Report By:

National TAB
1329 E. KEMPER ROAD
SUITE 4210
CINCINNATI, OH 45246

NATIONAL TAB

Comfort. Under control.

Report: TAB REPORT
Function: Test, Adjust, & Balance
Date: 6/22/2022

PROJECT

05-02 BURLINGTON COAT FACTORY #597-PENNSDALE, PA

300 LYCOMING MALL CIRCLE

PENNSDALE, PA 17756

Client

Brinco Mechanical Management Services, Inc.

125 South Main St

Freeport, NY 11520

National TAB

Project: 05-02 BURLINGTON COAT FACTORY #597- PENNSDALE, PA

Table Of Contents

Comfort. Under control.

05-02 BURLINGTON COAT FACTORY #597- PENNSDALE, PA

CheckList Information

Name :	Remarks	**Status :**	NotSubmitted
Assigned Organization :	National TAB	**Asset :**	
Requesting Organization :	National TAB		

CheckList Item Details

INFO ONLY	TAB was successfully completed and there are no remaining issues that require resolution.

Notes/Comments :

STORE FRONT

ROOFTOP

RTU1

ROOFTOP

RTU2

Comfort. Under control.

05-02 BURLINGTON COAT FACTORY #597- PENNSDALE, PA

CheckList Information

Name :	TECH - ALL STEPS (TECH CHECKLIST)	**Status :**	Submitted
Assigned Organization :	National TAB	**Asset :**	
Requesting Organization :	National TAB		

CheckList Item Details

RTU's/AHU's	
Economizers are assembled and functional?	YES
Motors are all operating below the FLA rating?	YES
Are belts tight?	YES
If direct drive unit is the speed controller working.	N/A
Is gas piping installed and valves turned on?	NO / ELECTRIC HEAT
Unit free of noticeable noise and vibration	YES
Units are labeled and installed on proper curb	UNITS ARE LABELED RTU14 & RTU15 / ONLY TWO UNITS WERE REPLACED THE REST ARE EXISTING UNITS / PROPSAL SAYS FOUR NEW UNITS BUT THAT IS WRONG. BRINCO ONLY INSTALLED TWO NEW UNITS.
Unit ductwork properly installed / sealed on curb	YES
Pulleys are properly aligned	YES
Condensate lines and P-Traps installed correctly	YES
Disconnect Switch Installed	YES
Outside air dampers/Economizers installed and functioning	YES
Additional Comments or recommendations:	ONLY TWO NEW UNITS WERE BALANCED / ALL OTHER UNITS WERE EXISTING
Documentation	

If issues, have NTAB team and Brinco Management been notified ?	NO ISSUES
If any issues, have Facilibuild issues been created explaining in detail?	N/A

Pictures

All Issues	N/A
Each Piece of equipment	YES
Front of store	YES
Roof Top Layout	YES

Notes/Comments :

N/A

National TAB

Project: 05-02 BURLINGTON COAT FACTORY #597- PENNSDALE, PA

System/Unit: AHU/RTU

Comfort. Under control.

Asset: RTU1 AREA:

Unit Data		
	Design	**Actual**
MFG	CARRIER	CARRIER
Serial Num	-	2621P00435
Model Num	50HCQD12J3A6-6W5K0	50HCQD12J3A6-6W5K0
Configuration	-	VERTICAL
Num OA Filters 1	-	2
OA Filter Size 1	-	22.5X25.5
Num OA Filters 2	-	N/A
OA Filter Size 2	-	N/A
Num Final Filter 1	-	6
Final Filter Size 1	-	18X24X2
Num Final Filter 2	-	N/A
Final Filter Size 2	-	N/A

Motor Data		
	Design	**Actual**
Motor MFG	-	CENTURY
Frame	-	184T
Horsepower	-	5
Motor Rpm	-	1755
Phase	3	3
Rated Voltage	460	230/460
Rated Amperage	-	12.6/6.3

Drive Data		
	Design	**Actual**
Motor Sheave Size	-	1VP50
Motor Bore Size	-	1 1/8"
Motor Sheave SetPt	-	5 TURNS OUT
Fan Sheave Size	-	BK90
Fan Sheave Bore	-	1 1/8
Belt CL Distance	-	22.5"
Num of Belts	-	1
Belt Size	-	BX61
Belt Alignment	-	GOOD

Test Data		
	Design	**Actual**
SF CFM	4000	4327
SF RPM	732	817
RA CFM	3400	3676
OA CFM	600	651
RL Voltage	-	489/489/488
RL Amperage	-	6.1 AVG.
SF Rotation	-	CCW
RA Damper Position	-	2 3/8"
Min OA Damper Position	-	4.7V / 5.2V

Performance Data		
	Design	**Actual**
MA Plenum SP	-	-0.622"
Fan Suction SP	-	-0.774"
Fan Discharge SP	-	0.485"
Total ESP	1.0"	1.107"
Fan Total SP	-	1.259"

General		
	Design	**Actual**
Unit Filters Clean	-	YES
Condensate Drain Installed	-	YES

Completed By: Dale Wheeler

Notes:

Asset	Notes

National TAB

Project: 05-02 BURLINGTON COAT FACTORY #597- PENNSDALE, PA

System/Unit: AHU/RTU

Comfort. Under control.

Asset: RTU2 AREA:

Unit Data		
	Design	**Actual**
MFG	CARRIER	CARRIER
Serial Num	-	2621P00436
Model Num	50HCQD12J3A6-6W5K0	50HCQD12J3A6-6W5K0
Configuration	-	VERTICAL
Num OA Filters 1	-	2
OA Filter Size 1	-	22.5X27.5
Num OA Filters 2	-	N/A
OA Filter Size 2	-	N/A
Num Final Filter 1	-	6
Final Filter Size 1	-	18X24X2
Num Final Filter 2	-	N/A
Final Filter Size 2	-	N/A

Motor Data		
	Design	**Actual**
Motor MFG	-	CENTURY
Frame	-	184TZ
Horsepower	-	5
Motor Rpm	3	1755
Phase	3	3
Rated Voltage	460	460
Rated Amperage	-	6.3

Drive Data		
	Design	**Actual**
Motor Sheave Size	-	1VP50
Motor Bore Size	-	1 1/8
Motor Sheave SetPt	-	5 TURNS OUT
Fan Sheave Size	-	BK90
Fan Sheave Bore	-	1 1/8
Belt CL Distance	-	22.5"
Num of Belts	-	1
Belt Size	-	BX61
Belt Alignment	-	GOOD

Test Data		
	Design	**Actual**
SF CFM	4000	4196
SF RPM	732	814
RA CFM	3400	3569
OA CFM	600	627
RL Voltage	-	489/488/487
RL Amperage	-	4.4/4.3/4.4
SF Rotation	-	CCW
RA Damper Position	-	2.5
Min OA Damper Position	-	4.5V / 5.3V

Performance Data		
	Design	**Actual**
MA Plenum SP	-	-0.561"
Fan Suction SP	-	-0.759"
Fan Discharge SP	-	0.598"
Total ESP	1.0"	1.159"
Fan Total SP	-	1.357"

General		
	Design	**Actual**
Unit Filters Clean	-	YES
Condensate Drain Installed	-	YES

Completed By: Dale Wheeler

Notes:

Asset	Notes

Project Summary

The summary below provides a quick understanding of how well your HVAC systems balanced in respect to the design criteria. The summary concludes with a quick understanding of your building environment and possible suggestions for each of your systems after testing has been performed. Our focus is to work with the trades to remedy any issues or deficiencies during the actual field balancing and not after the balancing has occurred. Our focus is to achieve a positive environment and outcome. The level of success is determined by the availability of the trades, possible parts needed, or time constraints. Also, enclosed are pictures of building assets and items listed below that will provide your team with more insight

RTU's (Roof Top Units)
Each of the RTU's were measured at their terminal devices or via traverse to establish a total flow for that unit. Each RTU was adjusted to within tolerance of the engineer's design flow. Outside air was measured by reading the intake air opening with a velocity grid and multiplying by the free area. The outside air damper was adjusted until the airflow was within the design requirements. Any equipment that fell outside of that tolerance is noted throughout the report.