

**SDV Job #: 4839079 - Part 1 of 3 - Jack Stack - Lenexa, KS**

**Service Region:** 378 - Kansas City Service  
**Service Person:** Clint Tholen

**Customer Number:** 548760      **Customer Name:** Region 98 - HBT

**Address:** Jack Stack - Lenexa  
 8721 Ryckert St  
 Lenexa, KS 66219

**Region Job #:** 4633218  
**Region Job Name:** Jack Stack - Lenexa, KS

**Sales Region:** 98 - HBT Foodservice  
**Sales Person:** Michael Conroy

**Created By:** Clint Tholen      **Creation Date:** 8/30/2021 11:20 AM  
**Last Modified By:** Clint Tholen      **Last Modified Date:** 8/30/2021 11:25 PM

**Dining Room Pressure:** 0.0      **Kitchen Pressure:** 0.0  
**Hours On Job:** 0.0      **Extra Hours:** 0.0

**Completed:** Yes      **Completed By:** Clint Tholen  
**Completion Date:** 8/30/2021 11:25 PM

**Hood Group 1**

**Exhaust CFM:** Design = 2217      Initial = 2338      Final = 2192      (98.9% of design)  
**Supply CFM:** Design = 1774      Initial = 2055      Final = 1695      (95.5% of design)

**Hood 5 ( ITEM 69 ) (ITEM 69)**

**Model:** 6024ND-2-PSP-F      **Length:** 11' 1.00"  
**Exhaust CFM:** Design = 2217      Initial = 2338      Final = 2192      (98.9% of design)

**Installation**

|   |                    |                    |
|---|--------------------|--------------------|
| Hung Using appropriate material to safely secure hood.        | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| COOKING EQUIPMENT ON AND OPERATING                            | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| COOKING EQUIPMENT INSTALLED AS CLOSE TO BACK WALL AS POSSIBLE | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| END PANELS INSTALLED CORRECTLY                                | Design: <b>Yes</b> | Actual: <b>Yes</b> |

**Filters**

**Type:** Captrate Solo

|   |             |                           |                         |                  |                |
|---|-------------|---------------------------|-------------------------|------------------|----------------|
| <b>Filter 1</b><br>Fan: #5 - DU180HFA (ITEM 69.1) | Size: 16x16 | Initial Velocity: 162 fpm | Final Velocity: 149 fpm | Initial CFM: 262 | Final CFM: 241 |
| <b>Filter 2</b><br>Fan: #5 - DU180HFA (ITEM 69.1) | Size: 16x16 | Initial Velocity: 171 fpm | Final Velocity: 169 fpm | Initial CFM: 277 | Final CFM: 274 |
| <b>Filter 3</b><br>Fan: #5 - DU180HFA (ITEM 69.1) | Size: 16x16 | Initial Velocity: 179 fpm | Final Velocity: 174 fpm | Initial CFM: 290 | Final CFM: 282 |
| <b>Filter 4</b><br>Fan: #5 - DU180HFA (ITEM 69.1) | Size: 16x16 | Initial Velocity: 206 fpm | Final Velocity: 198 fpm | Initial CFM: 334 | Final CFM: 321 |
| <b>Filter 5</b><br>Fan: #5 - DU180HFA (ITEM 69.1) | Size: 16x16 | Initial Velocity: 207 fpm | Final Velocity: 193 fpm | Initial CFM: 335 | Final CFM: 313 |
| <b>Filter 6</b><br>Fan: #5 - DU180HFA (ITEM 69.1) | Size: 16x16 | Initial Velocity: 184 fpm | Final Velocity: 178 fpm | Initial CFM: 298 | Final CFM: 288 |
| <b>Filter 7</b><br>Fan: #5 - DU180HFA (ITEM 69.1) | Size: 16x16 | Initial Velocity: 165 fpm | Final Velocity: 150 fpm | Initial CFM: 267 | Final CFM: 243 |
| <b>Filter 8</b><br>Fan: #5 - DU180HFA (ITEM 69.1) | Size: 16x16 | Initial Velocity: 170 fpm | Final Velocity: 142 fpm | Initial CFM: 275 | Final CFM: 230 |

## Supply

**Supply CFM:** Design = 1774 Initial = 2055 Actual = 1695 (95.5% of design)  
Fan: #13 - A1-D.250-15D (MUA-3 (69))

### PSP 1

**Orientation:** Front **Length:** 12' 1.00" **Width:** 14.00" **Banks:** 1  
**Blanks:** 2  
**CFM:** Design = 1773 Initial = 2055 Final = 1695 (95.6% of design)  
**Velocity:** Design = 146 Initial = 168 Final = 139 (95.2% of design)

#### Readings:

1: Initial: 189 fpm, Final: 158 fpm    2: Initial: 175 fpm, Final: 120 fpm    3: Initial: 136 fpm, Final: 111 fpm  
4: Initial: 172 fpm, Final: 132 fpm    5: Initial: 208 fpm, Final: 170 fpm    6: Initial: 219 fpm, Final: 168 fpm  
7: Initial: 134 fpm, Final: 111 fpm    8: Initial: 112 fpm, Final: 94 fpm    9: Initial: 141 fpm, Final: 121 fpm  
10: Initial: 147 fpm, Final: 169 fpm    11: Initial: 207 fpm, Final: 156 fpm    12: Initial: 164 fpm, Final: 161 fpm  
13: Initial: 139 fpm, Final: 122 fpm    14: Initial: 164 fpm, Final: 127 fpm    15: Initial: 228 fpm, Final: 171 fpm

## Hood Group 2

**Exhaust CFM:** Design = 6088 Initial = 4129 Final = 4956 (81.4% of design)  
**Supply CFM:** Design = 5175 Initial = 3344 Final = 3843 (74.3% of design)

### Hood 6 ( ITEM 90 ) (ITEM 90)

**Model:** 6024ND-2-PSP-F **Length:** 7' 0.00"  
**Exhaust CFM:** Design = 3150 Initial = 1903 Final = 2084 (66.2% of design)  
**Other Notes:**

*Fan is maxed out at fla, advised Mike Conroy and we set the mau according to exhaust numbers. I did a smoke test on this hood and it captured just like it should have.*



## Installation

|   |                    |                    |
|---|--------------------|--------------------|
| Hung Using appropriate material to safely secure hood.        | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| COOKING EQUIPMENT ON AND OPERATING                            | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| COOKING EQUIPMENT INSTALLED AS CLOSE TO BACK WALL AS POSSIBLE | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| END PANELS INSTALLED CORRECTLY                                | Design: <b>Yes</b> | Actual: <b>Yes</b> |

### Filters

**Type:** Captrate Solo

|  |             |                           |                         |                  |                |
|--|-------------|---------------------------|-------------------------|------------------|----------------|
| <b>Filter 1</b><br>Fan: #6 - CASRE18DD (ITEM 90.1) | Size: 20x16 | Initial Velocity: 155 fpm | Final Velocity: 184 fpm | Initial CFM: 322 | Final CFM: 382 |
| <b>Filter 2</b><br>Fan: #6 - CASRE18DD (ITEM 90.1) | Size: 20x16 | Initial Velocity: 181 fpm | Final Velocity: 211 fpm | Initial CFM: 376 | Final CFM: 438 |
| <b>Filter 3</b><br>Fan: #6 - CASRE18DD (ITEM 90.1) | Size: 20x16 | Initial Velocity: 218 fpm | Final Velocity: 194 fpm | Initial CFM: 453 | Final CFM: 403 |
| <b>Filter 4</b><br>Fan: #6 - CASRE18DD (ITEM 90.1) | Size: 20x16 | Initial Velocity: 193 fpm | Final Velocity: 213 fpm | Initial CFM: 401 | Final CFM: 442 |
| <b>Filter 5</b><br>Fan: #6 - CASRE18DD (ITEM 90.1) | Size: 20x16 | Initial Velocity: 169 fpm | Final Velocity: 202 fpm | Initial CFM: 351 | Final CFM: 419 |

### Supply

**Supply CFM:** Design = 2575 Initial = 796 Actual = 832 (32.3% of design)  
Fan: #14 - A2-D.500-20D (MUA-4 (90/104))

### PSP 1

**Orientation:** Front **Length:** 7' 0.00" **Width:** 20.00" **Banks:** 1  
**Blanks:** 1  
**CFM:** Design = 2574 Initial = 796 Final = 832 (32.3% of design)  
**Velocity:** Design = 257 Initial = 79 Final = 83 (32.3% of design)

#### Readings:

1: Initial: 80 fpm, Final: 100 fpm    2: Initial: 63 fpm, Final: 73 fpm    3: Initial: 81 fpm, Final: 90 fpm  
4: Initial: 75 fpm, Final: 86 fpm    5: Initial: 85 fpm, Final: 91 fpm    6: Initial: 81 fpm, Final: 69 fpm  
7: Initial: 73 fpm, Final: 52 fpm    8: Initial: 99 fpm, Final: 105 fpm

### Hood 7 ( ITEM 104 ) (ITEM 104)

**Model:** 6024ND-2-PSP-F **Length:** 12' 6.00"  
**Exhaust CFM:** Design = 2938 Initial = 2226 Final = 2872 (97.8% of design)

### Installation

|   |                    |                    |
|---|--------------------|--------------------|
| Hung Using appropriate material to safely secure hood.        | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| COOKING EQUIPMENT ON AND OPERATING                            | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| COOKING EQUIPMENT INSTALLED AS CLOSE TO BACK WALL AS POSSIBLE | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| END PANELS INSTALLED CORRECTLY                                | Design: <b>Yes</b> | Actual: <b>Yes</b> |

### Filters

**Type:** Captrate Solo

|  |             |                           |                         |                  |                |
|--|-------------|---------------------------|-------------------------|------------------|----------------|
| <b>Filter 1</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 109 fpm | Final Velocity: 133 fpm | Initial CFM: 226 | Final CFM: 276 |
| <b>Filter 2</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 115 fpm | Final Velocity: 145 fpm | Initial CFM: 239 | Final CFM: 301 |
| <b>Filter 3</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 132 fpm | Final Velocity: 172 fpm | Initial CFM: 274 | Final CFM: 357 |
| <b>Filter 4</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 111 fpm | Final Velocity: 138 fpm | Initial CFM: 230 | Final CFM: 286 |
| <b>Filter 5</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 120 fpm | Final Velocity: 150 fpm | Initial CFM: 249 | Final CFM: 311 |
| <b>Filter 6</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 127 fpm | Final Velocity: 169 fpm | Initial CFM: 264 | Final CFM: 351 |
| <b>Filter 7</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 129 fpm | Final Velocity: 175 fpm | Initial CFM: 268 | Final CFM: 363 |
| <b>Filter 8</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 113 fpm | Final Velocity: 144 fpm | Initial CFM: 235 | Final CFM: 299 |
| <b>Filter 9</b><br>Fan: #7 - DU180HFA (ITEM 104.1) | Size: 20x16 | Initial Velocity: 116 fpm | Final Velocity: 158 fpm | Initial CFM: 241 | Final CFM: 328 |

### Supply

**Supply CFM:** Design = 2600 Initial = 2548 Actual = 3011 (115.8% of design)  
Fan: #14 - A2-D.500-20D (MUA-4 (90/104))

### PSP 1

**Orientation:** Front      **Length:** 12' 6.00"      **Width:** 18.00"      **Banks:** 1  
**Blanks:** 2  
**CFM:** Design = 2600 Initial = 2548 Final = 3011 (115.8% of design)  
**Velocity:** Design = 160 Initial = 157 Final = 185 (115.6% of design)

#### Readings:

1: Initial: 213 fpm, Final: 224 fpm      2: Initial: 133 fpm, Final: 150 fpm      3: Initial: 162 fpm, Final: 195 fpm  
4: Initial: 166 fpm, Final: 196 fpm      5: Initial: 143 fpm, Final: 181 fpm      6: Initial: 124 fpm, Final: 144 fpm  
7: Initial: 157 fpm, Final: 174 fpm      8: Initial: 169 fpm, Final: 194 fpm      9: Initial: 157 fpm, Final: 193 fpm  
10: Initial: 134 fpm, Final: 158 fpm      11: Initial: 164 fpm, Final: 197 fpm      12: Initial: 172 fpm, Final: 231 fpm  
13: Initial: 147 fpm, Final: 147 fpm      14: Initial: 153 fpm, Final: 189 fpm      15: Initial: 165 fpm, Final: 215 fpm

### Hood Group 3

**Exhaust CFM:** Design = 1325 Initial = 1140 Final = 1197 (90.3% of design)

### Hood 10 ( ITEM 237 ) (ITEM 237)

**Model:** 4824VHB-G      **Length:** 8' 10.00"  
**Exhaust CFM:** Design = 1325 Initial = 1140 Final = 1197 (90.3% of design)

#### Installation Notes:

*MSc controller is at 110% of design*

### Installation

|   |                    |                    |
|---|--------------------|--------------------|
| Hung Using appropriate material to safely secure hood.        | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| COOKING EQUIPMENT ON AND OPERATING                            | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| COOKING EQUIPMENT INSTALLED AS CLOSE TO BACK WALL AS POSSIBLE | Design: <b>Yes</b> | Actual: <b>Yes</b> |

## Fan 5 - DU180HFA (ITEM 69.1) (ITEM 69.1)

**Model:** DU180HFA

### Exhaust

**Exhaust CFM:** Design = 2383 Actual = 2192 (92.0% of design)

**Other Notes:**

N/A



|  |                        |                        |
|--|------------------------|------------------------|
| Record the VFD HZ                                      |                        | Actual: <b>63.7</b>    |
| VOLTS  | Design: <b>208</b>     | Actual: <b>209</b>     |
| HP   | Design: <b>2</b>       | Actual: <b>2</b>       |
| HUB SET SCREW TIGHT                                    | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| FAN LEVEL  | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| ROTATION   | Design: <b>Correct</b> | Actual: <b>Correct</b> |
| FAN VIBRATION  | Design: <b>Good</b>    | Actual: <b>Good</b>    |
| RPM - DESIGN   | Design: <b>1316</b>    | Actual: <b>1220</b>    |
| RPM - MAX  | Design: <b>1800</b>    | Actual: <b>N/A</b>     |
| RPM - MAX RECOMMENDED                                  | Design: <b>1500</b>    | Actual: <b>N/A</b>     |
| FLA  | Design: <b>8.3</b>     | Actual: <b>5.8</b>     |
| OVERLOAD SET POINT                                     | Design: <b>8.3</b>     | Actual: <b>N/A</b>     |
| PHASE  | Design: <b>3</b>       | Actual: <b>3</b>       |
| FAN WITHIN 5 MILES OF COAST                            |                        | Actual: <b>No</b>      |
| HINGE KIT INSTALLED                                    | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| INSPECT ALL EXTERIOR SIDES OF UNIT. ANY VISIBLE DAMAGE | Design: <b>No</b>      | Actual: <b>No</b>      |

## Fan 6 - CASRE18DD (ITEM 90.1) (ITEM 90.1)

**Model:** CASRE18DD

**Other Notes:**

N/A



**Exhaust**

|  |                        |               |                        |
|--|------------------------|---------------|------------------------|
| <b>Exhaust CFM:</b>                                    | Design = 3150          | Actual = 2084 | (66.2% of design)      |
| Record the VFD HZ                                      |                        |               | Actual: <b>57.2</b>    |
| VOLTS  | Design: <b>208</b>     |               | Actual: <b>209</b>     |
| HP   | Design: <b>3</b>       |               | Actual: <b>3</b>       |
| HUB SET SCREW TIGHT                                    | Design: <b>Yes</b>     |               | Actual: <b>Yes</b>     |
| FAN LEVEL  | Design: <b>Yes</b>     |               | Actual: <b>Yes</b>     |
| ROTATION   | Design: <b>Correct</b> |               | Actual: <b>Correct</b> |
| FAN VIBRATION  | Design: <b>Good</b>    |               | Actual: <b>Good</b>    |
| RPM - DESIGN   | Design: <b>1620</b>    |               | Actual: <b>1649</b>    |
| RPM - MAX  | Design: <b>1900</b>    |               | Actual: <b>N/A</b>     |
| RPM - MAX RECOMMENDED                                  | Design: <b>1700</b>    |               | Actual: <b>N/A</b>     |
| FLA  | Design: <b>8.7</b>     |               | Actual: <b>8.7</b>     |
| OVERLOAD SET POINT                                     | Design: <b>8.7</b>     |               | Actual: <b>N/A</b>     |
| PHASE  | Design: <b>3</b>       |               | Actual: <b>3</b>       |
| FAN WITHIN 5 MILES OF COAST                            |                        |               | Actual: <b>No</b>      |
| INSPECT ALL EXTERIOR SIDES OF UNIT. ANY VISIBLE DAMAGE | Design: <b>No</b>      |               | Actual: <b>No</b>      |

**Fan 7 - DU180HFA (ITEM 104.1) (ITEM 104.1)**

**Model:** DU180HFA

**Exhaust**

|                     |               |               |                   |
|---------------------|---------------|---------------|-------------------|
| <b>Exhaust CFM:</b> | Design = 2938 | Actual = 2872 | (97.8% of design) |
|---------------------|---------------|---------------|-------------------|

|  |                        |                        |
|--|------------------------|------------------------|
| Record the VFD HZ                                      |                        | Actual: <b>47.4</b>    |
| VOLTS  | Design: <b>208</b>     | Actual: <b>209</b>     |
| HP   | Design: <b>3</b>       | Actual: <b>3</b>       |
| HUB SET SCREW TIGHT                                    | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| FAN LEVEL  | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| ROTATION   | Design: <b>Correct</b> | Actual: <b>Correct</b> |
| FAN VIBRATION  | Design: <b>Good</b>    | Actual: <b>Good</b>    |
| RPM - DESIGN   | Design: <b>1386</b>    | Actual: <b>1386</b>    |
| RPM - MAX  | Design: <b>1800</b>    | Actual: <b>N/A</b>     |
| RPM - MAX RECOMMENDED                                  | Design: <b>1500</b>    | Actual: <b>N/A</b>     |
| FLA  | Design: <b>9.5</b>     | Actual: <b>7.3</b>     |
| OVERLOAD SET POINT                                     | Design: <b>9.5</b>     | Actual: <b>N/A</b>     |
| PHASE  | Design: <b>3</b>       | Actual: <b>3</b>       |
| FAN WITHIN 5 MILES OF COAST                            |                        | Actual: <b>No</b>      |
| HINGE KIT INSTALLED                                    | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| INSPECT ALL EXTERIOR SIDES OF UNIT. ANY VISIBLE DAMAGE | Design: <b>No</b>      | Actual: <b>No</b>      |

#### Fan 10 - DU50HFA (ITEM 237.1) (ITEM 237.1)

**Model:** DU50HFA

#### Exhaust

**Exhaust CFM:** Design = 1325 Actual = 1197 (90.3% of design)

|                       |                        |                        |
|-----------------------|------------------------|------------------------|
| Record the ECM Speed  |                        | Actual: <b>100</b>     |
| VOLTS                 | Design: <b>115</b>     | Actual: <b>118</b>     |
| HP                    | Design: <b>0.5</b>     | Actual: <b>0.5</b>     |
| HUB SET SCREW TIGHT   | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| FAN LEVEL             | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| ROTATION              | Design: <b>Correct</b> | Actual: <b>Correct</b> |
| FAN VIBRATION         | Design: <b>Good</b>    | Actual: <b>Good</b>    |
| RPM - DESIGN          | Design: <b>1671</b>    | Actual: <b>1800</b>    |
| RPM - MAX             | Design: <b>2000</b>    | Actual: <b>N/A</b>     |
| RPM - MAX RECOMMENDED | Design: <b>1600</b>    | Actual: <b>N/A</b>     |
| FLA                   | Design: <b>6.3</b>     | Actual: <b>N/A</b>     |
| PHASE                 | Design: <b>1</b>       | Actual: <b>1</b>       |
| DAMPER INSTALLED      | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |

**Other Notes:**

*Damper is installed*

|  |                   |                    |
|--|-------------------|--------------------|
| FAN WITHIN 5 MILES OF COAST                            |                   | Actual: <b>No</b>  |
| INSPECT ALL EXTERIOR SIDES OF UNIT. ANY VISIBLE DAMAGE | Design: <b>No</b> | Actual: <b>No</b>  |
| SPEED CONTROL VOLTAGE                                  | Design: <b>65</b> | Actual: <b>N/A</b> |

#### Fan 13 - A1-D.250-15D (MUA-3 (69)) (MUA-3 (69))

**Model:** A1-D.250-15D



|                    |                   |                     |
|--------------------|-------------------|---------------------|
| PILOT FLAME SIGNAL | Design: <b>12</b> | Actual: <b>15.6</b> |
| TEMP RISE          |                   | Actual: <b>N/A</b>  |

**Other Notes:**

*Temp outside was too hot for proper heat rise, verified low and high Fire ignited*

|                                 |                    |                     |
|---------------------------------|--------------------|---------------------|
| HIGH FIRE MANIFOLD GAS PRESSURE | Design: <b>0.6</b> | Actual: <b>0.5</b>  |
| HIGH FIRE INLET PRESSURE        |                    | Actual: <b>14</b>   |
| HIGH FIRE FLAME SIGNAL          | Design: <b>12</b>  | Actual: <b>15.6</b> |
| BURNER DIFFERENTIAL PRESSURE    | Design: <b>0.3</b> | Actual: <b>0.42</b> |
| LOW MANIFOLD GAS PRESSURE       |                    | Actual: <b>-0.4</b> |
| MODULATION TIME                 | Design: <b>4</b>   | Actual: <b>N/A</b>  |
| LOW FIRE FLAME SIGNAL           | Design: <b>12</b>  | Actual: <b>15.6</b> |

**Fan 14 - A2-D.500-20D (MUA-4 (90/104)) (MUA-4 (90/104))**

**Model:** A2-D.500-20D

**Supply**

**Supply CFM:** Design = 5175 Actual = 3843 (74.3% of design)

**Other Notes:**

*N/A*

See attachment(s): [20210830132809.mp4]

|                       |                        |                        |
|-----------------------|------------------------|------------------------|
| VOLTS                 | Design: <b>208</b>     | Actual: <b>209</b>     |
| HP                    | Design: <b>5</b>       | Actual: <b>5</b>       |
| HUB SET SCREW TIGHT   | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| FAN LEVEL             | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |
| ROTATION              | Design: <b>Correct</b> | Actual: <b>Correct</b> |
| FAN VIBRATION         | Design: <b>Good</b>    | Actual: <b>Good</b>    |
| RPM - DESIGN          | Design: <b>1866</b>    | Actual: <b>2187</b>    |
| RPM - MAX             | Design: <b>2400</b>    | Actual: <b>N/A</b>     |
| RPM - MAX RECOMMENDED | Design: <b>2000</b>    | Actual: <b>N/A</b>     |
| FLA                   | Design: <b>15</b>      | Actual: <b>14</b>      |
| OVERLOAD SET POINT    | Design: <b>15</b>      | Actual: <b>N/A</b>     |
| PHASE                 | Design: <b>3</b>       | Actual: <b>3</b>       |
| DAMPER INSTALLED      | Design: <b>Yes</b>     | Actual: <b>Yes</b>     |

**Other Notes:**

*Damper is installed*

|  |                   |
|--|-------------------|
| FAN WITHIN 5 MILES OF COAST                            | Actual: <b>No</b> |
| INSPECT ALL EXTERIOR SIDES OF UNIT. ANY VISIBLE DAMAGE | Actual: <b>No</b> |
| Record the VFD HZ                                      | Actual: <b>75</b> |

**Heater**

**Gas Heater**





|  |                        |                     |
|--|------------------------|---------------------|
| ALL TEMP SENSORS ARE WIRED IN              | Design: <b>Yes</b>     | Actual: <b>Yes</b>  |
| Do any of the light circuits exceed 1400W? | Design: <b>No</b>      | Actual: <b>Yes</b>  |
| ALL LIGHTS WORK                            | Design: <b>Yes</b>     | Actual: <b>Yes</b>  |
| ALL FAULTS CLEARED                         | Design: <b>Yes</b>     | Actual: <b>Yes</b>  |
| ECPM03 HARDWARE REVISION                   | Design: <b>04</b>      | Actual: <b>4</b>    |
| ECPM03 PROGRAM VERSION                     | Design: <b>2.13.20</b> | Actual: <b>2.13</b> |
| CASHMI HARDWARE REVISION                   | Design: <b>03</b>      | Actual: <b>03</b>   |
| CASHMI PROGRAM VERSION                     | Design: <b>2.13.20</b> | Actual: <b>2.13</b> |
| ECPM03 DATE AND TIME ACCURATE              | Design: <b>Yes</b>     | Actual: <b>Yes</b>  |

**Other Notes:**

N/A



Smoke Test Performed on all Hoods? Upload Video

N/A

**Other Notes:**

**DCV**

|                                     |                    |                    |
|-------------------------------------|--------------------|--------------------|
| 120V Line Ran from SF1 for MUA(s)   | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| Damper interlock wiring ran to MAU? | Design: <b>Yes</b> | Actual: <b>Yes</b> |

**VFDs****VFD 1**

|                         |                        |                        |
|-------------------------|------------------------|------------------------|
| DESIGN CFM              | Design: <b>2383</b>    | Actual: <b>N/A</b>     |
| FAN DIRECTION           | Design: <b>Forward</b> | Actual: <b>Forward</b> |
| TEMP SENSOR #s ASSIGNED | Design: <b>T2</b>      | Actual: <b>T2</b>      |

**DCV VFD**

|                                |                     |                     |
|--------------------------------|---------------------|---------------------|
| MODULATION RANGE               | Design: <b>5</b>    | Actual: <b>5</b>    |
| OVERLOAD = P108                | Design: <b>86</b>   | Actual: <b>86</b>   |
| MIN HZ                         | Design: <b>55</b>   | Actual: <b>49.9</b> |
| MAX HZ                         | Design: <b>68.7</b> | Actual: <b>63.7</b> |
| ALL FAULTS CLEARED = P197 P508 | Design: <b>Yes</b>  | Actual: <b>Yes</b>  |
| LOAD IN SEPARATE CONDUIT.      | Design: <b>Yes</b>  | Actual: <b>Yes</b>  |

**VFD 2**

|               |                        |                        |
|---------------|------------------------|------------------------|
| DESIGN CFM    | Design: <b>1774</b>    | Actual: <b>N/A</b>     |
| FAN DIRECTION | Design: <b>Forward</b> | Actual: <b>Reverse</b> |

**DCV VFD**

|                                |                     |                     |
|--------------------------------|---------------------|---------------------|
| SUPPLY FAN # ASSIGNED          | Design: <b>13</b>   | Actual: <b>13</b>   |
| OVERLOAD = P108                | Design: <b>73</b>   | Actual: <b>73</b>   |
| MAX HZ                         | Design: <b>65.6</b> | Actual: <b>55.6</b> |
| ALL FAULTS CLEARED = P197 P508 | Design: <b>Yes</b>  | Actual: <b>Yes</b>  |
| LOAD IN SEPARATE CONDUIT.      | Design: <b>Yes</b>  | Actual: <b>Yes</b>  |

**ECP 4 - DCV-2122 ( ITEM 88 ) (ITEM 88)**

Package #: DCV-2122

**Other Notes:**

N/A



**Smart Control**

GAS VALVE RESET WORKS

Design: **Yes**

Actual: **No**

**Other Notes:**

*Mechanical gas valve*

ROOM TEMPERATURE OFFSET

Design: **15**

Actual: **15**

HOW MANY FAN ZONES ARE THERE

Design: **2**

Actual: **2**

HYSTERESIS TEMPERATURE

Actual: **2**

Room Sensor Type

Actual: **Room Sensor**

Is room sensor wireless or wired?

Actual: **Wired**

Is room sensor operating correctly? Upload Picture of installation

Actual: **Yes**

**Other Notes:**

N/A





|  |                        |                     |
|--|------------------------|---------------------|
| ALL TEMP SENSORS ARE WIRED IN              | Design: <b>Yes</b>     | Actual: <b>Yes</b>  |
| Do any of the light circuits exceed 1400W? | Design: <b>No</b>      | Actual: <b>No</b>   |
| ALL LIGHTS WORK                            | Design: <b>Yes</b>     | Actual: <b>Yes</b>  |
| ALL FAULTS CLEARED                         | Design: <b>Yes</b>     | Actual: <b>Yes</b>  |
| ECPM03 HARDWARE REVISION                   | Design: <b>04</b>      | Actual: <b>4</b>    |
| ECPM03 PROGRAM VERSION                     | Design: <b>2.13.20</b> | Actual: <b>2.13</b> |
| CASHMI HARDWARE REVISION                   | Design: <b>03</b>      | Actual: <b>3</b>    |
| CASHMI PROGRAM VERSION                     | Design: <b>2.13.20</b> | Actual: <b>2.13</b> |
| ECPM03 DATE AND TIME ACCURATE              | Design: <b>Yes</b>     | Actual: <b>Yes</b>  |

**Other Notes:**

N/A



|   |                    |                    |
|---|--------------------|--------------------|
| Smoke Test Performed on all Hoods? Upload Video | Design: <b>Yes</b> | Actual: <b>Yes</b> |
|---|--------------------|--------------------|

**Other Notes:**

*Video is under the mau on this one*

**DCV**

|                                     |                    |                    |
|-------------------------------------|--------------------|--------------------|
| 120V Line Ran from SF1 for MUA(s)   | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| Damper interlock wiring ran to MAU? | Design: <b>Yes</b> | Actual: <b>Yes</b> |

**VFDs**

**VFD 1**

|                         |                        |                        |
|-------------------------|------------------------|------------------------|
| DESIGN CFM              | Design: <b>3150</b>    | Actual: <b>N/A</b>     |
| FAN DIRECTION           | Design: <b>Forward</b> | Actual: <b>Forward</b> |
| TEMP SENSOR #s ASSIGNED | Design: <b>T2</b>      | Actual: <b>T2</b>      |

#### DCV VFD

|                                   |                     |                     |
|-----------------------------------|---------------------|---------------------|
| MODULATION RANGE                  | Design: <b>45</b>   | Actual: <b>45</b>   |
| OVERLOAD = P108                   | Design: <b>90</b>   | Actual: <b>90</b>   |
| MIN HZ                            | Design: <b>45</b>   | Actual: <b>45.9</b> |
| MAX HZ                            | Design: <b>56.2</b> | Actual: <b>57.2</b> |
| ALL FAULTS CLEARED = P197<br>P508 | Design: <b>Yes</b>  | Actual: <b>Yes</b>  |
| LOAD IN SEPARATE CONDUIT.         | Design: <b>Yes</b>  | Actual: <b>Yes</b>  |

#### VFD 2

|                         |                        |                        |
|-------------------------|------------------------|------------------------|
| DESIGN CFM              | Design: <b>2938</b>    | Actual: <b>N/A</b>     |
| FAN DIRECTION           | Design: <b>Forward</b> | Actual: <b>Forward</b> |
| TEMP SENSOR #s ASSIGNED | Design: <b>T3, T4</b>  | Actual: <b>T3, T4</b>  |

#### DCV VFD

|                                   |                     |                     |
|-----------------------------------|---------------------|---------------------|
| MODULATION RANGE                  | Design: <b>45</b>   | Actual: <b>45</b>   |
| OVERLOAD = P108                   | Design: <b>98</b>   | Actual: <b>98</b>   |
| MIN HZ                            | Design: <b>37.9</b> | Actual: <b>37.9</b> |
| MAX HZ                            | Design: <b>47.4</b> | Actual: <b>47.4</b> |
| ALL FAULTS CLEARED = P197<br>P508 | Design: <b>Yes</b>  | Actual: <b>Yes</b>  |
| LOAD IN SEPARATE CONDUIT.         | Design: <b>Yes</b>  | Actual: <b>Yes</b>  |

#### VFD 3

|               |                        |                        |
|---------------|------------------------|------------------------|
| DESIGN CFM    | Design: <b>5175</b>    | Actual: <b>N/A</b>     |
| FAN DIRECTION | Design: <b>Forward</b> | Actual: <b>Reverse</b> |

#### DCV VFD

|                                   |                    |                    |
|-----------------------------------|--------------------|--------------------|
| SUPPLY FAN # ASSIGNED             | Design: <b>14</b>  | Actual: <b>14</b>  |
| OVERLOAD = P108                   | Design: <b>90</b>  | Actual: <b>90</b>  |
| MAX HZ                            | Design: <b>64</b>  | Actual: <b>75</b>  |
| ALL FAULTS CLEARED = P197<br>P508 | Design: <b>Yes</b> | Actual: <b>Yes</b> |
| LOAD IN SEPARATE CONDUIT.         | Design: <b>Yes</b> | Actual: <b>Yes</b> |

NONE