NATIONAL TAB

AIR BALANCE SCHEDULE

UNIT	AREA SERVED	HVAC SUPPLY		HVAC RETURN		HVAC OUTDOOR		OA %		HOOD MAKE-UP		HOOD EXHAUST		GENERAL EXH.	
		DESIGN	ACTUAL	DESIGN	ACTUAL	DESIGN	ACTUAL	DESIGN	ACTUAL	DESIGN	ACTUAL	DESIGN	ACTUAL	DESIGN	ACTUAL
RTU-1	KITCHEN	4000	4101	3200	3239	800	862	20.0%	21.0%						
RTU-2	KITCHEN	4000	3729	3200	2914	800	815	20.0%	21.9%						
RTU-3	KITCHEN	4000	3676	3200	2813	800	863	20.0%	23.5%						
RTU-4	DINING AREA	2000	1949	1600	1511	400	438	20.0%	22.5%						
RTU-5	DINING AREA	2000	1980	1600	1544	400	436	20.0%	22.0%						
RTU-6	DINING AREA	3150	3027	2520	2340	630	687	20.0%	22.7%						
RTU-7	DINING AREA	3150	3014	2520	2354	630	660	20.0%	21.9%						
RTU-8	DINING AREA	2100	2232	1680	1956	420	276	20.0%	12.4%						
RTU-9	DINING AREA	3150	3248	3150	3248	0	0	0.0%	0.0%						
RTU-10	DINING AREA	2100	1705	1680	1364	420	341	20.0%	20.0%						
RTU-11	DINING AREA	2100	1335	1680	1047	420	288	20.0%	21.6%						
RTU-12	DINING AREA	1260	1284	1260	1284	0	0	0.0%	0.0%						
MUA-1	KITCHEN									2505	2552				
MUA-2	KITCHEN									2630	2669				
MUA-3	KITCHEN									1210	1164				
KEF-1	HOOD #2 + #3											4339	4411		
KEF-2	NO LONGER EXISTS											0	0		
KEF-3	HOOD #6											1500	1456		
KEF-4	OVEN											1050	1081		
KEF-5	DISHWASHER											1488	1526		
KEF-6	HOOD #4											1706	1732		
KEF-7	HOOD #5											1706	1674		
EF-1	RESTROOM													75	81
EFA-1	RESTROOM													75	68
EF-2	RESTROOM													75	65
EFA-2	RESTROOM													75	115
TOTALS		33010	31280	27290	25614	5720	5666			6345	6385	11789	11880	300	329

NET BUILDING AIRFLOW CALCULATION

TOTALS	DESIGN	ACTUAL
TOTAL OA	12065	12051
TOTAL EXHAUST	12089	12209
NET AIRFLOW	-24	-158

DOOR TESTED	BUILDING PRESSURE MEASUREMENTS (IN. H20)
FRONT	[3]
SIDE	[3]
REAR	[3]
AVERAGE	**[3]**

FINAL CHECKS

ACTUAL NET AIRFLOW COINCIDES WITH DESIGN: ✓

MEASURED PRESSURES COINCIDES WITH ACTUAL NET AIRFLOW: ✗

PRESSURE FALLS WITHIN IMC TOLERANCE OF +/-0.02" W.C. ✗

NOTES:

[1] KEF-2 NO LONGER EXISTS. [2] Due to RTU-9 and RTU-12 not having outside aire intakes, and RTU-8, 10 and 11 having very small outside air intakes causing low outside airflow, actual net buidling airflow is negative. [3] Due to a refridgerent leak, RTU-1 was shut down at the time of final testing. Unable to obtain accurate building pressure.