	6	7	8						-
R1-14	NA	NA	R1	12	8	8						-
R1-15	NA	NA	R1	8	78	8						-
R1-16	NA	NA	R4	8	8	8						-
R1-17	NA	NA	R4	8	7	8						-
R1-18	NA	NA	R4	8	8	8						-
R1-19	NA	NA	R4	8	778	8						-
R1-20	NA	NA	R4	8	45	8						-
R1-21	NA	NA	R1	12	54	8						-
R1-22	NA	NA	R1	8	54	8						-
R1-23	NA	NA	R1	14	45	8						-
R1-24	NA	NA	R1	6	9	8						-
R1-25	NA	NA	R1	12	89	8						-
R1-26	NA	NA	R1	12	9	8						-
R1-27	NA	NA	R1	10	8	8						-
R1-28	NA	NA	R1	6	7	8						-
R1-29	NA	NA	R1	10	6	8						-
R1-30	NA	NA	R1	6	6	8						-
R1-31	NA	NA	R1	8	4	8						-
R1-32	NA	NA	R2	10	34	8						-
R1-33	NA	NA	R1	8	23	8						-
R1-34	NA	NA	R1	32	2	8						-
R1-35	NA	NA	R1	33	23	8						-
R1-36	NA	NA	R1	2	6	8						-
R1-37	NA	NA	R1	3	35	8						-
R1-38	NA	NA	R3	4	5	8						-
R1-39	NA	NA	R1	5	6	8						-
<b>Total</b>					1518			0		0	0	0%

**Diffuser Supply (GRD)**

**VRH 1-1/1AM008**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-01-1	1AM008		206	-
1-01-2	1AM008		220	-
<b>Total</b>			426	

**VRH 1-2/1AM011**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-02-1	1AM009		318	-
1-02-2	1AM010		322	-
1-02-3	1AM011		348	-
<b>Total</b>			988	

**VRH 1-3/1AM014**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-03-1	1AM012		345	-
1-03-2	1AM013		330	-
1-03-3	1AM014		322	-
Total			997	

**VRH 1-4/1AM007-1**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-04-1	1AM003		193	-
1-04-2	1AM016		132	-
1-04-3	1AM016		232	-
Total			557	

**VRH 1-5/1AM007-1**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-05-1	1AM007-1			
Total			0	

**VRH 1-7/1AM001**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-07-1	1AM002		103	-
1-07-2	1AM001		154	-
Total			257	

**VRH 1-8/1RH010**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-08-1	1RH011		135	-
1-08-2	1RH009		138	-
1-08-3	1S000		72	-
1-08-4	1RH012		44	-
1-08-5	1RH010		36	-
Total			425	

**VRH 1-9/1RH008-1**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-09-1	1RH008-1		130	-
1-09-2	1RH008-1		141	-
1-09-3	1RH008-1		139	-
1-09-4	1RH008-1		137	-
1-09-5	1RH008-1		131	-
Total			678	

**VRH 1-10/1RH006**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-10-1	1RH006		214	-
1-10-2	1RH006		204	-
Total			418	

**VRH 1-11/1RH013**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-11-1	1RH005		135	-
1-11-2	1RH013		81	-
Total			216	

**VRH 1-12/1RH004**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-12-1	1RH003		108	-
1-12-2	1RH003		125	-
1-12-3	1RH003		129	-
1-12-4	1RH003		115	-
1-12-5	1RH004		112	-
1-12-6	1RH004		132	-
1-12-7	1RH004		117	-
Total			838	

**VRH 1-13/1DI001-1**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-13-1	1DI002			
1-13-2	1DI002			
1-13-3	1DI001-1			
1-13-4	1DI001-1			
1-13-5	1DI001-1			
Total			0	

**VRH 1-14/1DI003**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-14-1	1DI003			
1-14-2	1DI004			
1-14-3	1DI003			
1-14-4	1DI003			
Total			0	

**VRH 1-15/1DI012**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-15-1	1DI013			
1-15-2	1DI012			
Total			0	

**VRH 1-16/1DI016**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-16-1	1DI011			
1-16-2	1DI016			
1-16-3	1DI016			
Total			0	

**VRH 1-17/1DI009**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-17-1	1DI008			
1-17-2	1DI007			
1-17-3	1DI009			
1-17-4	1DI009			
Total			0	

**VRH 1-18/1RH018**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-18-1	1RH018			
1-18-2	1RH018			
Total			0	

**VRH 1-19/1RH021**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-19-1	1RH019			
1-19-2	1RH019			
Total			0	

**VRH 1-20/1EG007**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-20-1	1EG008			
1-20-2	1EG007			
Total			0	

**VRH 1-21/1EG010**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-21-1	1EG010			
Total			0	

**VRH 1-22/1RH001**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-22-1	1RH001			
1-22-2	1RH001			
1-22-3	1RH001			
1-22-4	1RH001			
1-22-5	1RH001			
1-22-6	1RH001			
1-22-7	1RH001			
Total			0	

**VRH 1-23/1EG015**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-23-1	1EG015			
1-23-2	1EG015			
Total			0	

**VAV 1-24/1EG004**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
1-24-1	1EG004			
Total			0	

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## System/Unit: AHU-DUAL FAN



Asset: RTU-2

AREA:2RH001

UNIT DATA - SUPPLY		
	Design	Actual
Manufacturer	NA	TRANE
Model Number	NA	SFHLLF704M
Serial Number	-	C21L08591
No. Pre-Filters / Size (1)	-	
No. Pre-Filters / Size (2)	-	
No. Final Filters / Size (1)	-	
No. Final Filters / Size (2)	-	

MOTOR DATA - SUPPLY		
	Design	Actual
Motor MFG / Frame	-	
Horsepower / RPM	-	30 /
Rated Volts / Phase	-	460 / 3
Rated Amperage / SF	-	20.50 ea

TEST DATA - SUPPLY		
	Design	Actual
Total CFM	14900	
OA CFM	3800	
Fan RPM	1598	
VFD Speed	-	
RL Voltage	460	
RL Amperage	20.50	
Motor B.H.P.	25.31	

PERFORMANCE DATA - SUPPLY		
	Design	Actual
Static Pressure Stpt	-	
Suction S.P.	-	
Discharge S.P.	-	
Total S.P.	-	
Reheat Coil P.D.	-	
DX Coil P.D.	-	
Condenser Coil P.D.	-	
Chilled Water Coil P.D.	-	
Pre Heat Coil P.D.	-	
Final Filters P.D.	-	
Heat Wheel P.D.	-	
Pre-Filters P.D.	-	
Air Blender P.D.	-	
Total ESP	-	

UNIT DATA - EXHAUST/RETURN		
	Design	Actual
Manufacturer	-	TRANE
Model Number	-	SFHLLF704M

MOTOR DATA - EXHAUST/RETURN		
	Design	Actual
Motor MFG / FRAME	-	BALDOR / 254
Horsepower / RPM	-	15 / 1765
Rated Volts / Phase	-	460 / 3
Rated Amperage / SF	-	18.00

DRIVE DATA - EXHAUST/RETURN		
	Design	Actual
Motor Sheave Size / Bore	-	2B5V44 x 1-5/8
Fan Sheave Size / Bore	-	12" x 1-15/16"
Belt CL Distance	-	39"
No. Belts / Size	-	2 / Bx98

TEST DATA - EXHAUST/RETURN		
	Design	Actual
Total CFM	12800	
Fan RPM	717	
VFD Speed	460	
RL Voltage	460	
RL Amperage	18.00	
Motor B.H.P.	8.25	

PERFORMANCE DATA - EXHAUST/RETURN		
	Design	Actual
Static Pressure Stpt	-	
Suction S.P.	-	
Discharge S.P.	-	
Total S.P.	-	
Heat Wheel P.D.	-	
Pre-Filters P.D.	-	
Total ESP	-	



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## AHU-DUAL FAN



VAV - Single Duct

RTU-2/2RH001

Asset	MFG	Model Num	Serial Num	Design Service	Service	Type	Inlet Size
VRH 2-1	TRANE	VCEF16				HEAT	16
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	2100		1200		1258		0.99
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-2	TRANE	VCEF10				HEAT	10
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	920	938	440	447	489	510	1.03
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-3	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	300		200		200		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-4	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	230	235	90	92	124	122	0.88
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-7	TRANE	VCEF10				HEAT	10

	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	930	914	470	456	489	487	.98
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-8	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	351	180	186	210	208	1.03
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-9	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	353	180	181	210	213	0.99
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-10	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	348	180	178	210	216	1.15
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-11	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	358	180	189	210	216	1.04
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-12	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	322	180	185	210	215	0.95
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>

	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-13	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	355	180	183	210	209	1.02
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-14	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	321	180	186	210	205	1.04
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-15	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	420	395	210	214	210	215	1.06
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-16	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	300	285	100	106	166	163	0.87
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-17	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	570		290		290		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-18	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>

	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	289	120	128	210	204	0.91
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-19	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	398	200	198	210	211	1.05
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-20	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	401	200	198	210	206	1.00
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-21	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	410	200	193	210	210	1.01
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-22	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	430		220		220		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-23	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF10				HEAT	10
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	740		380		380		

	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-24	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF12				HEAT	12
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	1260	1296	630	692	630	652	1.11
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-25	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	341	180	172	210	212	0.98
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-26	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	340	180	173	210	218	1.1
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-27	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	318	180	174	210	215	0.93
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-28	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	337	180	164	210	209	1.05
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			

VRH 2-29	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	337	180	175	210	201	1.03
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-30	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	320	180	182	210	215	1.04
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-31	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	350	320	180	190	210	216	1.32
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 2-32	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	200	186	100	102	100	103	0.95
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			

**Diffuser Ret/Exh (GRD)**

**RTU-2/2RH001**

<b>Asset</b>												
<b>Asset Name</b>	<b>Model Num</b>	<b>MFG</b>	<b>Type</b>	<b>Size</b>	<b>DESIGN CFM</b>	<b>AK</b>	<b>VEL(1)</b>	<b>CFM(1)</b>	<b>VEL(2)</b>	<b>CFM(2)</b>	<b>FINAL CFM</b>	<b>% to design</b>
R2-1	NA	NA	R1	12	122			34				-
R2-2	NA	NA	R1	12	12			323				-
R2-3	NA	NA	R1	3	100			32				-
R2-4	NA	NA	R1	34	100			3				-
R2-5	NA	NA	R1	4	100			3				-
R2-6	NA	NA	R1	56	100			34				-
R2-7	NA	NA	R1	6	50			43				-
R2-8	NA	NA	R1	7	50			34				-
R2-9	NA	NA	R1	7	350			344				-
R2-10	NA	NA	R1	6	350			3				-
R2-11	NA	NA	R1	5	350			344				-
R2-12	NA	NA			350			34				-
R2-13	NA	NA	R1	3	350			443				-
R2-14	NA	NA	R1	4	350			34				-
R2-15	NA	NA	R1	10	410			43				-
R2-16	NA	NA	R1	10	100			434				-
R2-17	NA	NA	R1	10	100			43				-
R2-18	NA	NA	R1	10	100			43				-
R2-19	NA	NA	R1	10	100			434				-
R2-20	NA	NA	R1	10	100			4				-
R2-21	NA	NA	R1	10	100			34				-
R2-22	NA	NA	R1	10	200			43				-
R2-23	NA	NA	R1	10	200			44				-
R2-24	NA	NA	R1	10	200			3				-
R2-25	NA	NA	R1	10	200			43				-
R2-26	NA	NA	R1	10	200			45				-
R2-27	NA	NA			200			43				-
R2-28	NA	NA	R1	8	200			233				-
R2-29	NA	NA	R1	34	200			234				-
R2-30	NA	NA	R1	3	200			234				-
R2-31	NA	NA	R1	4	200			423				-
R2-32	NA	NA	R1	45	200			4				-
R2-33	NA	NA	R1	56	200			23				-
R2-34	NA	NA	R1	6	200			4				-
<b>Total</b>					<b>6344</b>			<b>4119</b>		<b>0</b>	<b>0</b>	<b>0%</b>

**Diffuser Supply (GRD)**

**VRH 2-1/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-01-1	2TH001-2		150	-
2-01-2	2TH001-2		154	-
2-01-3	2TH001-2		165	-
2-01-4	2TH001-2		168	-
2-01-5	2TH001-2		148	-
2-01-6	2TH001-2		124	-
2-01-7	2TH001-2		106	-
2-01-8	2TH001-2		130	-
2-01-9	2TH001-2		123	-
2-01-10	2TH001-2		132	-
2-01-11	2TH001-2		122	-
2-01-12	2TH001-2		132	-
2-01-13	2TH001-2		119	-
2-01-14	2TH001-2		140	-
<b>Total</b>			<b>1913</b>	

**VRH 2-2/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-02-1	2RH052			
2-02-2	2TH005			
2-02-3	2TH003-1			
2-02-4	2TH003-1			
2-02-5	2TH002			
2-02-6	2TH006-1			
Total			0	

**VRH 2-3/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-03-1	2LB001			
Total			0	

**VRH 2-4/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-04-1	2RH051		182	-
2-04-2	2EG004		53	-
Total			235	

**VRH 2-7/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-07-1	2RH056		297	-
2-07-2	2RH056		322	-
2-07-3	2RH056		295	-
Total			914	

**VRH 2-8/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-08-1	2RH001		151	-
2-08-2	2RH001		200	-
Total			351	

**VRH 2-9/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-09-1	2RH003		153	-
2-09-2	2RH003		200	-
Total			353	

**VRH 2-10/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-10-1	2RH005		155	-
2-10-2	2RH005		193	-
Total			348	

**VRH 2-11/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-11-1	2RH007		176	-
2-11-2	2RH007		179	-
Total			355	

**VRH 2-12/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-12-1	2RH009		138	-
2-12-2	2RH009		184	-
Total			322	

**VRH 2-13/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-13-1	2RH011		149	-
2-13-2	2RH011		206	-
Total			355	

**VRH 2-14/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-14-1	2RH013		137	-
2-14-2	2RH013		184	-
Total			321	

**VRH 2-15/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-15-1	2RH046		395	-
Total			395	

**VRH 2-16/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-16-1	2RH048		285	-
Total			285	

**VRH 2-17/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-17-1	2RH041			
2-17-2	2RH039			
Total			0	

**VRH 2-18/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-18-1	2RH137		97	-
2-18-2	2RH137		192	-
Total			289	

**VRH 2-19/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-19-1	2RH035		125	-
2-19-2	2RH035		273	-
Total			398	

**VRH 2-20/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-20-1	2RH033		132	-
2-20-2	2RH033			
Total			132	

**VRH 2-21/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-21-1	2RH031		133	-
2-21-2	2RH031		277	-
Total			410	

**VRH 2-22/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-22-1	2RH029			
2-22-2	2RH029			
Total			0	

**VRH 2-23/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-23-1	2RH044		242	-
2-23-2	2RH043		140	-
2-23-3	2RH047		250	-
Total			632	

**VRH 2-24/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-24-1	2RH058		329	-
2-24-2	2RH058		331	-
2-24-3	2RH057		308	-
2-24-4	2RH057		328	-
Total			1296	

**VRH 2-25/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-25-1	2RH015		146	-
2-25-2	2RH015		195	-
Total			341	

**VRH 2-26/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-26-1	2RH017		144	-
2-26-2	2RH017		196	-
Total			340	

**VRH 2-27/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-27-1	2RH019		138	-
2-27-2	2RH019		180	-
Total			318	

**VRH 2-28/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-28-1	2RH021		139	-
2-28-2	2RH021		198	-
Total			337	

**VRH 2-29/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-29-1	2RH023		135	-
2-29-2	2RH023		202	-
Total			337	

**VRH 2-30/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-30-1	2RH025		140	-
2-30-2	2RH025		180	-
Total			320	

**VRH 2-31/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-31-1	2RH027		140	-
2-31-2	2RH027		180	-
Total			320	

**VRH 2-32/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
2-32-1	2RH045		186	-
Total			186	

Completed By: Gulshan Kumar on 11/16/2023



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## System/Unit: AHU-DUAL FAN



Asset: RTU-3

AREA:HALL

UNIT DATA - SUPPLY		
	Design	Actual
Manufacturer	NA	TRANE
Model Number	NA	SFHLF604M
Serial Number	-	C21L08590
No. Pre-Filters / Size (1)	8	8/24"x24"x2"
No. Pre-Filters / Size (2)	3/12"x24"x2"	6/12"x24"x2"
No. Final Filters / Size (1)	-	8/24"x24"x12"
No. Final Filters / Size (2)	-	6/24"x12"x12"

MOTOR DATA - SUPPLY		
	Design	Actual
Motor MFG / Frame	-	
Horsepower / RPM	-	30 /
Rated Volts / Phase	-	460 / 3
Rated Amperage / SF	-	14.3/ea

DRIVE DATA - SUPPLY		
	Design	Actual
Motor Sheave Size / Bore	-	

TEST DATA - SUPPLY		
	Design	Actual
Total CFM	15690	
OA CFM	3400	
Fan RPM	1590	
VFD Speed	-	
RL Voltage	460	
RL Amperage	20.50	
Motor B.H.P.	24.59	

PERFORMANCE DATA - SUPPLY		
	Design	Actual
Static Pressure Stpt	-	
Suction S.P.	-	
Discharge S.P.	-	
Total S.P.	4.980	
Reheat Coil P.D.	-	
DX Coil P.D.	-	
Condenser Coil P.D.	-	
Chilled Water Coil P.D.	-	
Pre Heat Coil P.D.	-	
Final Filters P.D.	-	
Heat Wheel P.D.	-	
Pre-Filters P.D.	-	
Air Blender P.D.	-	
Total ESP	-	

UNIT DATA - EXHAUST/RETURN		
	Design	Actual
Manufacturer	-	TRANE
Model Number	-	SFHLF554M

MOTOR DATA - EXHAUST/RETURN		
	Design	Actual
Motor MFG / FRAME	-	BALDOR / 215
Horsepower / RPM	-	10 / 1770
Rated Volts / Phase	-	460 / 3
Rated Amperage / SF	-	12.50

DRIVE DATA - EXHAUST/RETURN		
	Design	Actual
Motor Sheave Size / Bore	-	6.5" x 1-3/8
Fan Sheave Size / Bore	-	13" x 1-15/16
Belt CL Distance	-	40.5"
No. Belts / Size	-	1 bx108

TEST DATA - EXHAUST/RETURN		
	Design	Actual
Total CFM	12300	
Fan RPM	714	
VFD Speed	-	
RL Voltage	460	
RL Amperage	24.70	
Motor B.H.P.	8.00	

PERFORMANCE DATA - EXHAUST/RETURN		
	Design	Actual
Static Pressure Stpt	-	
Suction S.P.	-	
Discharge S.P.	-	
Total S.P.	1.5	
Heat Wheel P.D.	-	
Pre-Filters P.D.	-	
Total ESP	-	



# Chetu Development

Project: CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)

## AHU-DUAL FAN



VAV - Single Duct

RTU-3/HALL

Asset	MFG	Model Num	Serial Num	Design Service	Service	Type	Inlet Size
VRH 3-1	TRANE	VCEF16				HEAT	16
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	2395	2508	1200	1150	1398	1400	0.84
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-2	TRANE	VCEF10				HEAT	10
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	555	551	380	405	384	388	1.15
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-3	TRANE	VCEF12				HEAT	12
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	1200	1182	390	435	559	550	1.09
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-4	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	280	280	80	75	166	170	0.94
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-6	TRANE	VCEF06				HEAT	6

	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	200	196	60	65	166	164	0.93
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-7	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF12				HEAT	12
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	1000	1034	390	719	629	625	1.15
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-8	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	420	419	150	152	280	275	1.02
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-9	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400		120		210		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-10	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	389	120	113	210	214	0.99
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-11	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	387	120	132	210	213	1.0
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>

	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-12	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	392	120	130	210	212	1.08
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-13	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	398	120	130	210	209	1.01
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-14	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400		120		210		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-15	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	220	216	130	131	166	165	1.06
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-16	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	460	448	130	127	210	200	1.02
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-17	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>

	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400		120		210		
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-18	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	410	422	120	133	210	208	1.02
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-19	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	420	120		210		1.10
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-20	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	410	402	120	132	210	208	1.00
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-21	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	450	444	130	113	210	200	1.03
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-22	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	200		60		280		

	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-23	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF14				HEAT	14
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	1260	1256	600	636	685	680	0.99
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-24	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	420	120		210	205	1.07
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-25	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	422	120	121	210	198	1.03
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-26	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	399	120	124	210	200	0.99
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-27	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	377	120	112	210	217	0.97
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			

VRH 3-28	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400		120	419	210	170	
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-29	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	418	120	137	210	208	1.02
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-30	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF08				HEAT	8
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	400	402	120	121	210	200	0.98
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			
VRH 3-31	<b>MFG</b>	<b>Model Num</b>	<b>Serial Num</b>	<b>Design Service</b>	<b>Service</b>	<b>Type</b>	<b>Inlet Size</b>
	TRANE	VCEF06				HEAT	6
	<b>Design Max CFM</b>	<b>Max CFM</b>	<b>Design Min CFM</b>	<b>Min CFM</b>	<b>Design Heat CFM</b>	<b>Heat CFM</b>	<b>Ak (max)</b>
	230	226	60	56	124	120	0.98
	<b>Ak (min)</b>	<b>Ak (heat)</b>	<b>Damper SetPt</b>	<b>Diversity Test 1</b>	<b>Diversity Test 2</b>	<b>Design EAT (F - db/wb)</b>	<b>EAT (F - db/wb)</b>
	<b>Design LAT (F - db/wb)</b>	<b>LAT (F - db/wb)</b>	<b>Inlet SP</b>	<b>Discharge SP</b>			

**Diffuser Ret/Exh (GRD)**

**RTU-3/HALL**

Asset												
Asset Name	Model Num	MFG	Type	Size	DESIGN CFM	AK	VEL(1)	CFM(1)	VEL(2)	CFM(2)	FINAL CFM	% to design
R3-1	NA	NA	R1	6	50			62				-
R3-2	NA	NA	R1	10	360			630				-
R3-3	NA	NA	R1	10	320			525				-
R3-4	NA	NA	R1	10	360			662				-
R3-5	NA	NA	R1	10	320			622				-
R3-6	NA	NA	R1	10	320			648				-
R3-7	NA	NA	R1	10	360			677				-
R3-8	NA	NA	R1	10	360			635				-
R3-9	NA	NA	R1	10	320			638				-
R3-10	NA	NA	R1	10	320			695				-
R3-11	NA	NA	R1	10	360			716				-
R3-12	NA	NA	R1	10	360			739				-
R3-13	NA	NA	R1	12	545			585				-
R3-14	NA	NA	R1	10	320			508				-
R3-15	NA	NA	R1	8	200			320				-
R3-16	NA	NA	R1	6	40			42				-
R3-17	NA	NA	R1	8	200			376				-
R3-18	NA	NA	R1		280			314				-
R3-19	NA	NA	R1	8	150			198				-
R3-20	NA	NA	R1	10	320			416				-
R3-21	NA	NA	R1	10	320			333				-
R3-22	NA	NA	R1	12	525			834				-
R3-23	NA	NA	R1	10	320			463				-
R3-24	NA	NA	R1	6	100			71				-
R3-25	NA	NA	R1	10	320			30				-
R3-26	NA	NA	R1	10	320			490				-
R3-27	NA	NA	R1	10	320			450				-
R3-28	NA	NA	R1	10	320			375				-
R3-29	NA	NA	R1	16	1025			560				-
R3-30	NA	NA	R1	6	50			130				-
R3-31	NA	NA	R1	8	200			118				-
R3-32	NA	NA	R1	12	500			760				-
R3-33	NA	NA	R1	6	70			99				-
R3-34	NA	NA	R1	12	500			382				-
R3-35	NA	NA	R1	12	525			435				-
R3-36	NA	NA	R1	6	50			59				-
R3-37	NA	NA	R1	16	1025			667				-
Total					12355			16264		0	0	0%

**Diffuser Supply (GRD)**

**VRH 3-1/**

Asset				
Asset Name	Location	a7	FINAL CFM	% to design
3-01-1	3TH001		175	-
3-01-2	3TH001		149	-
3-01-3	3TH001		181	-
3-01-4	3TH001		179	-
3-01-5	3TH001		180	-
3-01-6	3TH001		181	-
3-01-7	3TH001		172	-
3-01-8	3TH001B		179	-
3-01-9	3TH001B		164	-
3-01-10	3TH001B		180	-
3-01-11	3TH001B		180	-
3-01-12	3TH001B		171	-
3-01-13	3TH001B		165	-
3-01-14	3TH002		252	-
Total			2508	

**VRH 3-2/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-02-1	3TH011		150	-
3-02-2	3TH003		211	-
3-02-3	3TH004		190	-
Total			551	

**VRH 3-3/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-03-1	3EG004		146	-
3-03-2	3PH002		482	-
3-03-3	3PH002		284	-
3-03-4	3PH002		270	-
Total			1182	

**VRH 3-4/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-04-1	3RH047-1		280	-
Total			280	

**VRH 3-6/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-06-1	PHARM HALL		71	-
3-06-2	3PH001		54	-
3-06-3	3PH003		72	-
Total			197	

**VRH 3-7/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-07-1	3RH050		246	-
3-07-2	3RH050		244	-
3-07-3	3RH050		273	-
3-07-4	3RH050		271	-
Total			1034	

**VRH 3-8/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-08-1	3RH001B		219	-
3-08-2	3RH001B		200	-
Total			419	

**VRH 3-9/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-09-1	3RH003			
3-09-2	3RH003			
Total			0	

**VRH 3-10/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-10-1	3RH005		198	-
3-10-2	3RH005		191	-
Total			389	

**VRH 3-11/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-11-1	3RH007		206	-
3-11-2	3RH007		181	-
Total			387	

**VRH 3-12/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-12-1	3RH009		196	-
3-12-2	3RH009		196	-
Total			392	

**VRH 3-13/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-13-1	3RH011		195	-
3-13-2	3RH011		203	-
Total			398	

**VRH 3-14/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-14-1	3RH013			
3-14-2	3RH013			
Total			0	

**VRH 3-15/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-15-1	3RH046		165	-
3-15-2	3RH043		51	-
Total			216	

**VRH 3-16/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-16-1	3RH041		216	-
3-16-2	3RH041		232	-
Total			448	

**VRH 3-17/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-17-1	3RH039		253	-
3-17-2	3RH039		241	-
Total			494	

**VRH 3-18/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-18-1	3RH037		216	-
3-18-2	3RH037		206	-
Total			422	

**VRH 3-19/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-19-1	3RH035		219	-
3-19-2	3RH035		201	-
Total			420	

**VRH 3-20/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-20-1	3RH033		211	-
3-20-2	3RH033		191	-
Total			402	

**VRH 3-21/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-21-1	3RH031		207	-
3-21-2	3RH031		237	-
Total			444	

**VRH 3-22/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-22-1	3RH048			
3-22-2				
Total			0	

**VRH 3-23/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-23-1	3RH052		211	-
3-23-2	3RH052		224	-
3-23-3	3RH052		207	-
3-23-4	3RH042		193	-
3-23-5	3RH042		221	-
3-23-6	3RH042		200	-
Total			1256	

**VRH 3-24/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-24-1	3RH015		214	-
3-24-2	3RH015		206	-
Total			420	

**VRH 3-25/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-25-1	3RH017		214	-
3-25-2	3RH017		208	-
Total			422	

**VRH 3-26/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-26-1	3RH019		210	-
3-26-2	3RH019		189	-
Total			399	

**VRH 3-27/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-27-1	3RH021		192	-
3-27-2	3RH021		185	-
Total			377	

**VRH 3-28/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-28-1	3RH023			
3-28-2	3RH023			
Total			0	

**VRH 3-29/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-29-1	3RH025		202	-
3-29-2	3RH025		216	-
Total			418	

**VRH 3-30/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-30-1	3RH027		205	-
3-30-2	3RH027		197	-
Total			402	

**VRH 3-31/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-31-1	3RH048		226	-
Total			226	

**Diffuser Supply (GRD)****VRH 3-1/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-01-1	3TH001		175	-
3-01-2	3TH001		149	-
3-01-3	3TH001		181	-
3-01-4	3TH001		179	-
3-01-5	3TH001		180	-
3-01-6	3TH001		181	-
3-01-7	3TH001		172	-
3-01-8	3TH001B		179	-
3-01-9	3TH001B		164	-
3-01-10	3TH001B		180	-
3-01-11	3TH001B		180	-
3-01-12	3TH001B		171	-
3-01-13	3TH001B		165	-
3-01-14	3TH002		252	-
Total			2508	

**VRH 3-2/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-02-1	3TH011		150	-
3-02-2	3TH003		211	-
3-02-3	3TH004		190	-
Total			551	

**VRH 3-3/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-03-1	3EG004		146	-
3-03-2	3PH002		482	-
3-03-3	3PH002		284	-
3-03-4	3PH002		270	-
Total			1182	

**VRH 3-4/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-04-1	3RH047-1		280	-
Total			280	

**VRH 3-6/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-06-1	PHARM HALL		71	-
3-06-2	3PH001		54	-
3-06-3	3PH003		72	-
Total			197	

**VRH 3-7/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-07-1	3RH050		246	-
3-07-2	3RH050		244	-
3-07-3	3RH050		273	-
3-07-4	3RH050		271	-
Total			1034	

**VRH 3-8/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-08-1	3RH001B		219	-
3-08-2	3RH001B		200	-
Total			419	

**VRH 3-9/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-09-1	3RH003			
3-09-2	3RH003			
Total			0	

**VRH 3-10/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-10-1	3RH005		198	-
3-10-2	3RH005		191	-
Total			389	

**VRH 3-11/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-11-1	3RH007		206	-
3-11-2	3RH007		181	-
Total			387	

**VRH 3-12/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-12-1	3RH009		196	-
3-12-2	3RH009		196	-
Total			392	

**VRH 3-13/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-13-1	3RH011		195	-
3-13-2	3RH011		203	-
Total			398	

**VRH 3-14/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-14-1	3RH013			
3-14-2	3RH013			
Total			0	

**VRH 3-15/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-15-1	3RH046		165	-
3-15-2	3RH043		51	-
Total			216	

**VRH 3-16/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-16-1	3RH041		216	-
3-16-2	3RH041		232	-
Total			448	

**VRH 3-17/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-17-1	3RH039		253	-
3-17-2	3RH039		241	-
Total			494	

**VRH 3-18/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-18-1	3RH037		216	-
3-18-2	3RH037		206	-
Total			422	

**VRH 3-19/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-19-1	3RH035		219	-
3-19-2	3RH035		201	-
Total			420	

**VRH 3-20/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-20-1	3RH033		211	-
3-20-2	3RH033		191	-
Total			402	

**VRH 3-21/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-21-1	3RH031		207	-
3-21-2	3RH031		237	-
Total			444	

**VRH 3-22/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-22-1	3RH048			
3-22-2				
Total			0	

**VRH 3-23/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-23-1	3RH052		211	-
3-23-2	3RH052		224	-
3-23-3	3RH052		207	-
3-23-4	3RH042		193	-
3-23-5	3RH042		221	-
3-23-6	3RH042		200	-
Total			1256	

**VRH 3-24/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-24-1	3RH015		214	-
3-24-2	3RH015		206	-
Total			420	

**VRH 3-25/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-25-1	3RH017		214	-
3-25-2	3RH017		208	-
Total			422	

**VRH 3-26/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-26-1	3RH019		210	-
3-26-2	3RH019		189	-
Total			399	

**VRH 3-27/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-27-1	3RH021		192	-
3-27-2	3RH021		185	-
Total			377	

**VRH 3-28/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-28-1	3RH023			
3-28-2	3RH023			
Total			0	

**VRH 3-29/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-29-1	3RH025		202	-
3-29-2	3RH025		216	-
Total			418	

**VRH 3-30/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-30-1	3RH027		205	-
3-30-2	3RH027		197	-
Total			402	

**VRH 3-31/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-31-1	3RH048		226	-
Total			226	

**Diffuser Supply (GRD)**

**VRH 3-1/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-01-1	3TH001		175	-
3-01-2	3TH001		149	-
3-01-3	3TH001		181	-
3-01-4	3TH001		179	-
3-01-5	3TH001		180	-
3-01-6	3TH001		181	-
3-01-7	3TH001		172	-
3-01-8	3TH001B		179	-
3-01-9	3TH001B		164	-
3-01-10	3TH001B		180	-
3-01-11	3TH001B		180	-
3-01-12	3TH001B		171	-
3-01-13	3TH001B		165	-
3-01-14	3TH002		252	-
Total			2508	

**VRH 3-2/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-02-1	3TH011		150	-
3-02-2	3TH003		211	-
3-02-3	3TH004		190	-
Total			551	

**VRH 3-3/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-03-1	3EG004		146	-
3-03-2	3PH002		482	-
3-03-3	3PH002		284	-
3-03-4	3PH002		270	-
Total			1182	

**VRH 3-4/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-04-1	3RH047-1		280	-
Total			280	

**VRH 3-6/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-06-1	PHARM HALL		71	-
3-06-2	3PH001		54	-
3-06-3	3PH003		72	-
Total			197	

**VRH 3-7/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-07-1	3RH050		246	-
3-07-2	3RH050		244	-
3-07-3	3RH050		273	-
3-07-4	3RH050		271	-
Total			1034	

**VRH 3-8/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-08-1	3RH001B		219	-
3-08-2	3RH001B		200	-
Total			419	

**VRH 3-9/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-09-1	3RH003			
3-09-2	3RH003			
Total			0	

**VRH 3-10/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-10-1	3RH005		198	-
3-10-2	3RH005		191	-
Total			389	

**VRH 3-11/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-11-1	3RH007		206	-
3-11-2	3RH007		181	-
Total			387	

**VRH 3-12/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-12-1	3RH009		196	-
3-12-2	3RH009		196	-
Total			392	

**VRH 3-13/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-13-1	3RH011		195	-
3-13-2	3RH011		203	-
Total			398	

**VRH 3-14/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-14-1	3RH013			
3-14-2	3RH013			
Total			0	

**VRH 3-15/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-15-1	3RH046		165	-
3-15-2	3RH043		51	-
Total			216	

**VRH 3-16/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-16-1	3RH041		216	-
3-16-2	3RH041		232	-
Total			448	

**VRH 3-17/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-17-1	3RH039		253	-
3-17-2	3RH039		241	-
Total			494	

**VRH 3-18/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-18-1	3RH037		216	-
3-18-2	3RH037		206	-
Total			422	

**VRH 3-19/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-19-1	3RH035		219	-
3-19-2	3RH035		201	-
Total			420	

**VRH 3-20/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-20-1	3RH033		211	-
3-20-2	3RH033		191	-
Total			402	

**VRH 3-21/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-21-1	3RH031		207	-
3-21-2	3RH031		237	-
Total			444	

**VRH 3-22/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-22-1	3RH048			
3-22-2				
Total			0	

**VRH 3-23/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-23-1	3RH052		211	-
3-23-2	3RH052		224	-
3-23-3	3RH052		207	-
3-23-4	3RH042		193	-
3-23-5	3RH042		221	-
3-23-6	3RH042		200	-
Total			1256	

**VRH 3-24/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-24-1	3RH015		214	-
3-24-2	3RH015		206	-
Total			420	

**VRH 3-25/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-25-1	3RH017		214	-
3-25-2	3RH017		208	-
Total			422	

**VRH 3-26/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-26-1	3RH019		210	-
3-26-2	3RH019		189	-
Total			399	

**VRH 3-27/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-27-1	3RH021		192	-
3-27-2	3RH021		185	-
Total			377	

**VRH 3-28/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-28-1	3RH023			
3-28-2	3RH023			
Total			0	

**VRH 3-29/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-29-1	3RH025		202	-
3-29-2	3RH025		216	-
Total			418	

**VRH 3-30/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-30-1	3RH027		205	-
3-30-2	3RH027		197	-
Total			402	

**VRH 3-31/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-31-1	3RH048		226	-
Total			226	

**Diffuser Supply (GRD)****VRH 3-1/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-01-1	3TH001		175	-
3-01-2	3TH001		149	-
3-01-3	3TH001		181	-
3-01-4	3TH001		179	-
3-01-5	3TH001		180	-
3-01-6	3TH001		181	-
3-01-7	3TH001		172	-
3-01-8	3TH001B		179	-
3-01-9	3TH001B		164	-
3-01-10	3TH001B		180	-
3-01-11	3TH001B		180	-
3-01-12	3TH001B		171	-
3-01-13	3TH001B		165	-
3-01-14	3TH002		252	-
Total			2508	

**VRH 3-2/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-02-1	3TH011		150	-
3-02-2	3TH003		211	-
3-02-3	3TH004		190	-
Total			551	

**VRH 3-3/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-03-1	3EG004		146	-
3-03-2	3PH002		482	-
3-03-3	3PH002		284	-
3-03-4	3PH002		270	-
Total			1182	

**VRH 3-4/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-04-1	3RH047-1		280	-
Total			280	

**VRH 3-6/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-06-1	PHARM HALL		71	-
3-06-2	3PH001		54	-
3-06-3	3PH003		72	-
Total			197	

**VRH 3-7/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-07-1	3RH050		246	-
3-07-2	3RH050		244	-
3-07-3	3RH050		273	-
3-07-4	3RH050		271	-
Total			1034	

**VRH 3-8/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-08-1	3RH001B		219	-
3-08-2	3RH001B		200	-
Total			419	

**VRH 3-9/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-09-1	3RH003			
3-09-2	3RH003			
Total			0	

**VRH 3-10/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-10-1	3RH005		198	-
3-10-2	3RH005		191	-
Total			389	

**VRH 3-11/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-11-1	3RH007		206	-
3-11-2	3RH007		181	-
Total			387	

**VRH 3-12/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-12-1	3RH009		196	-
3-12-2	3RH009		196	-
Total			392	

**VRH 3-13/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-13-1	3RH011		195	-
3-13-2	3RH011		203	-
Total			398	

**VRH 3-14/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-14-1	3RH013			
3-14-2	3RH013			
Total			0	

**VRH 3-15/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-15-1	3RH046		165	-
3-15-2	3RH043		51	-
Total			216	

**VRH 3-16/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-16-1	3RH041		216	-
3-16-2	3RH041		232	-
Total			448	

**VRH 3-17/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-17-1	3RH039		253	-
3-17-2	3RH039		241	-
Total			494	

**VRH 3-18/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-18-1	3RH037		216	-
3-18-2	3RH037		206	-
Total			422	

**VRH 3-19/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-19-1	3RH035		219	-
3-19-2	3RH035		201	-
Total			420	

**VRH 3-20/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-20-1	3RH033		211	-
3-20-2	3RH033		191	-
Total			402	

**VRH 3-21/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-21-1	3RH031		207	-
3-21-2	3RH031		237	-
Total			444	

**VRH 3-22/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-22-1	3RH048			
3-22-2				
Total			0	

**VRH 3-23/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-23-1	3RH052		211	-
3-23-2	3RH052		224	-
3-23-3	3RH052		207	-
3-23-4	3RH042		193	-
3-23-5	3RH042		221	-
3-23-6	3RH042		200	-
Total			1256	

**VRH 3-24/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-24-1	3RH015		214	-
3-24-2	3RH015		206	-
Total			420	

**VRH 3-25/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-25-1	3RH017		214	-
3-25-2	3RH017		208	-
Total			422	

**VRH 3-26/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-26-1	3RH019		210	-
3-26-2	3RH019		189	-
Total			399	

**VRH 3-27/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-27-1	3RH021		192	-
3-27-2	3RH021		185	-
Total			377	

**VRH 3-28/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-28-1	3RH023			
3-28-2	3RH023			
Total			0	

**VRH 3-29/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-29-1	3RH025		202	-
3-29-2	3RH025		216	-
Total			418	

**VRH 3-30/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-30-1	3RH027		205	-
3-30-2	3RH027		197	-
Total			402	

**VRH 3-31/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-31-1	3RH048		226	-
Total			226	

**Diffuser Supply (GRD)****VRH 3-1/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-01-1	3TH001		175	-
3-01-2	3TH001		149	-
3-01-3	3TH001		181	-
3-01-4	3TH001		179	-
3-01-5	3TH001		180	-
3-01-6	3TH001		181	-
3-01-7	3TH001		172	-
3-01-8	3TH001B		179	-
3-01-9	3TH001B		164	-
3-01-10	3TH001B		180	-
3-01-11	3TH001B		180	-
3-01-12	3TH001B		171	-
3-01-13	3TH001B		165	-
3-01-14	3TH002		252	-
Total			2508	

**VRH 3-2/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-02-1	3TH011		150	-
3-02-2	3TH003		211	-
3-02-3	3TH004		190	-
Total			551	

**VRH 3-3/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-03-1	3EG004		146	-
3-03-2	3PH002		482	-
3-03-3	3PH002		284	-
3-03-4	3PH002		270	-
Total			1182	

**VRH 3-4/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-04-1	3RH047-1		280	-
Total			280	

**VRH 3-6/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-06-1	PHARM HALL		71	-
3-06-2	3PH001		54	-
3-06-3	3PH003		72	-
Total			197	

**VRH 3-7/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-07-1	3RH050		246	-
3-07-2	3RH050		244	-
3-07-3	3RH050		273	-
3-07-4	3RH050		271	-
Total			1034	

**VRH 3-8/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-08-1	3RH001B		219	-
3-08-2	3RH001B		200	-
Total			419	

**VRH 3-9/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-09-1	3RH003			
3-09-2	3RH003			
Total			0	

**VRH 3-10/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-10-1	3RH005		198	-
3-10-2	3RH005		191	-
Total			389	

**VRH 3-11/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-11-1	3RH007		206	-
3-11-2	3RH007		181	-
Total			387	

**VRH 3-12/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-12-1	3RH009		196	-
3-12-2	3RH009		196	-
Total			392	

**VRH 3-13/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-13-1	3RH011		195	-
3-13-2	3RH011		203	-
Total			398	

**VRH 3-14/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-14-1	3RH013			
3-14-2	3RH013			
Total			0	

**VRH 3-15/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-15-1	3RH046		165	-
3-15-2	3RH043		51	-
Total			216	

**VRH 3-16/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-16-1	3RH041		216	-
3-16-2	3RH041		232	-
Total			448	

**VRH 3-17/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-17-1	3RH039		253	-
3-17-2	3RH039		241	-
Total			494	

**VRH 3-18/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-18-1	3RH037		216	-
3-18-2	3RH037		206	-
Total			422	

**VRH 3-19/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-19-1	3RH035		219	-
3-19-2	3RH035		201	-
Total			420	

**VRH 3-20/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-20-1	3RH033		211	-
3-20-2	3RH033		191	-
Total			402	

**VRH 3-21/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-21-1	3RH031		207	-
3-21-2	3RH031		237	-
Total			444	

**VRH 3-22/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-22-1	3RH048			
3-22-2				
Total			0	

**VRH 3-23/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-23-1	3RH052		211	-
3-23-2	3RH052		224	-
3-23-3	3RH052		207	-
3-23-4	3RH042		193	-
3-23-5	3RH042		221	-
3-23-6	3RH042		200	-
Total			1256	

**VRH 3-24/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-24-1	3RH015		214	-
3-24-2	3RH015		206	-
Total			420	

**VRH 3-25/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-25-1	3RH017		214	-
3-25-2	3RH017		208	-
Total			422	

**VRH 3-26/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-26-1	3RH019		210	-
3-26-2	3RH019		189	-
Total			399	

**VRH 3-27/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-27-1	3RH021		192	-
3-27-2	3RH021		185	-
Total			377	

**VRH 3-28/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-28-1	3RH023			
3-28-2	3RH023			
Total			0	

**VRH 3-29/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-29-1	3RH025		202	-
3-29-2	3RH025		216	-
Total			418	

**VRH 3-30/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-30-1	3RH027		205	-
3-30-2	3RH027		197	-
Total			402	

**VRH 3-31/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-31-1	3RH048		226	-
Total			226	

**Diffuser Supply (GRD)**

**VRH 3-1/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-01-1	3TH001		175	-
3-01-2	3TH001		149	-
3-01-3	3TH001		181	-
3-01-4	3TH001		179	-
3-01-5	3TH001		180	-
3-01-6	3TH001		181	-
3-01-7	3TH001		172	-
3-01-8	3TH001B		179	-
3-01-9	3TH001B		164	-
3-01-10	3TH001B		180	-
3-01-11	3TH001B		180	-
3-01-12	3TH001B		171	-
3-01-13	3TH001B		165	-
3-01-14	3TH002		252	-
Total			2508	

**VRH 3-2/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-02-1	3TH011		150	-
3-02-2	3TH003		211	-
3-02-3	3TH004		190	-
Total			551	

**VRH 3-3/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-03-1	3EG004		146	-
3-03-2	3PH002		482	-
3-03-3	3PH002		284	-
3-03-4	3PH002		270	-
Total			1182	

**VRH 3-4/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-04-1	3RH047-1		280	-
Total			280	

**VRH 3-6/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-06-1	PHARM HALL		71	-
3-06-2	3PH001		54	-
3-06-3	3PH003		72	-
Total			197	

**VRH 3-7/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-07-1	3RH050		246	-
3-07-2	3RH050		244	-
3-07-3	3RH050		273	-
3-07-4	3RH050		271	-
Total			1034	

**VRH 3-8/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-08-1	3RH001B		219	-
3-08-2	3RH001B		200	-
Total			419	

**VRH 3-9/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-09-1	3RH003			
3-09-2	3RH003			
Total			0	

**VRH 3-10/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-10-1	3RH005		198	-
3-10-2	3RH005		191	-
Total			389	

**VRH 3-11/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-11-1	3RH007		206	-
3-11-2	3RH007		181	-
Total			387	

**VRH 3-12/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-12-1	3RH009		196	-
3-12-2	3RH009		196	-
Total			392	

**VRH 3-13/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-13-1	3RH011		195	-
3-13-2	3RH011		203	-
Total			398	

**VRH 3-14/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-14-1	3RH013			
3-14-2	3RH013			
Total			0	

**VRH 3-15/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-15-1	3RH046		165	-
3-15-2	3RH043		51	-
Total			216	

**VRH 3-16/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-16-1	3RH041		216	-
3-16-2	3RH041		232	-
Total			448	

**VRH 3-17/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-17-1	3RH039		253	-
3-17-2	3RH039		241	-
Total			494	

**VRH 3-18/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-18-1	3RH037		216	-
3-18-2	3RH037		206	-
Total			422	

**VRH 3-19/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-19-1	3RH035		219	-
3-19-2	3RH035		201	-
Total			420	

**VRH 3-20/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-20-1	3RH033		211	-
3-20-2	3RH033		191	-
Total			402	

**VRH 3-21/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-21-1	3RH031		207	-
3-21-2	3RH031		237	-
Total			444	

**VRH 3-22/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-22-1	3RH048			
3-22-2				
Total			0	

**VRH 3-23/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-23-1	3RH052		211	-
3-23-2	3RH052		224	-
3-23-3	3RH052		207	-
3-23-4	3RH042		193	-
3-23-5	3RH042		221	-
3-23-6	3RH042		200	-
Total			1256	

**VRH 3-24/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-24-1	3RH015		214	-
3-24-2	3RH015		206	-
Total			420	

**VRH 3-25/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-25-1	3RH017		214	-
3-25-2	3RH017		208	-
Total			422	

**VRH 3-26/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-26-1	3RH019		210	-
3-26-2	3RH019		189	-
Total			399	

**VRH 3-27/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-27-1	3RH021		192	-
3-27-2	3RH021		185	-
Total			377	

**VRH 3-28/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-28-1	3RH023			
3-28-2	3RH023			
Total			0	

**VRH 3-29/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-29-1	3RH025		202	-
3-29-2	3RH025		216	-
Total			418	

**VRH 3-30/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-30-1	3RH027		205	-
3-30-2	3RH027		197	-
Total			402	

**VRH 3-31/**

<b>Asset</b>				
<b>Asset Name</b>	<b>Location</b>	<b>a7</b>	<b>FINAL CFM</b>	<b>% to design</b>
3-31-1	3RH048		226	-
Total			226	

Completed By: Gulshan Kumar on 11/16/2023

## Issue List

- aaa
- tst



**CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)**

**Project Issue Information**

**Issue Name :** aaa  
**Description :** aa  
**Created By :** Chetu Development      **Assigned To :** Chetu Development - gourav1 Kumar  
**Status :** Open  
**Priority :** Urgent      **Asset Tag :**  
**Originated Date :** 11/14/2023 - Gulshan Kumar - Chetu Development



**CINCINNATI REHAB HOSPITAL (BLUE ASH, OH)**

**Project Issue Information**

**Issue Name :** tst

**Description :** tdt

**Created By :** Chetu Development

**Assigned To :** Chetu Development -  
gourav1 Kumar

**Status :** Open

**Priority :** Urgent

**Asset Tag :**

**Originated Date :** 11/14/2023 - Gulshan Kumar - Chetu Development