

## 5 — G1 BUILD SUMMARY

Manufacturer: Broadcrown  
Installer: Broadcrown  
Diesel Engine: Cummins  
NTA855G4 Serial No: 232/4372  
Alternator: AMCO/Marelli  
Model MX 250MC Serial No: MR 7636  
Governor: Cummins/Barber Coleman: electronic and actuator  
Control Panel: Broadcrown  
Changeover Switchgear: ASCO Switch  
Primary Distribution: Square D Panel  
Heat Exchanger: Covrad  
B20717 Serial No: 182575  
Secondary  
Cooling Pumps: 2 x Pullen VM56 code 2097  
Remote Radiator: TTC  
Coolant Pressurisation Holpack  
Unit: Type HFT 61/2/400-1 Serial No 11212190  
Room/Air Cooling Unit: *Trane unit modified to air cooling by Optimum.*

## 6 — G2 BUILD SUMMARY

Manufacturer: FG Wilson  
Installer: MEMS  
Diesel Engine: GM Detroit  
8V92TA Serial No: 8VF140430  
Alternator: Newage Stamford  
HC544C Serial No: .....  
Governor: BAC electronic and actuator  
Control Panel: FG Wilson  
Changeover Switchgear: Separate Panel  
Primary Distribution: Separate Panel  
Heat Exchanger: Bowman  
4065-5 Ref 3071  
Secondary Changing  
Cooling Pumps: 2 Grundfoss CR(N)  
16/2 Serial NO: 85805908  
Remote Radiator: Broadland 290 kWth @ 4 litres/sec and  
35° C amb  
Coolant Pressurisation Stuart Turner  
Unit: RG100  
Room/Air Cooling Unit: 2 x Airedale modified to <sup>air cooling</sup> ~~OR~~ operation by  
Optimum

*See charted information*

## 8 — SCHEDULE OF CHANGES (1997/8)

### **Generator G1 was landlord's**

- 1 Removal of water tank supporting the generator room cooling
- 2 Change of generator room cooling unit to DX operation
- 3 Addition of temperature gauges to inlet/return of primary and secondary engine packet cooling circuits

### **Generator G2 was tenant's**

- 1 Change of engine governor to a BAC electronic and actuator
- 2 Conversion of two Airedale air cooling units to DX operation
- 3 Change of pumps in secondary cooling circuit from Bowman heat exchange to rooftop radiator/fan unit
- 4 Removal of Visco radiator/fan unit and replacement by Broadland radiator/fan unit
- 5 Addition of a second fuel transfer pump to achieve a duplex (duty and standby) arrangement, together with a control panel for automatic duty. A flow switch and additional high/low float level switch have been fitted to the generator service tank for alarm/warning
- 6 A Landon Kingsway fire/drop valve system has been added to the fuel supply to Generator Room G2
- 7 Temperature gauges have been fitted to the flow and return of both primary and secondary circuits; either side of the engine coolant heat exchanger

### **Fuel System**

- 1 Additional 1370 litre rectangular steel fuel tank with its own steel bund connected to the main bund
- 2 Rehung doors to Fuel Room to suit above