

Selma Burke Summary

1.) DOAS units cannot meet design CFM on the supply side to Area C2 with the diversity simulated DOAS exhaust side the design CFM is higher than fan capacity, this type of design can not be balanced like the supply with diversity. All MODs must be open and the system balanced proportionally low to the design CFM of the fan. We could only get 18,852 CFM of the design value of 22,500 CFM at max Horsepower.

2.) System diversity used in CW system to reach design flow in Area C.

3.) EF D1-1 EF-2 and EF6 are not operational. All fans have been overridden by controls and all disconnects are on

4.) EF B1-2 speed dial not working. Unit is at 10 on the speed dial and only achieving 340 CFM (Design 600 CFM)