

Report By:

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



Report: Brightview-DOAS1 Analysis

Function: Test, Adjust, & Balance

Date: 09/22/2025

Completed By: National TAB

PROJECT

BVE - Brightview Senior Living (Eatontown, NJ)

201 Wyckoff Road

Eatontown, NJ 07724

Client

D.J. Wagner Heating & Air Conditioning, Inc.

30 Cutler Avenue

Westville, NJ 08093

National TAB

Project: BVE - Brightview Senior Living (Eatontown, NJ)

Table Of Contents

Section	Page #
Summary	3
AHU-DUAL FAN	6
Pressure Profile	7
Diffuser Ret/Exh (GRD)	8
HVAC GRD Floor Plan	9
Exhaust Traverses	10

The Brightview Senior Living Facility consists of qty (4) DOAS systems. Each system has a heat wheel with supply & exhaust fans. Our focus for our analysis was DOAS-1, which serves the 1st floor Wing A area. There have been multiple testing agencies on site to evaluate the system each time returning data with conflicting information. The purpose of this analysis was to provide data that could have more conclusive results and a possible understanding of why different results were measured by different testing firms.

Unit Condition:

Per DJW DOAS filters have been replaced and Heat Wheel cleaned and serviced by facility staff prior to our testing. New filters were found inside the unit at time of testing. All doors have had additional foam added to seal gaps and to prevent leakage. No air supply/exhaust leakage could be felt around any access doors indicating the unit is well sealed. The only spot we're there could be some short cycling is a bracket piece on the inside of the unit that is located in the coil/filter compartment. There was about a 1/8" gap (picture below) which most likely is



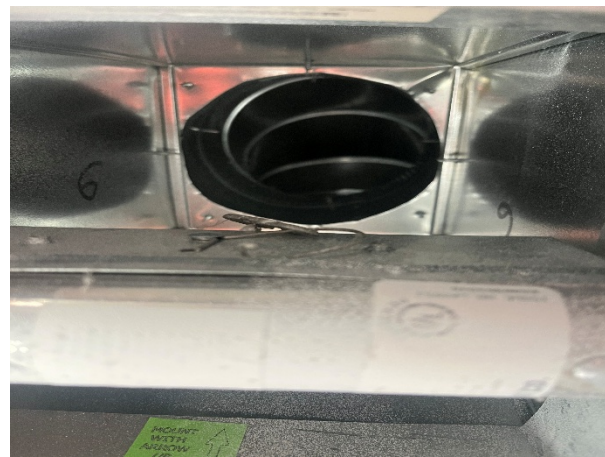
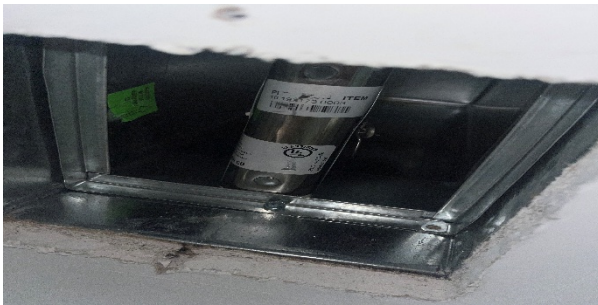
negligible leakage.

Exhaust Side:

Our initial intent was to try to perform a Duct Traverse of the main trunkline that drops down from the unit or at least the qty (2) branchlines that comes off the trunkline in the corridors and feeds each of the residence rooms. There was absolutely no access to any of these areas even when getting above the ceiling in other areas of the space & trying to work our way towards the trunkline. The only point for a traverse that allowed multiple grills (GRD's) ducted prior to the traverse location was through access of a supply diffuser in the hallway that had exhaust GRD's labeled 1-5 thru 1-11 (7 devices labeled on enclosed GRD layout). We were also able to perform duct traverses on several ducts serving individual exhaust grills.

The reason to perform additional duct traverses is to develop a correction factor (K Factor) to be used as a multiplier to the flow-hood value. All modern flow-hoods are designed with back pressure analysis that will calculate a corrected airflow (k factor) for every reading. However, it is only accurate typically with settle pressure and velocity patterns changes at the supply or exhaust grills. When you have erratic readings (inconsistency) or possibility of velocity profile at the orifice of the velocity grid located at the bottom of the utilized flow hood it will have impact on the recorded CFM value that the built in back pressure factor does not work. This will cause

the inconsistency in readings that the team has experienced from different testing firms. It is NEBB guidelines and Flow-Hood Manufacturers recommendations to develop your own K factor when experiencing these issues in the field. For example, in extreme circumstances if you have uneven velocity across your flow-hood grid that is 5 times higher on one side versus the other side you will have an error of 20x. See pictures below. We pulled off several of the grills to inspect the duct configuration at the grills. The arrangement would create uneven exhaust or discharge at the grill. Larger plenum boxes had to be fabricated to allow for the fire dampers to be inserted inside the box just above the rated ceiling. Then the duct was cut in at the top of the plenum box either on the left, right, or center of box. This configuration would cause higher pressures on one side of the grill & lower on the other side with the compact arrangement. Our traverses taken did develop different K factors. So, we utilized an Average K factor of 1.27 for all flow-hood readings. Per flow-hood manufacturer recommendations we use a low-flow hood for any GRD measured at 150 CFM or less and a normal flow-hood for any devices of 150 CFM or more for better accuracy.



We also inspected the duct system above the hard ceiling as much as access would allow from traverse location to the exhaust grilles and found no sources of potential leakage. When we removed several of the exhaust grilles it was evident in each case that the fire rated sheetrock ceiling was sandwiched tight between the grill and the plenum box.



We pulled the insulation off the duct system where it tied to the top of the plenum boxes & found the duct was installed tight to the plenum box. Visually there was no evidence of duct construction that would allow for any significant leakage for a low pressure duct system.

Since we could not get a total duct traverse at the main trunkline to have additional validation of our developed K factor we wanted to evaluate fan performance at the unit. On the exhaust side of the unit the exhaust airflow can be compared to a manufacturer curve using RPM and Brake Horsepower (BHP). For the exhaust side of the system the design criteria are 1969 RPM at 1.07 BHP will equate to 2330 CFM. Actual measurements were 1989 RPM at 1.05 BHP which plots on a Manufacture performance curve of approximately 2400 CFM. Our final airflow measured at the exhaust grills utilizing a 1.27 K factor was 2307 CFM which lines up with fan/motor performance criteria. The discharge static pressure was lower than design.

Supply Side:

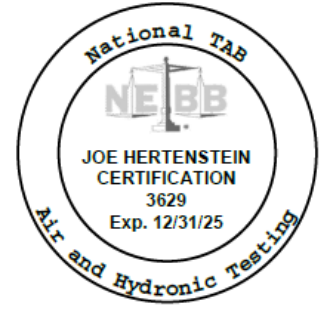
On the supply side of the system, it was not possible to obtain a traverse of any part of the trunkline or supply duct distribution system due to the location of the duct above hard ceiling in the hallway and clearance needed to insert the pitot tube. We attempted to take accurate flow-hood readings at all the supply GRD's. There was no consistency in the readings. The phenomenon explained above for the exhaust side is more detrimental when taking supply readings. The hood readings on the supply side we deem as inaccurate with no way to triangulate other testing results to draw accurate conclusion. Since there is no access to any of the supply ductwork within the space it may be possible to retrofit the OA intake to get total supply airflow readings to help determine the proper airflow readings at the supply grills. The balancing dampers that are directly behind the face of the supply grill may have to all be opened 100% to get more consistent reading.



National TAB

Project: BVE - Brightview Senior Living (Eatontown, NJ)

System/Unit: AHU-DUAL FAN



Asset: DOAS-1

AREA:AREA A - LEVEL 1

UNIT DATA - SUPPLY		
	Design	Actual
Manufacturer	NA	CARRIER
Model Number	NA	62XK10DCMCCAGGBGDU
Serial Number	-	1422V03391
No. Pre-Filters / Size (1)	-	4/24X24X2
No. Final Filters / Size (1)	-	3/20X25X4

MOTOR DATA - SUPPLY		Actual
Motor MFG / Frame		BALDOR/145T
Horsepower / RPM		2/1760
Rated Volts / Phase		230/3
Rated Amperage / SF		5.6/2.8

TEST DATA - SUPPLY		
	Design	Actual
Total CFM	2605	INCONCLUSIVE
Fan RPM	2297	2256
VFD Speed	-	76.9HZ
RL Voltage	208	208.8/207.2/207.5
RL Amperage	-	4.6/4.7/4.9
Motor B.H.P.	1.66	1.47

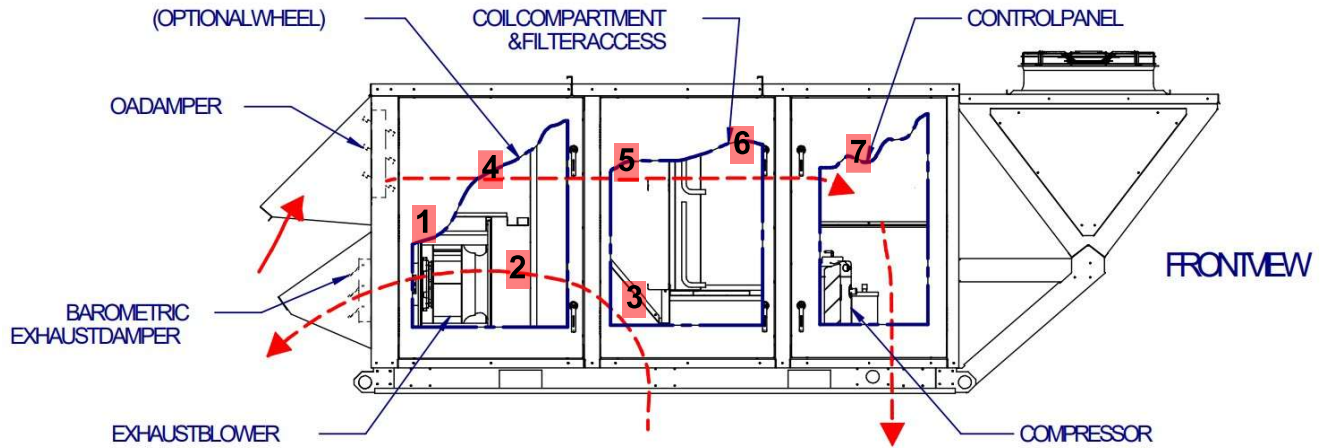
PERFORMANCE DATA - SUPPLY		
	Design	Actual
Suction S.P.	-	-1.07"
Discharge S.P.	-	0.52"
Total S.P.	2.77"	1.59"
Chilled Water Coil P.D.	(DX COIL)	*0.25"
Final Filters P.D.	-	*COMBINED
Heat Wheel P.D.	-	0.74"
Pre-Filters P.D.	-	*COMBINED
Total ESP	1.25"	0.60"

UNIT DATA - EXHAUST/RETURN		
	Design	Actual
No. Pre-Filters / Size (1)	-	2/20X24X2
No. Pre-Filters / Size (2)	-	1/12X24X2

MOTOR DATA - EXHAUST/RETURN		Actual
Motor MFG / FRAME		BALDOR/145T
Horsepower / RPM		1.5/1755
Rated Volts / Phase		230/3
Rated Amperage / SF		4.4/1.15

TEST DATA - EXHAUST/RETURN		
	Design	Actual
Total CFM	2330	2307
Fan RPM	1969	1989
VFD Speed	-	68HZ
RL Voltage	230	213.3/213.5/213.8
RL Amperage	4.4	3.3/3.4/3.5
Motor B.H.P.	1.07	1.05

PERFORMANCE DATA - EXHAUST/RETURN		
	Design	Actual
Suction S.P.	-	-1.15"
Discharge S.P.	-	0.44"
Total S.P.	1.81"	1.59"
Heat Wheel P.D.	0.67"	*0.55"
Pre-Filters P.D.	-	*COMBINED
Total ESP	1.00	0.60"

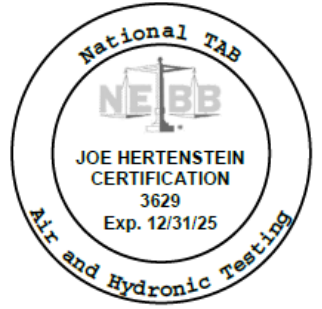


- 1. 0.44" EF DISCHARGE
- 2. -1.15" EF SUCTION
- 3. -0.60" PRESSURE AT EXHAUST DUCT (.55" WHEEL/PREFILTER DROP)
- 4. -0.08" OA INTAKE
- 5. -0.82" PRECOIL
- 6. -1.07" SUPPLY FAN INTAKE
- 7. 0.52" SUPPLY DISCHARGE



National TAB

Project: BVE - Brightview Senior Living (Eatontown, NJ)



Diffuser Ret/Exh (GRD)

DOAS-1/AREA A - LEVEL 1

Asset						
Asset Name	Location	Type	DESIGN CFM	AK	FINAL CFM	% to design
EGRD1	9	B	90	1.27	250	277.8
EGRD2	11	B	105	1.27	147	140.0
EGRD3	8	B	90	1.27	154	171.1
EGRD4	10	B	105	1.27	142	135.2
EGRD5	12	B	105	1.27	126	120.0
EGRD6	13	B	90	1.27	90	100.0
EGRD7	14	B	165	1.27	86	52.1
EGRD8	15	B	80	1.27	89	111.3
EGRD9	60	B	210	1.27	102	48.6
EGRD10	15	B	75	1.27	57	76.0
EGRD11	16	B	105	1.27	50	47.6
EGRD12	7	B	115	1.27	27	23.5
EGRD13	6	B	160	1.27	196	122.5
EGRD14	5	B	105	1.27	25	23.8
EGRD15	4	B	105	1.27	307	292.4
EGRD16	2	B	90	1.27	204	226.7
EGRD17	1	B	90	1.27	66	73.3
EGRD18	3	B	95	1.27	50	52.6
EGRD19	53	B	100	1.27	44	44.0
EGRD20	86	B	250	1.27	95	38.0
Total			2330		2307	99.01%



SQUARE DUCT TRAVERSE FORM

PROJECT Brightview Senior Living SYSTEM DOAS-1
 LOCATION Eatontown, NJ SERVICE Exhaust Register 7
 ALTITUDE - DENSITY - FACTOR -

DUCT	REQUIRED	ACTUAL
S.P. <u>0.013"</u> TEMP <u>-</u>	SCFM <u>-</u>	SCFM <u>-</u>
SIZE <u>11"X6"</u>	FPM <u>360</u>	FPM <u>207</u>
AREA <u>0.458Ft^2</u>	CFM <u>165</u>	CFM <u>95</u>

DISTANCE FROM BOTTOM	POSITION	1	2	3	4	5	6	7	8	9	10	11	12
1.5"	1	283	156	182									
4.5"	2	226	202	195									
	3												
	4												
	5												
	6												
	7												
	8												
	9												
	10												
	11												
	12												
	13												
DISTANCE FROM DUCT EDGE		1.83"	5.5"	9.15"									
VELOCITY SUB - TOTALS													

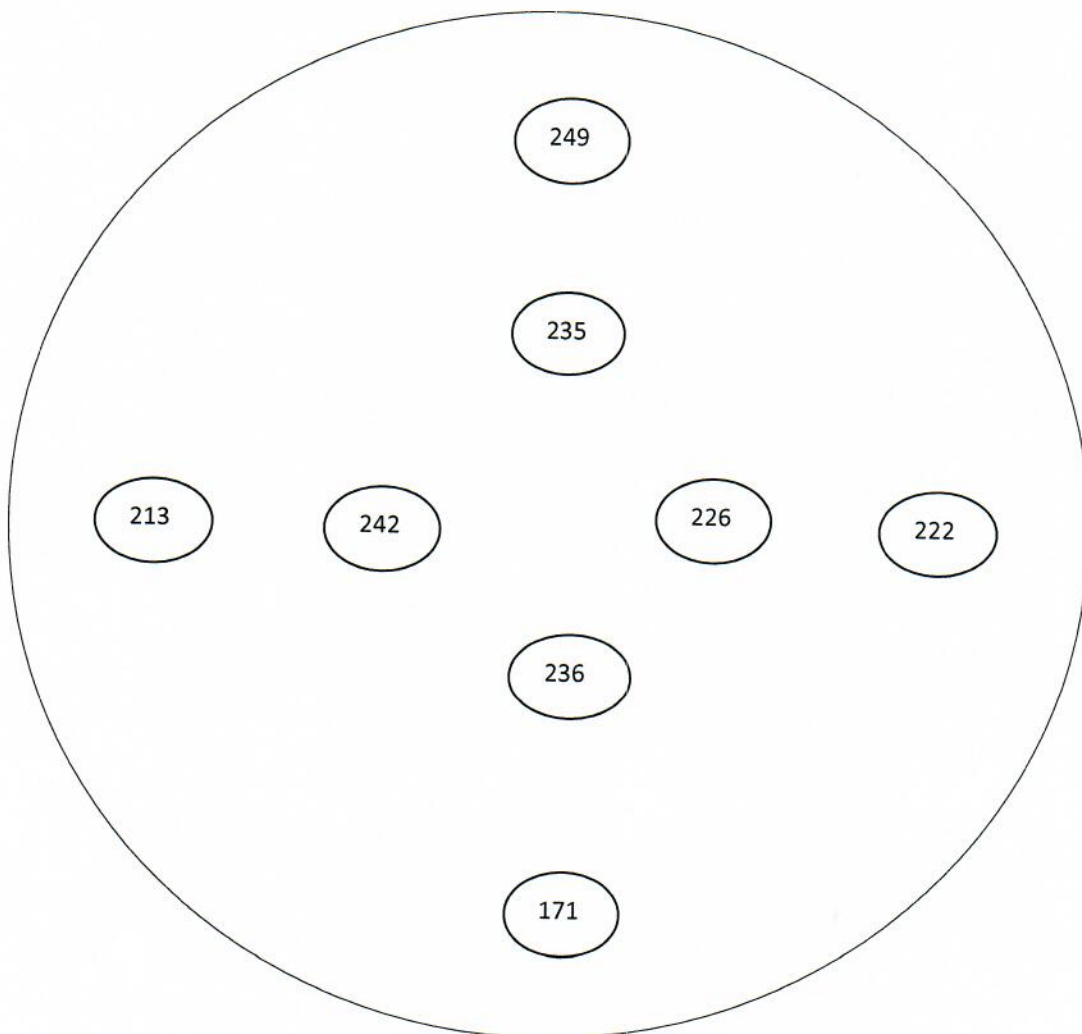
REMARKS:
 [1] TRAVERSE TAKEN FROM ATTIC, NO SIGNS OF LEAKAGE ALONG DUCTWORK.

TEST DATE: _____ READINGS BY: _____ PAGE: _____

ROUND DUCT TRAVERSE FORM

PROJECT:	Brightview Senior Living	SYSTEM:	DOAS-1
LOCATION - ZONE:	Attic	SERVICE:	Exhaust Register 8
ALTITUDE:		DENSITY:	
		FACTOR:	

DUCT	REQUIRED	ACTUAL
S.P.: 0.02"	SCFM:	SCFM:
SIZE: 8"	FPM: 229	FPM: 223
AREA: 0.35Ft ²	CFM: 80	CFM: 78
TEMP:		



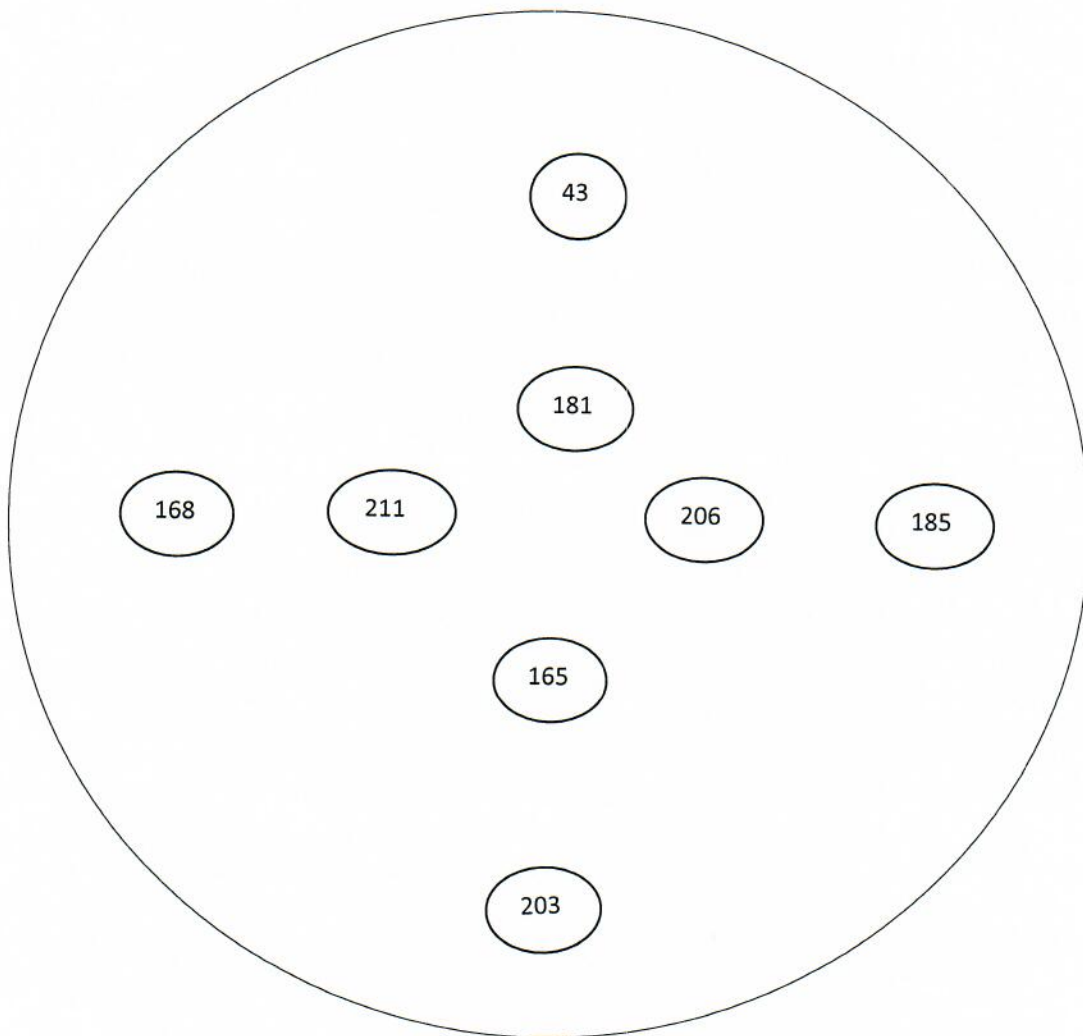
TEST DATE:
9/18/2025
READINGS BY:
Tyler Y

REMARKS:

ROUND DUCT TRAVERSE FORM

PROJECT:	Brightview Senior Living	SYSTEM:	DOAS 1
LOCATION - ZONE:	Attic	SERVICE:	Exhaust Register 10
ALTITUDE:		DENSITY:	
		FACTOR:	

DUCT	REQUIRED	ACTUAL
S.P.: 0.008"	SCFM:	SCFM:
SIZE: 8"	FPM: 214	FPM: 170
AREA: 0.35Ft ²	CFM: 75	CFM: 59
TEMP:		



TEST DATE:
9/18/2025
READINGS BY:
Tyler Y

REMARKS:

PAGE: