

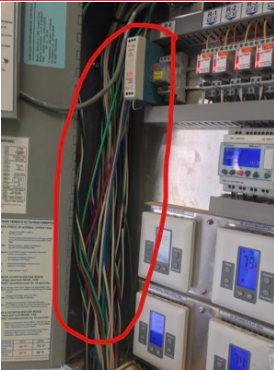


### **ISSUE 1**

SENSORS WERE MOVED DUE TO METAL POLE FROM OLD PLAYGROUND BEING INSIDE IN THE WALL WHERE SENSORS WERE TO BE LOCATED ON PRINTS PER MECHANICAL

PAGE: M1.0

DRTAIL: 1



### **ISSUE 2**

HIGH VOLTAGE WIRING COVER NEEDS TO BE INSTALLED IN T-500 PANEL



### **ISSUE 3**

HOOD1L NOT ALL SUPPORT POINTS HAVE 0.50" THREADED ROD RAN TO THEM, BUT BACK OF HOOD IS SCREWED TO WALL. WHICH IS USUALLY ACCEPTABLE BY CFA STANDARDS

PAGE: M2.1

NOTE:9



### **ISSUE 4**

HOOD2 GUSSET BRACKET SCREWS NEED TO BE INSTALLED



**ISSUE 5**

AC2 MASTIC IS NOT INSTALLED AT RIGID CONNECTIONS FROM HARD DUCT TO DIFFUSER TOP

PAGE: M7.1

NOTE: D



**ISSUE 6**

AC1 DRAWBAND IS INSTALLED ON FLEX INNER CORE, BUT NOT DRAWBAND AND TAPE.

PAGE: M7.1

NOTE: M



**ISSUE 7**

EF1 & EF2 GREASE DUCT DOES NOT HAVE LONG RADIUS TURNS INSTALLED.

PAGE: M2.1

NOTE: 5



**ISSUE 8**

EF1 & EF2 BOTH HAVE TWO GREASE CLEANOUT DOORS PER LOCATED IN DIFFERENT LOCATIONS THEN SHOWN ON PRINTS.

PAGE: M1.2

DETAIL: 1



**ISSUE 9**

EF1 & EF2 GREASE CLEANOUT DOOR SIZES DO NOT MEET SIZES SPECS LISTED IN PRINTS FOR ALL DOORS.

PAGE: M.2

DETAIL: GREASE ACCESS DOOR SCHEDULE



**ISSUE 10**

AC2 HAS SOME DAMAGE TO EVAP. COIL.

M7.1

NOTE: E



**ISSUE 11**

HURRICANE CLIPS ARE NOT INSTALLED ON AC1



**ISSUE 12**

AC1, AC2, AC3, AC4 HUMIDITY SENSOR WIRING IS NOT BELDEN BRAND

PAGE: M4.1

DETAIL: 2



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**ISSUE 13**

AC1 CONDENSATE LINE SIZE AFTER P-TRAP DOES NOT MEET SIZE LISTED ON PRINTS, CONDENSATE LINE IS 1.0" PRINTS CALL FOR 1.5" LINE.

PAGE: P3.1

DETAIL: 1



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**ISSUE 14**

AC2 CONDENSATE LINE DOES NOT HAVE A UNION INSTALLED ON BOTH SIDES OF THE P-TRAP

PAGE: P3.1

DETAIL: 2



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**ISSUE 15**

AC2 CONDENSATE LINE DOES NOT HAVE A 2" FALL

PAGE: P3.1

DETAIL: 2



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**ISSUE 16**

GAS PIPING IS PAINTED YELLOW, WHICH IS USUALLY AN ACCEPTABLE COLOR BY CFA STANDARDS.

PAGE: P-5.1

NOTE: L



**ISSUE 17**

HOOD2 CAPTURE JET DOES NOT REACH DESIGN PRESSURE WITH FAN RUNNING AT MAX SPEED. FAN IS FACTORY INSTALLED. HOOD SMOKE CAPTURE WAS 100%.



**ISSUE 18**

EXISTING DUCTWORK

AC1 SGRD7 DAMPER IS BROKEN DUCTWORK UNABLE TO BALANCE SUPPLY GRILL TO DESIGN CFM.



**ISSUE 19**

EXISTING DUCTWORK

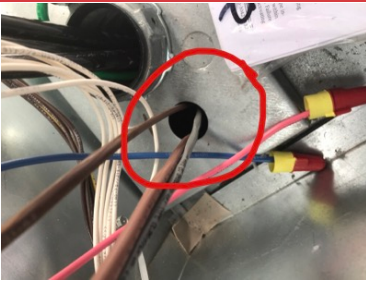
AC3 SGRD12 DAMPER IS BROKE UNABLE TO BALANCE SUPPLY GRILL TO DESIGN CFM.



**ISSUE 20**

EXISTING DUCTWORK

AC3 RETURN GRILL EGRD1 NO EXISTING DUCTWORK IS RUN TO THIS GRILL. APPEARS THE GRILL NEVER HAD DUCT RUN TO IT FROM THE LAST BUILD/ REMODEL.



**ISSUE 21**

AC2 GROMMETS NEED TO BE PLACED AROUND LOW VOLTAGE WIRE CUT OUT.



**ISSUE 23**

EXISTING UNIT

AC1 PRE-FILTER IS DAMAGED AND RECOMMENDED BEING REPLACED THIS IS A EXISTING UNIT.



**ISSUE 24**

EXISTING DUCTWORK

AC1 SGRD7 THAT SERVES THEM MENS RR. DAMPER IS BROKEN UNABLE TO BALANCE GRILL TO DESIGN CFM.



**ISSUE 25**

EXISTING UNIT

AC3 BELT NEEDS TO BE RESIZED IN ORDER TO ACHIEVE PROPER TENSION "3RD TICK MARK" UNABLE TO LOCATE BELT IN THE LOCAL AREA BEFORE HAVING TO LEAVE JOB SITE.



**ISSUE 26**  
EXISTING UNIT

AC1 BELT TENSIONER IS SEIZED AND WILL NOT ALLOW THE TENSIONER TO BE ADJUSTED



**ISSUE 27**  
EXISTING UNIT

AC4 & AC1 POWER EXHAUST FANS ARE NOT OPERATIONAL. THESE ARE EXISTING UNITS



**ISSUE 28**  
AC2 COMPRESSOR 4 FREEZE STAT HAS TRIPPED THE ALARM NOW ALLOW THIS COMPRESSOR TO RUN.



**ISSUE 29**  
AC2 RETURN MAIN DROP DUCTWORK DOES NOT SPAN OUT AT THE BOTTOM BUT MAKES A "L" SHAPE. THIS IS DIFFERENT THEN WHAT IS CALLED FOR IN THE PRINTS. UNIT WAS BALANCED AND ALL GRILLS WERE BALANCED TO DESIGN CFM.

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DETAIL: 1