

NFPA 110

Standard for Emergency and Standby Power Systems

1999 Edition



National Fire Protection Association, 1 Batterymarch Park, PO Box 9101, Quincy, MA 02269-9101
An International Codes and Standards Organization

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NFPA 110

Standard for

Emergency and Standby Power Systems

1999 Edition

This edition of NFPA 110, *Standard for Emergency and Standby Power Systems*, was prepared by the Technical Committee on Emergency Power Supplies and acted on by the National Fire Protection Association, Inc., at its Fall Meeting held November 16–18, 1998, in Atlanta, GA. It was issued by the Standards Council on January 15, 1999, with an effective date of February 4, 1999, and supersedes all previous editions.

Changes other than editorial are indicated by a vertical rule in the margin of the pages on which they appear. These lines are included as an aid to the user in identifying changes from the previous edition.

This edition of NFPA 110 was approved as an American National Standard on February 4, 1999.

Origin and Development of NFPA 110

The Technical Committee on Emergency Power Supplies was organized in 1976 by the NFPA in recognition of the demand for viable guidelines for the assembly, installation, and performance of electrical power systems to supply critical and essential needs during outages of the primary power source. It was the intent of the committee to establish the necessary equipment requirements to achieve an on-site auxiliary electrical power source suitable to the needs of the applicable requirements and user criteria.

In 1979, the committee's report, proposing adoption of NFPA 110, was published but withdrawn because of issues involving the scope of the committee. In 1981, a revised committee report was returned to committee in order to resolve differences with other NFPA documents. At the 1982 NFPA Fall Meeting, the committee's report was adopted as a tentative standard (NFPA 110T-1983) in order to expose the document to as much public review as possible. NFPA 110 was formally adopted as a standard at the 1984 NFPA Fall Meeting and designated as the 1985 edition. The 1985 edition clarified scope statements, prototype testing, battery and bypass-isolation switch requirements, and revised maintenance requirements.

The requirements of the standard are considered necessary to obtain the minimum level of reliability and performance, particularly where life safety electrical power needs are involved.

Certain power sources not specifically addressed within the current standard will be considered for inclusion by the committee as appropriate equipment detail and performance parameters are made available. The standard does not require the installation of emergency and standby power supply systems. Rather, it is a document that, if followed, will result in a system suitable for various situations as required by other codes and standards.

The 1988 edition of NFPA 110 included several new definitions and further clarified transfer switch and installation testing requirements.

The 1993 edition of NFPA 110 revised the document to reflect (1) the adoption by NFPA of a new document on stored electrical energy emergency and standby power systems (NFPA 111, *Standard on Stored Electrical Energy Emergency and Standby Power Systems*), (2) a basic requirement for one-step loading for all prime movers, (3) an update on battery technology, (4) restrictions on unnecessary transferring of loads (4-2.4.9), and (5) the need for battery maintenance (6-3.6).

The 1996 edition of NFPA 110 included, but was not limited to, the following changes: monthly load testing requirements for generator sets were changed, including taking into consideration wetstacking (6-4.2); definitions for various kinds of fuel tanks were added (2-1); types of fuel tanks and spillage considerations were added (5-9.11); restrictions on the types of batteries that can be used were added (3-5.4.5); the minimum number of cranks, including time-outs, that an engine must be capable of completing was clarified (3-5.4 and A-3-5.4); clarification of cooling system requirements was made (3-5.7.3 and 5-8.2); working space requirements were added (5-2.4); and the issue of timing devices in health care facilities for testing a generator was clarified (4-2.4.5 and 4-2.4.9).

This 1999 edition has been changed by the deletion of the testing of Level 1 and 2 generator sets at 50 percent of the emergency power supply system (EPSS) load because the relevant measure is the nameplate rating. This edition also deletes the exception wetstacking. Exhaust temperature monitoring has been added as it is an acceptable performance measure of proper emergency power supply (EPS) loading.

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NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

Committee Scope: This Committee shall have primary responsibility for documents on performance criteria for the selection and assembly of the components for emergency and standby power systems in buildings and facilities, including categories of power supplies, transfer equipment, controls, supervisory equipment, and all related electrical and mechanical auxiliary or accessory equipment needed to supply emergency or standby power to the utilization equipment. The Committee also shall be responsible for criteria on the maintenance and testing of the system. This Committee does not cover requirements for the application of emergency power systems, self-contained emergency lighting units, and electrical wiring, except that wiring that is an integral part of the system up to the load side of the transfer switch(es).

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NFPA 110**Standard for****Emergency and Standby Power Systems****1999 Edition**

NOTICE: An asterisk (*) following the number or letter designating a paragraph indicates that explanatory material on the paragraph can be found in Appendix A.

Information on referenced publications can be found in Chapter 7 and Appendix C.

Chapter 1 General**1-1 Scope.**

1-1.1 This standard covers performance requirements for power systems providing an alternate source of electrical power to loads in buildings and facilities in the event that the primary power source fails.

1-1.2 Power systems covered in this standard include power sources, transfer equipment, controls, supervisory equipment, and all related electrical and mechanical auxiliary and accessory equipment needed to supply electrical power to the load terminals of the transfer equipment.

1-1.3 This standard covers installation, maintenance, operation, and testing requirements as they pertain to the performance of the emergency power supply system (EPSS).

1-1.4 Exclusions.

1-1.4.1 This standard does not cover the following:

- (a) The application of the EPSS
- (b) Emergency lighting unit equipment
- (c) Distribution wiring
- (d) Utility service when such service is permitted as the EPSS
- (e) Parameters for stored energy devices

1-1.4.2* This standard does not establish criteria for stored energy systems.

1-1.4.3 The selection of any of the following is not within the scope of this standard:

- (a) Specific buildings or facilities, or both, requiring an EPSS
- (b) Specific loads to be served by the EPSS
- (c) Assignment of type, class, or level to any specific load (*see Section 2-2*)

1-2 Purpose.

1-2.1 This standard contains performance requirements for an EPSS and also can be used in conjunction with other standards. It is the role of other NFPA standards to specify which occupancies require an EPSS and the applicable level, type, and class. This standard does not specify where an EPSS is required. (*See 1-1.4.*)

1-2.2 This standard also is intended to provide guidance for inspectors, designers, installers, manufacturers, and users of EPSSs and to serve as a vehicle for communication between the parties involved. It is not intended as a design manual. Compliance with this standard is not intended to exempt the parties involved from their respective responsibilities for the

design, installation, maintenance, performance, or compliance with other applicable standards and codes.

1-3 Application. This document applies to new installations of EPSSs. Existing systems shall not be required to be modified to conform, except where the authority having jurisdiction determines that nonconformity presents a distinct hazard to life.

1-4 Discretionary Powers of the Authority Having Jurisdiction. Nothing in this document is intended to prevent the use of systems, methods, or devices of equivalent or superior quality, strength, fire resistance, effectiveness, durability, and safety to those prescribed by this document, provided the following:

- (a) Technical justification is submitted to the authority having jurisdiction to demonstrate equivalency.
- (b) The system, method, or device is approved for the intended use.

Chapter 2 Definitions**2-1 Definitions.**

Approved.* Acceptable to the authority having jurisdiction.

Authority Having Jurisdiction.* The organization, office, or individual responsible for approving equipment, an installation, or a procedure.

Automatic Transfer Switch. Self-acting equipment for transferring one or more load conductor connections from one power source to another.

Battery Certification. The certification by a battery manufacturer that a battery was built to industry standards, such as that of the American Association of Battery Manufacturers.

Bypass-Isolation Switch. A manually operated device used in conjunction with an automatic transfer switch to provide a means of (1) directly connecting load conductors to a power source and (2) disconnecting the automatic transfer switch.

Emergency Power Supply (EPS).* The source of electric power of the required capacity and quality for an emergency power supply system (EPSS), including all the related electrical and mechanical components of the proper size and/or capacity required for the generation of the required electrical power at the EPS output terminals.

Emergency Power Supply System (EPSS).* A complete functioning system of an EPS coupled to a system that can consist of conductors, disconnecting means, and overcurrent protective devices, transfer switches, and all control, supervisory, and support devices up to and including the load terminals of the transfer equipment needed for the system to operate as a safe and reliable source of electric power.

Labeled. Equipment or materials to which has been attached a label, symbol, or other identifying mark of an organization that is acceptable to the authority having jurisdiction and concerned with product evaluation, that maintains periodic inspection of production of labeled equipment or materials, and by whose labeling the manufacturer indicates compliance with appropriate standards or performance in a specified manner.

Lamp. An illuminating indicator.

Listed.* Equipment, materials, or services included in a list published by an organization that is acceptable to the author-

ity having jurisdiction and concerned with evaluation of products or services, that maintains periodic inspection of production of listed equipment or materials or periodic evaluation of services, and whose listing states that either the equipment, material, or service meets identified standards or has been tested and found suitable for a specified purpose.

Nonautomatic Transfer Switch. A device, operated by direct manpower or electrical remote manual control, for transferring one or more load conductor connections from one power source to another.

Seismic Risk Areas. Intensities I through VII of the Modified Mercalli Intensity Scale of 1931.

Shall. Indicates a mandatory requirement.

Should. Indicates a recommendation or that which is advised but not required.

Standard. A document, the main text of which contains only mandatory provisions using the word “shall” to indicate requirements and which is in a form generally suitable for mandatory reference by another standard or code or for adoption into law. Nonmandatory provisions shall be located in an appendix, footnote, or fine-print note and are not to be considered a part of the requirements of a standard.

Tank, Day. A fuel tank, located inside a structure, that provides fuel to the engine.

Tank, Enclosed. A fuel tank located within a separate room, separated from other equipment.

Tank, Integral. A fuel tank furnished by the EPS manufacturer and mounted on the engine or the engine subbase.

Tank, Main Fuel. A separate, main fuel tank for supplying fuel to the engine or a day tank. Also referred to as the *main fuel reservoir*.

Valve-Regulated (Sealed) Battery. A battery that is not provided with a means for replacing the evolved products of electrolysis.

2-2 Classification of Emergency Power Supply Systems (EPSSs).

2-2.1* General. The function of the EPSS is to provide a source of electrical power of required capacity, reliability, and quality to loads for a given length of time within a specified time following loss or failure of the normal power supply.

This standard specifies requirements for the EPSS as a complete functioning system in terms of types, classes, and levels. It is not the intent of this standard to recommend the EPSS most suitable for any given application.

2-2.2 Type. Type defines the maximum time, in seconds, that the EPSS will permit the load terminals of the transfer switch to be without acceptable electrical power. Table 2-2.2 provides the types defined by this standard.

Table 2-2.2 Types of EPSSs

Type U	Basically uninterruptible (UPS systems)
Type 10	10 seconds
Type 60	60 seconds
Type 120	120 seconds
Type M	Manual stationary or nonautomatic — no time limit

2-2.3* Class. Class defines the minimum time, in hours, for which the EPSS is designed to operate at its rated load without being refueled. (See Table 2-2.3.)

Table 2-2.3 Classification of EPSSs

Class 0.083	0.083 hours (5 minutes)
Class 0.25	0.25 hours (15 minutes)
Class 2	2 hours
Class 6	6 hours
Class 48	48 hours
Class X	Other time, in hours, as required by the application, code, or user

2-2.4 Level. It is recognized that EPSSs are utilized in many different locations and for many different purposes. The requirement for one application might not be appropriate for other applications. Therefore, this standard recognizes two levels of equipment installation, performance, maintenance, and testing.

2-2.4.1* Level 1 defines the most stringent equipment performance requirements for applications where failure of the equipment to perform could result in loss of human life or serious injuries. All Level 1 equipment shall be permanently installed.

2-2.4.2* Level 2 defines equipment performance requirements for applications where failure of the EPSS to perform is less critical to human life and safety and where it is expected that the authority having jurisdiction will exercise its option to allow a higher degree of flexibility than provided by Level 1. All Level 2 equipment shall be permanently installed.

2-2.4.3* It is the intent of Level 1 and 2 systems to ensure that loads provided with an EPSS are supplied with alternate power of a quality essentially equal to commercial power or acceptable for the load, within the time specified for the type and for a duration specified for the class.

Chapter 3 Emergency Power Supply (EPS): Energy Sources, Converters, and Accessories

3-1 Energy Sources.

3-1.1 The following energy sources shall be permitted for use for the emergency power supply (EPS):

- (a)* Liquid petroleum products at atmospheric pressure
- (b) Liquefied petroleum gas (liquid or vapor withdrawal)
- (c) Natural or synthetic gas

Exception: For Level 1 installations in locations where the probability of interruption of off-site fuel supplies is high (e.g., due to earthquake, flood damage, or a demonstrated utility unreliability), on-site storage of an alternate energy source sufficient to allow full output of the emergency power supply system (EPSS) to be delivered for the class specified shall be required, with provision for automatic transfer from the primary energy source to the alternate energy source.

3-1.2* The performance of a Level 1 EPSS in seismic risk areas shall be based on the EPS equipment operating a minimum of 96 hours without refueling if the need for an EPS persists for this period of time.

3-1.3 The energy sources in 3-1.1 shall be permitted to be used for the EPS where the primary source of power is by means of on-site energy conversion, provided that there is separately dedicated energy conversion equipment on-site with a capacity equal to the power needs of the EPSS.

3-1.4* A public electric utility that has a demonstrated reliability shall be permitted to be used as the EPS where the primary source is by means of on-site energy conversion.

3-2 Energy Converters.

3-2.1 General. Energy converters shall consist only of rotating equipment as indicated in 3-2.2. Level 1 energy converters shall be representative products built from components that have proven compatibility and reliability and are coordinated to operate as a unit. The capability of the energy converter, with its controls and accessories, to survive without damage from common and abnormal disturbances in actual load circuits shall be demonstrable by tests on separate prototype models or by acceptable tests on the system components as performed by the component suppliers.

Exception: A separate prototype unit shall be permitted to be utilized in a Level 1 or Level 2 installation, provided all prototype tests produce no deleterious effects on the unit, and the authority having jurisdiction, the owner, and the user are informed that the unit is the prototype test unit.

3-2.1.1 The rotating equipment prototype unit shall be tested with all typical prime mover accessories that affect its power output in place and operating. These accessories include, but are not limited to, the battery-charging alternator, water pump, radiator fan for unit-mounted radiators or oil coolers (or comparable load), fuel pump and fuel filter(s), air filter(s), and exhaust mufflers or restriction simulating the maximum backpressure recommended by the prime mover manufacturer.

3-2.1.2 The energy converter for Level 1 systems shall be specifically designed, assembled, and tested to ensure that conditions such as short circuits, load surges due to motor starting, elevator operations, silicon controlled rectifier (SCR) controllers, and x-ray equipment or overspeed, overtemperature, overload, and adverse environmental conditions are not likely to render the system inoperative.

3-2.2* Rotating equipment shall consist of a generator driven by a prime mover. The prime mover shall be otto cycle (spark ignited), diesel cycle, or gas turbine cycle. Other types of prime movers and their associated equipment meeting the applicable performance requirements of this standard shall be permitted, if acceptable to the authority having jurisdiction. The prime mover shall not mechanically drive any equipment other than its operating accessories and its generator, where used for Level 1 applications.

3-2.3 The EPS shall be installed in accordance with NFPA 70, *National Electrical Code*®.

3-3 Energy Converters — Temperature.

3-3.1 Provision shall be made to maintain the temperature of the energy converter room containing Level 1 rotating equipment as specified in 5-7.6. Where an engine water jacket heater is required, it shall maintain the jacket water temperature at not less than 90°F (32°C). Units housed outdoors shall have an automatically controlled heater to keep the jacket water temperature at not less than 90°F (32°C). Provision shall

be made for units housed outdoors to maintain the energy converter enclosure at not less than 32°F (0°C), or battery heaters shall be provided to maintain battery temperature at a minimum of 50°F (10°C) and shall automatically shut off when the battery temperature reaches 90°F (32°C). All prime mover heaters shall be automatically deactivated while the prime mover is running. (*For combustion turbines, see 5-7.6.*)

Exception: Air-cooled prime movers shall be permitted to employ a heater to maintain lubricating oil temperature as recommended by the prime mover manufacturer.

3-3.2 Adequate antifreeze protection shall be provided. Ether-type starting aids shall not be permitted.

3-4 Energy Converters — Capacity.

3-4.1* The energy converters shall have sufficient capacity and response to pick up and carry the load within the time specified in Table 2-2.2 after loss of primary power.

3-4.2 Fuel Supply.

3-4.2.1 The fuel supplies specified in 3-1.1(a) and (b) for energy converters intended for Level 1 use shall not be used for any other purpose. (*See Section 5-9.*)

Exception: Enclosed tanks shall be permitted to be used for supplying fuel for other equipment, provided that the draw-down level will always guarantee the quantity needed for the EPSS. Vapor withdrawal LP-Gas systems require a dedicated fuel supply.

3-4.2.2* A low-fuel sensing switch shall be provided for the main fuel supply tank(s) to indicate when less than the minimum fuel necessary for full load running as required by the specified class (*see Table 2-2.3*) remains in the main fuel tank. This low-fuel sensor shall apply only to 3-1.1(a) and (b).

3-4.2.3* The main fuel reservoir shall have a minimum capacity of at least 133 percent of either the low-fuel sensor quantity specified in 3-4.2.2 or that specified in Table 2-2.3 (class).

3-5 Rotating Equipment.

3-5.1 General. Prime movers and accessories shall comply with NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*, except as modified in this standard.

3-5.2 Prime Mover Ratings. Proper derating factors, such as altitudes, ambient temperature, fuel energy content, accessory losses, and site conditions, recommended by the manufacturer of the generator set shall be used in determining whether net brake power is sufficient to meet load requirements.

3-5.3 Prime Mover Accessories.

3-5.3.1 Governors shall maintain a bandwidth of rated frequency, for any constant load (steady-state condition), that is acceptable for the load. The frequency droop between no load and full load shall be acceptable for the load. The frequency dip upon one-step application of the full load shall not be excessive, with a return to steady-state conditions occurring within the requirements of the load.

3-5.3.2 Solenoid valves, where used, both in the fuel line from the supply tank(s) to the generator set and in the water-cooling lines, shall operate from battery voltage. Means shall be provided for manual (nonelectric) operation of these solenoid valves, or a manual bypass valve shall be provided. The manual bypass valve shall be visible and accessible and its pur-

pose identified. The fuel bypass valve shall not be the valve used for malfunction or emergency shutdown.

3-5.3.3 Instrument Panel. The instruments required in 3-5.3.4(a), (b), (c), and (d) shall be placed on an enclosed panel, located in proximity to or on the energy converter, in a location that allows maintenance personnel to observe them readily without changing position from a logical maintenance work position at the energy converter. The enclosed panel shall be mounted by means of antishock vibration mountings if mounted on the energy converter.

3-5.3.4 Instruments. The prime mover shall be provided with the following instruments:

- (a) Oil pressure gauge to indicate lubricating oil pressure

Exception: Engines with splash-lubricated systems.

- (b) Temperature gauge to indicate cooling medium temperature

Exception: Air-cooled engines.

- (c) Hour meter to indicate actual total running time
- (d) Battery-charging meter to indicate satisfactory performance of prime mover-driven battery charging means
- (e) Other instruments as recommended or provided by the prime mover manufacturer where required for proper maintenance

3-5.3.5 Prime Mover to Control Panel Wiring. All wiring for connection to the control panel shall be harnessed or flexibly enclosed, shall be securely mounted on the prime mover to prevent chafing and vibration damage, and shall terminate at the control panel in an enclosed box or panel. (See 3-5.5.)

3-5.3.6 Battery Charger. The generator set shall be fitted with an integral accessory battery charger, driven by the prime mover and automatic voltage regulator, capable of charging and maintaining the starting battery unit (and control battery, where used) in a fully charged condition during a running condition.

Exception: A battery charger driven by the prime mover shall not be required, provided the automatic battery charger (see 3-5.4.6) has a high-low rate capable of fully charging the starting battery during running conditions.

3-5.4* Prime Mover Starting Equipment.

3-5.4.1 Starting shall be accomplished using an adequately sized electric starter system with a positive shift solenoid to engage the starter motor and to crank the prime mover for the period specified in 3-5.4.2, without overheating, at a speed at least equal to that recommended by the manufacturer of the prime mover and at the lowest ambient temperature anticipated at the installation site.

Exception: Other types of stored energy starting systems (except pyrotechnic) shall be permitted to be used where recommended by the manufacturer of the prime mover, subject to approval of the authority having jurisdiction, provided two complete periods of cranking cycles are completed without replacement of the stored energy. A means for automatic restoration from the emergency source of the stored energy shall be provided. The stored energy system shall have the cranking capacity specified in 3-5.4.4 and shall have "black start" capability in addition to normal discharge capability.

3-5.4.2 For Otto or Diesel Cycle Prime Movers. The type and duration of the cranking cycle shall be as specified in Table 3-5.4.2.

A complete cranking cycle shall consist of an automatic crank period of approximately 15 seconds followed by a rest period of approximately 15 seconds. Upon starting and running the prime mover, further cranking shall cease. Two means of cranking termination shall be utilized so that one serves as backup to prevent inadvertent starter engagement. Otto cycle prime movers of 15 kW and lower and all diesel prime movers shall be permitted to use continuous cranking methods.

3-5.4.3* Number of Batteries. Each prime mover shall be provided with storage battery units as specified in Table 3-5.4.2. Each battery or battery unit shall be provided with an adequate storage rack.

Table 3-5.4.2 Starting Equipment

	Level	
	1	2
(a) Battery unit	X	X
(b) Battery certification	X	
(c) Cycle cranking*	X or O	O
(d) Cranking limiter time (sec)		
Cycle crank (3 cycles)	75	75
Continuous crank	45	45
(e) Float-type battery charger	X	X
1. dc ammeter	X	X
2. dc voltmeter	X	X
(f) Recharge time (hr)	24	36
(g) Low battery voltage alarm contacts	X	X

X: Required O: Optional

*See 3-5.4.2

3-5.4.4* Size of Batteries. The battery unit shall have the capacity to maintain the cranking speed recommended by the prime mover manufacturer through two complete periods of cranking limiter time-outs as specified in Table 3-5.4.2, item (d).

3-5.4.5* Type of Battery. The battery shall be of the nickel-cadmium or lead-acid type. Lead-acid batteries shall be furnished as charged when wet. Drain-dry batteries or dry-charged lead-acid batteries shall be permitted. Vented nickel-cadmium batteries shall be filled and charged when furnished and shall have listed flip-top, flame arrestor vent caps. The manufacturer shall provide installation, operation, and maintenance instructions, and, when shipped dry, electrolyte mixing instructions. Batteries shall not be installed until the battery charger is in service.

All batteries used in this service shall have been designed for this duty and shall have demonstrable characteristics of performance and reliability acceptable to the authority having jurisdiction. Batteries shall be prepared for use according to the battery manufacturer's instructions.

Starting batteries for Level 1 installations shall not be of the maintenance-free variety.

3-5.4.6* Automatic Battery Charger. In addition to the prime mover- (engine-) driven charger required in 3-5.3.6, a battery charger(s) as required in Table 3-5.4.2 shall be supplied for recharging or maintaining a charge, or both, on the starting or control battery unit, or both. All chargers shall include the following characteristics that are to be accomplished without manual intervention — that is, manual switch or manual tap changing:

- (a) At its rated voltage, the charger shall be capable of delivering energy into a fully discharged battery unit without damaging the unit.
- (b) When specified, the charger shall be capable of returning to the fully discharged battery 100 percent of its ampere-hour rating within the time specified.
- (c) Meters, as specified, with an accuracy within 5 percent of range shall be furnished to indicate the operation of the charger.
- (d) The charger shall be permanently marked with the allowable range of battery unit capacity, nominal output current and voltage, and sufficient battery-type data to allow replacement batteries to be secured.
- (e) The battery charger output and performance shall be compatible with the batteries furnished, including the maintenance charge rate.

3-5.5 Control Functions.

3-5.5.1 A control panel shall be provided and shall contain the following:

- (a) Automatic remote start capability
- (b) "Run-off-auto" switch
- (c) Shutdowns [see 3-5.5.2(c)]
- (d) Alarms [see 3-5.5.2(d)]
- (e) Controls [see 3-5.5.2(e)]

3-5.5.2 An automatic control and safety panel shall be a part of the EPS and shall contain the following equipment or possess the following characteristics, or both:

- (a) Cranking control equipment to provide the complete cranking cycle described in 3-5.4.2 and Table 3-5.4.2.
- (b) A panel-mounted control switch(es) marked "run-off-automatic" to perform the following functions:

- 1. Run: Manually initiate, start, and run prime mover
- 2. Off: Stop prime mover or reset safeties, or both
- 3. Automatic: Allow prime mover to start by closing a remote contact and stop by opening the remote contact

(c) Controls to shut down and lock out the prime mover under the following conditions: failing to start after specified cranking time, overspeed, low lubricating-oil pressure, high engine temperature, or operation of remote manual stop station. An automatic engine shutdown device for high lubricating-oil temperature shall not be required. (See 3-5.5.6.)

(d) Battery-powered individual alarm indication to annunciate visually at the control panel the occurrence of any of the conditions in Table 3-5.5.2(d); additional contacts or circuits for a common audible alarm that signals locally and remotely when any of the itemized conditions occurs. A lamp test switch(es) shall be provided to test the operation of all alarm lamps listed in Table 3-5.5.2(d).

(e) Controls to shut down the prime mover upon removal of the initiating signal or manual emergency shutdown.

(f) The ac instruments listed in 3-5.9.7. Where the control panel is mounted on the energy converter, it shall be mounted by means of antivibration shock mounts, if required, to maximize reliability.

3-5.5.3 Engines equipped with a maintaining shutdown device (air shutdown damper) shall have a set of contacts that monitor the position of this device, with local alarm indication and remote annunciation in accordance with Table 3-5.5.2(d).

3-5.5.4 The control panel in 3-5.5.2(d) shall be specifically approved for either a Level 1 or a Level 2 EPS consistent with the installation.

3-5.5.5 The cranking cycle shall be capable of being initiated by any of the following:

- (a) Manual start initiation as specified in 3-5.5.2(b)1.
- (b) Loss of normal power at any automatic transfer switch considered a part of the EPSS. Prime mover shall start upon closing of a remote switch or contacts and shall stop, after appropriate time delays, when switch or contacts are opened.
- (c) Clock exerciser located in an automatic transfer switch or in the control panel.
- (d) Manually operated (test) switch located in each automatic transfer switch (ATS) that simulates a loss of power and causes automatic starting and operation until this switch is reset to cause the engine circuit to duplicate its functions in the same manner commercial power is restored after a true commercial power failure.

3-5.5.6* All Level 1 and Level 2 installations shall have a remote manual stop station of a type similar to a break-glass station located outside the room housing the prime mover, where so installed, or located elsewhere on the premises where the prime mover is located outside the building.

3-5.6 Remote Controls and Alarms.

3-5.6.1 A remote, common audible alarm powered by the storage battery shall be provided as specified in 3-5.5.2(d). This remote alarm shall be located outside of the EPS service room at a work site readily observable by personnel.

3-5.6.2 An alarm-silencing means shall be provided, and the panel shall include repetitive alarm circuitry so that, after the audible alarm is silenced, it is reactivated after clearing the

Table 3-5.5.2(d) Safety Indications and Shutdowns

Indicator Function (at Battery Voltage)	Level 1			Level 2		
	C.V.	S	R.A.	C.V.	S	R.A.
(a) Overcrank	X	X	X	X	X	O
(b) Low water temp. <70°F (21°C)	X		X	X		O
(c) High engine temperature prealarm	X		X	O		
(d) High engine temperature	X	X	X	X	X	O
(e) Low lube oil pressure prealarm	X		X	O		
(f) Low lube oil pressure	X	X	X	X	X	O
(g) Overspeed	X	X	X	X	X	O
(h) Low fuel main tank	X		X	O		O
(i) Low coolant level	X	O	X	X	O	X
(j) EPS supplying load	X			O		
(k) Control switch not in auto. position	X		X	O		
(l) High battery voltage	X			O		
(m) Low voltage in battery	X			O		
(n) Battery charger ac failure	X			O		
(o) Lamp test	X			X		
(p) Contacts for local and remote common alarm	X		X	X		X
(q) Audible alarm silencing switch			X			O
(r) Low starting air pressure	X			O		
(s) Low starting hydraulic pressure	X			O		
(t) Air shutdown damper when used	X	X	X	X	X	O
(u) Remote emergency stop		X			X	

C.V.: Control panel-mounted visual indication
R.A.: Remote audible

S: Shutdown of EPS
X: Required
O: Optional

Notes:

- Item (o) shall be provided, but a separate remote audible signal shall not be required when the regular work site in 3-5.6.1 is staffed 24 hours a day.
- Item (b) is not applicable for combustion turbines.
- Item (q) or (r) applies only where applicable as a starting method.
- Item (i): EPS ac ammeter shall be permitted for this function.
- All required C.V. functions shall be annunciated by a remote, common visual indicator. All required functions indicated in the R.A. column also shall be annunciated by a remote, common audible alarm [see 3-5.5.2(d)].
- Item (h) on gaseous systems shall require a low gas pressure alarm.

fault condition and must be restored to its normal position to be silenced.

Exception: In lieu of the requirement of 3-5.6.2, a manual alarm-silencing means shall be permitted that silences the audible alarm after the occurrence of the alarm condition, provided such means do not inhibit any subsequent alarms from sounding the audible alarm again without further manual action.

3-5.7 Prime Mover Cooling Systems.

3-5.7.1 Cooling systems for prime movers shall be either natural or forced-air convection, liquid-cooled, or a combination thereof.

3-5.7.2 Forced-air-cooled diesel or otto cycle engines shall have an integral fan of adequate size to cool the prime mover effectively under full-load conditions. Means shall be provided for evacuation of hot air from the EPS service room or the enclosure housing the unit, where so housed.

3-5.7.3 Liquid-cooled prime movers for Level 1 applications shall be arranged for closed-loop cooling and shall consist of one of the following types (see Section 5-8):

- Unit-mounted radiator and fan
- Remote radiator
- Heat exchanger (liquid-to-liquid)

Cooling systems shall prevent overheating of prime movers under conditions of highest anticipated ambient temperature at the installed elevation (above sea level) when fully loaded. Power for fans and pumps on remote radiators and heat exchangers shall be supplied from a tap at the EPS output terminals or ahead of the first load circuit overcurrent protective device.

The secondary side of heat exchangers shall be a closed-loop cycle — that is, recycling of cooling agent.

3-5.8 Prime Mover Exhaust Piping. Where applicable, the exhaust system shall include an adequate muffler or silencer and a flexible exhaust section.

3-5.9 Generators, Exciters, and Voltage Regulators.

3-5.9.1 Generators shall comply with Article 445 of NFPA 70, *National Electrical Code*. Generators shall also comply with the requirements of 3-5.9.2 through 3-5.9.7.

3-5.9.2* The generator shall be of dripproof construction and have amortisseur windings. It shall be suitable for the environmental conditions at the installation location. The generator, exciter, and voltage regulator shall be factory tested as a unit to ensure the operational integrity of the generator system.

3-5.9.3 EPSS voltage output at full load shall match the nominal voltage of the normal source at the transfer switch(es).

3-5.9.4 Exciters, where furnished, shall be of either the rotating or static type.

3-5.9.5 Voltage regulators shall be capable of responding rapidly enough to load changes to meet the system stability requirements of 3-5.9.6. Anti-hunt provisions shall be included, as necessary, in order to accomplish this.

3-5.9.6 Generator system performance (i.e., prime mover, generator, exciter, and voltage regulator, as applicable when prototype tested as specified in 3-2.1) shall be as follows:

- Stable voltage and frequency at all loads shall be provided to full-rated loads.

- (b) Values consistent with the user's needs for frequency droop and voltage droop shall be maintained.
- (c) Voltage dip at the generator terminals for the maximum anticipated load change shall not cause disruption or relay dropout in the load.
- (d) Frequency dip and restoration to steady state for any sudden load change shall not exceed the user's specified need.

3-5.9.7 The generator instrument panel for Level 1 applications shall contain the following:

- (a) An ac voltmeter(s) for each phase
- (b) An ac ammeter(s) for each phase

Exception: The phase selector switch for 3-5.9.7(a) and (b) shall be permitted to be used in lieu of multiple meters.

- (c) A frequency meter
- (d) A voltage-adjusting rheostat to allow +5 percent voltage adjustment

3-5.10 Miscellaneous Considerations.

3-5.10.1 Where applicable, the prime mover and generator shall be factory mounted on a common base of sufficient rigidity in order to maintain satisfactory dynamic alignment of the rotating element of the system prior to shipment to the installation site.

3-5.10.2 A certification shall be supplied with the unit that verifies the torsional vibration compatibility of the rotating element of the prime mover and generator for the intended use of the energy converter.

3-5.10.3 Vibration isolators, as necessary, shall be furnished to minimize vibration transmission to the permanent structure. Where unusual vibration conditions are anticipated, adequate isolation treatment shall be supplied.

3-5.10.4 Electrical Diagrams. The manufacturer of the EPS shall submit complete schematic, wiring, and interconnection diagrams showing all terminal and destination markings for all EPS equipment, as well as the functional relationship between all electrical components.

3-5.10.5 The energy converter supplier shall stipulate compliance with this standard and satisfactory performance of the entire unit when installed. Where requested, the short circuit current capability at the generator output terminals shall be furnished.

Chapter 4 Electrical Switching and Protection

4-1* General.

4-1.1 Switching, as used in this chapter, refers to electrical equipment or devices used to do any or all of the following:

- (a) Transfer connected electrical loads from one power source to another
- (b) Perform load-switching functions
- (c) Bypass, isolate, and test the transfer switch

4-1.2 Protection, as used in this chapter, refers to sensing and overcurrent protective devices used to protect against damage due to fault or overload to conductors and equipment connected to the output of the emergency energy source, up to and including the load terminals of the transfer switch(es).

4-2 Transfer Switches.

4-2.1 General. Transfer switches shall be suitable for transferring electric loads from one power source to another. The electrical rating shall be adequate for the total load that is designed to be connected. Each transfer switch shall be in a separate enclosure or compartment.

4-2.2* Switch Capacity. The capacity of the transfer switch, including all load current-carrying components, shall be adequate for all classes of loads to be served. The transfer switch, including all load current-carrying components, shall withstand the effects of available fault currents.

4-2.3* Transfer Switch Classification. Where available, each transfer switch shall be listed for emergency service as a completely factory-assembled and factory-tested apparatus.

4-2.4 Automatic Transfer Switch Features.

4-2.4.1* General. Automatic transfer switches shall be electrically operated and mechanically held. The transfer switch shall transfer and retransfer the load automatically.

4-2.4.2 Source Monitoring.

(a)*Undervoltage-sensing devices shall be provided to monitor all ungrounded lines of the primary source of power. When the voltage on any phase falls below the minimum operating voltage of any load to be served, the transfer switch shall automatically initiate engine start and the process of transfer to the emergency power supply (EPS). When the voltage on all phases of the primary source returns to within acceptable limits for a designated period of time, the process of transfer back to primary power shall be initiated. (See 4-2.4.5 and 4-2.4.7.)

(b) Both voltage-sensing and frequency-sensing equipment shall be provided to monitor one ungrounded line of the EPS power. Transfer to the EPS shall be inhibited until there is adequate voltage and frequency to handle loads to be served.

Exception No. 1: Sensing equipment shall not be required in the transfer switch, provided it is included with the engine control panel.

Exception No. 2: Frequency-sensing equipment shall not be required for monitoring the public utility source. (Where used as an EPS, see 3-1.4.)

4-2.4.3 Interlocking. Reliable mechanical interlocking or an approved alternate method shall prevent the inadvertent interconnection of the primary power supply and the EPS or of any two separate sources of power.

4-2.4.4* Manual Operation. Instruction and equipment shall be provided for safe manual nonelectric transfer in the event the transfer switch malfunctions.

4-2.4.5* Time Delay on Starting of EPS. A time-delay device shall be provided to delay starting of the EPS. The timer is intended to prevent nuisance starting of the EPS and possible subsequent load transfer in the event of harmless momentary power dips and interruptions of the primary source.

Exception: Time delay shall not be required to be provided if included with the engine control panel.

4-2.4.6 Time Delay on Transfer to EPS. An adjustable time-delay device shall be provided to delay transfer to the EPS when the transfer switch is installed for Level 1 use, and loads shall be sequenced to avoid excessive voltage drop. The time delay shall commence when proper EPS voltage and frequency are achieved.

Exception: These time delays shall be permitted to be located at the engine control panel in lieu of in the transfer switches.

4-2.4.7* Time Delay on Retransfer to Primary Source. An adjustable time-delay device with automatic bypass shall be provided to delay retransfer from the EPS to the primary source of power. The timer is intended to allow the primary source to stabilize before retransfer of the load. The time delay shall be automatically bypassed if the EPS fails.

Exception: The transfer switch shall be permitted to be programmed for a manually initiated retransfer to the primary source to provide for a planned momentary interruption of the load. If used, this arrangement shall be provided with a bypass feature to allow automatic retransfer in the event that the EPS fails and the primary source is available.

4-2.4.8 Time Delay on Engine Shutdown. A minimum time delay of 5 minutes shall be provided for unloaded running of the EPS prior to shutdown. This delay provides additional engine cooldown. This time delay shall not be required on small (15 kW or less) air-cooled prime movers.

Exception: A time delay shall not be required, provided it is included with the engine control panel or if a utility feeder is used as an EPS.

4-2.4.9* Engine Generator Exercising Timer. A program timing device shall be provided to exercise the EPS as described in Chapter 6. Transfer switches for Level 1 and Level 2 shall transfer the connected load to the EPS. An immediate return to primary power shall be automatically accomplished in case of the EPS failure.

Exception No. 1: Exercising of the timer shall not be required, provided it is included with the engine control panel.

Exception No. 2: A program timing device shall not be required in health care facilities that provide scheduled testing in accordance with NFPA 99, Standard for Health Care Facilities.

4-2.4.10 Test Switch. A test shall be provided on each automatic transfer switch (ATS) that simulates failure of the primary power source. An ATS then shall transfer the load to the EPS.

4-2.4.11* Indication of Switch Position. Two pilot lights with identification nameplates or other approved position indicators shall be provided to indicate the transfer switch position.

4-2.4.12* Motor Load Transfer. Provisions shall be included to reduce excessive currents resulting from motor load transfer if such currents could damage emergency power supply system (EPSS) equipment or cause nuisance tripping of EPSS overcurrent protective devices.

4-2.4.13* Isolation of Neutral Conductors. Provisions shall be included for ensuring proper continuity, transfer, and isolation of the primary and the EPS neutral conductors wherever they are separately grounded, if necessary, to achieve proper ground-fault sensing.

4-2.5 Nonautomatic Transfer Switch Features.

4-2.5.1* General. Switching devices shall be mechanically held and shall be operated by direct manual or electrical remote manual control.

4-2.5.2 Interlocking. Reliable mechanical interlocking, or an approved alternate method, shall prevent the inadvertent interconnection of the primary power source and the EPS.

4-2.5.3 Indication of Switch Position. Two pilot lights with identification nameplates, or other approved position indicators, shall be provided to indicate the switch position.

4-3 Load Switching (Load Shedding).

4-3.1 General. When two or more engine generator sets are paralleled for emergency power, the paralleled system shall be arranged to inhibit connection of excessive loads.

4-3.2 Transfer Switch Rating. Each transfer switch shall have a continuous current rating and interrupting rating adequate for all classes of loads to be served. The transfer switch shall be capable of withstanding the available fault current at the point of installation.

4-3.3 Operation. First priority loads shall be switched to the emergency bus upon sensing the availability of emergency power on the bus. Each time an additional engine generator set is connected to the bus, a remaining load shall be connected in order of priority until all emergency loads are connected to the bus. The system shall be designed so that, upon failure of one or more engine generator sets, the load is automatically reduced, starting with the load of least priority and proceeding in ascending priority, so that the last load affected is the highest priority load.

4-4 Bypass-Isolation Switches.

4-4.1 Bypass-isolation switches shall be permitted for bypassing and isolating the transfer switch, and if installed, they shall be in accordance with 4-4.2, 4-4.3, and 4-4.4.

4-4.2 Bypass-Isolation Switch Rating. The bypass-isolation switch shall have a continuous current rating and shall withstand a current rating compatible with that of the associated transfer switch.

4-4.3* Bypass-Isolation Switch Classification. Each bypass-isolation switch shall be listed for emergency electrical service as a completely factory-assembled and factory-tested apparatus.

4-4.4* Operation. With the transfer switch isolated or disconnected, or both, means shall be provided so the bypass-isolation switch can function as an independent nonautomatic transfer switch and allow the load to be connected to either power source. Reconnection of the transfer switch shall be possible without a load interruption greater than the maximum time, in seconds, specified by the type of system.

4-5 Protection.

4-5.1* General. The overcurrent protective devices in the EPSS shall be coordinated to optimize selective tripping of the circuit overcurrent protective devices when a short circuit occurs. The maximum available short circuit current from both the utility source and the emergency energy source shall be evaluated to satisfy this coordination ability.

4-5.2* Overcurrent Protective Device Rating. The overcurrent protective device shall have an interrupting rating equal to or greater than the maximum available short circuit current at its location.

4-5.3 Accessibility. Overcurrent devices in EPSS circuits shall be accessible to authorized persons only.

Chapter 5 Installation and Environmental Considerations

5-1 General.

5-1.1* This chapter shall establish minimum requirements and considerations relative to the installation and environmental conditions that could affect the performance of the emergency power supply system (EPSS) equipment.

5-1.2* Consideration shall be given to the installation requirements and the environmental conditions that could affect the performance of the EPSS such as geographic location, building type, classification of occupancy, and hazard of contents.

5-1.3 Consideration shall be given to minimizing the probability of equipment or cable failure within the EPSS, which could cause disruption of power to loads served by the EPSS.

5-1.4 The EPSS equipment shall be installed as required to meet the user's needs and to be in accordance with this standard, the manufacturer's specifications, and the authority having jurisdiction.

5-1.5 EPSS equipment installed for the various levels of service defined in this standard shall be designed and assembled for such service.

5-1.6 When primary power is available, the EPS shall be permitted to serve loads other than Level 1 and Level 2 systems loads, provided that either

- (a) A single EPS is installed and the EPSS is programmed to power only EPSS loads if the normal source fails, or
- (b) Multiple energy converters are installed, and, upon the failure of any one energy converter, the remaining energy converters shall have sufficient capacity to serve the Level 1 and Level 2 system loads.

When primary power is not available, the EPS shall serve Level 1 and Level 2 systems' loads and shall be permitted to serve additional loads, other than Level 1 and Level 2 systems' loads, provided that

- (a) Multiple energy converters are installed.
- (b) Upon failure of any one energy converter, sufficient load, other than Level 1 and Level 2 systems' loads, is automatically shed when required so that the remaining energy converter(s) has sufficient capacity to serve the Level 1 and Level 2 systems' loads.

5-2 Location.

5-2.1 The EPS shall be installed in a separate room for Level 1 installations. EPSS equipment shall be permitted to be installed in this room. The room shall have a minimum 2-hour fire rating or shall be located in an adequate enclosure located outside the building capable of resisting the entrance of snow or rain at a maximum wind velocity required by local building codes. No other equipment, including architectural appurtenances, except those that serve this space, shall be permitted in this room.

5-2.2 EPSS equipment shall not be installed in the same room where the normal electrical service equipment is installed.

Exception: Transfer switches shall be permitted to be installed in the normal electrical service room where twice the clearance required by Article 110.16(a) of NFPA 70, National Electrical Code, exists between equipment enclosures.

5-2.3* The rooms, shelters, or separate buildings housing Level 1 or Level 2 EPSS equipment shall be located to minimize the possibility of damage from flooding, including flooding resulting from fire fighting, sewer water backup, and similar disasters or occurrences.

5-2.4* Consideration shall be given to the location of the Level 1 and Level 2 EPSS equipment to minimize the possibility of damage resulting from interruptions of the emergency power source caused by the following:

- (a)* Natural conditions such as storms, floods, earthquakes, tornadoes, hurricanes, lightning, ice storms, wind, and fire
- (b) Conditions such as vandalism, sabotage, and other similar occurrences
- (c) Material and equipment failures

5-2.5 The EPS equipment shall be installed in a location that will permit ready accessibility and adequate [minimum of 30 in. (76 cm)] working space around the unit for inspection, repair, maintenance, cleaning, or replacement.

5-2.6 Where an EPS comprises more than one energy converter located in a single area, the arrangement shall minimize the possibility of failure of one energy converter affecting the continued operation of the other units.

5-3 Lighting.

5-3.1 The Level 1 or Level 2 EPS equipment location shall be provided with battery-powered emergency lighting. The emergency lighting charging system and the normal service room lighting shall be supplied from the load side of the transfer switch.

5-3.2* The intensity of illumination in the separate building or room housing the EPS equipment for Level 1 shall be 30 ft-candles (32.3 lux), unless otherwise specified by a requirement recognized by the authority having jurisdiction.

Exception: This requirement shall not apply to units housed outdoors.

5-4 Mounting.

5-4.1 Rotating energy converters shall be installed on solid foundations that are unlikely to permit sagging of fuel, exhaust, or lubricating oil piping and damage to parts resulting in leakage at joints. Such foundations or structural bases shall raise the engine at least 6 in. (150 mm) above the floor or grade level and shall be of sufficient elevation to facilitate lubricating oil drainage and ease of maintenance.

5-4.2 Foundations shall be of the size (mass) and type recommended by the energy converter manufacturer. Where required to prevent transmission of vibration during operation, the foundation shall be isolated from the surrounding floor or other foundations, or both, in accordance with the manufacturer's recommendations and accepted structural engineering practices.

5-4.3 The EPS shall be mounted on a fabricated metal skid base of sufficient strength to resist damage during shipping and handling and, after installation, shall maintain alignment of the unit during operation.

5-5* Vibration. Vibration isolators, as recommended by the manufacturer of the EPS, shall be installed either between the rotating equipment and its skid base or between the skid base and the foundation or inertia base.

5-6* Noise. Design consideration shall be given to noise control regulations, where applicable.

5-7 Heating, Cooling, and Ventilating.

5-7.1* Consideration shall be given to properly sizing the ventilation or air-conditioning systems to remove all the heat rejected to the EPS equipment room by the energy converter, uninsulated or insulated exhaust pipes, and other heat-producing equipment.

5-7.2 Adequate ventilation shall be provided to prevent temperatures or temperature rises in the EPS and related accessory equipment that exceed the recommendations of the manufacturer.

5-7.3 For the EPS equipment room, the ventilation or cooling equipment, or both, shall be sized so that the ambient temperature shall not exceed the EPS equipment manufacturer's criteria or allowable maximum temperatures.

5-7.4 Adequate combustion air shall be supplied to the EPS equipment.

5-7.5 Consideration shall be given to designing and sizing an air intake louver and air discharge louver system, either gravity or motor operated, so that the proper pressure control and airflows are provided. Dampers and louver restrictions shall be considered in sizing the room ventilation requirements.

5-7.6 Provision shall be made to maintain the EPS equipment room containing Level 1 rotating equipment at a temperature not less than 70°F (21°C); where the engine water jacket temperature is maintained at the levels specified in Chapter 3, at not less than 40°F (4.5°C) nor more than the maximum temperature recommended by the manufacturer or authority having jurisdiction.

5-7.7 Units housed outdoors shall be heated as specified in Chapter 3.

5-7.8 To ensure successful installations, consideration shall be given to adverse conditions such as heat; cold; dust; humidity; snow and ice accumulations around housings, louvers, and remote radiator fans; and prevailing winds blowing against radiator fan discharge air.

5-8 Installed EPS Cooling System.

5-8.1 The installed EPS cooling system shall be adequate to cool the prime mover at full rated load while operating in the particular installation circumstances of each EPS. A full load on-site test shall not result in activation of high-temperature prealarm or high-temperature shutdown.

5-8.2* On EPSS cooling systems requiring intermittent or continuous waterflow, pressure, or both, a utility, city, or other water supply service shall not be used. The EPSS cooling system shall be permitted to use utility or city water for filling or makeup water.

5-8.3 Makeup water hose bibs and floor drains shall be considered in EPS equipment rooms.

5-8.4 Where duct connections are used between the prime mover radiator and air-out louvers, the ducts shall be connected to the prime movers by means of flexible sections.

5-8.5 Design consideration shall be given to remote radiator or heat exchanger sizing, pipe sizing, pump sizing, sufficient shutoffs to isolate equipment to facilitate maintenance, the

need for and sizing of deaeration and surge tanks, drain valves for cleaning and flushing the cooling system, and type of flexible hoses between the prime mover and the cooling system piping.

5-9 Fuel System.

5-9.1* Fuel tanks shall be sized to accommodate the specific EPS class.

5-9.2 Fuel tanks shall be placed as close as practicable to the prime mover. The fuel lift (suction head) of the prime mover fuel pump shall be adequate for the fuel system, or a fuel transfer pump and day tank shall be utilized. If the engine manufacturer's fuel pump static head pressure limits are exceeded when the level of fuel in the tank is at a maximum, a day tank shall be utilized.

5-9.3 Fuel piping shall be of compatible metal to minimize electrolysis and shall be properly sized, with vent and fill pipes located to prevent entry of groundwater or rain into the tank. Galvanized fuel lines shall not be used. Approved flexible fuel lines shall be used between the prime mover and the fuel piping.

5-9.4 Day tanks on diesel systems shall be installed below the engine fuel return elevation, and the return line to the day tank shall be below the fuel return elevation. Gravity fuel oil return lines between the day tank and the main supply tank shall be sized to handle the potential fuel flow and shall be free of traps so that fuel can flow freely to the main tank.

5-9.5 Integral tanks of 660 gal (2498 L) maximum diesel fuel or 25 gal (95 L) gasoline fuel or less capacity of liquid fuels shall be allowed inside or on roofs of structures or as approved by the authority having jurisdiction. Quantities of all types of fuels stored in buildings shall meet the approval of the authority having jurisdiction.

5-9.6* The fuel supply for gas-fueled and liquid-fueled prime movers shall be installed in accordance with applicable standards.

5-9.7 The fuel supply to gas-fueled prime movers shall be connected ahead of the building's main shutoff valve and marked as supplying an emergency generator. The building's main gas shutoff valve shall be marked or tagged to indicate the existence of the separate EPS shutoff valve.

5-9.8 The fuel supply for gas-fueled and liquid-fueled prime movers shall be adequate for the demands of the prime mover in all respects including sizing of fuel lines, valves including manual shutoff, battery-powered fuel solenoids, gas regulators, regulator vent piping, flexible fuel line section, fuel line filters, fuel vaporizers (LP-Gas), and ambient temperature effect of fuel tank vaporization rates of LP-Gas where applicable.

5-9.9 The fuel storage and supply lines for an EPSS shall be in accordance with this standard or with the specific authority having jurisdiction, or both.

5-9.10 All manual fuel system valves shall be of the indicating type.

5-9.11 Listed generator subbase secondary containment fuel tanks of 660 gal (2498 L) capacity and below shall be permitted to be installed outdoors or indoors without diking or remote impounding. A minimum clearance of 3 ft (0.9 m) shall be maintained on all sides.

5-10 Exhaust System.

5-10.1* The exhaust system equipment and installation, including piping, muffler, and related accessories, shall be in accordance with applicable standards.

5-10.2 Exhaust system installation shall be gastight to prevent exhaust gas fumes from entering inhabited rooms or buildings and shall terminate in such a manner that toxic fumes cannot reenter a building or structure, particularly through windows, air ventilation inlets, or the engine air-intake system.

5-10.3* Exhaust piping shall be connected to the prime mover by means of a flexible connector and shall be independently supported thereafter so that no damaging weight or stress is applied to the engine exhaust manifold or turbocharger. A condensate trap and drain valve shall be provided where necessary at the low point of the piping. Consideration shall be given to thermal expansion and resultant movement of the piping. For reciprocating engines, mufflers shall be placed as close as practicable to the engine, in a horizontal position where possible. An approved thimble(s) shall be used where exhaust piping passes through combustible walls or partitions. For reciprocating engines, the piping shall terminate in a rain cap, tee, or ell, pointing downwind from the prevailing wind. Consideration shall be given to the potential heat effect due to proximity to conduit runs, fuel piping, and lighting fixtures. Consideration also shall be given to insulating the engine exhaust systems in buildings after the flexible section.

5-10.4 For maximum efficiency, operation economy, and prevention of engine damage, the exhaust system shall be designed so it does not create excessive backpressure on the engine. The piping size, connections, and muffler shall be properly selected and installed to ensure satisfactory EPS operation and shall meet the requirements of the manufacturer.

5-10.5 The exhaust system shall not pass near any flammable material. Consideration shall be given to a fire-resistive, high temperature-rated, insulative material wrapped around the exhaust system that is covered with a metal retainer to reduce heat radiation and exhaust noise.

5-11 Protection.

5-11.1 The room in which the EPS equipment is located shall not be used for storage purposes.

5-11.2* Where EPS equipment rooms or separate buildings are equipped with fire suppression systems, carbon dioxide or halon systems shall not be used unless prime mover combustion air is taken from outside the structure. An automatic dry chemical system shall not be used unless the manufacturers of the EPS certify that the dry chemical system cannot damage the EPS system or hinder its operation or reduce its output. Where sprinkler protection is provided in the EPS equipment rooms or separate buildings, hoods or shields of noncombustible materials shall be installed to protect the critical equipment.

5-11.3* Where the EPS rooms or separate buildings are equipped with fire detection systems, the installation shall be in accordance with applicable standards.

5-11.4 The EPS equipment shall be adequately protected from damage due to lightning.

5-11.5* In recognized seismic risk areas, EPS and EPSS components, such as electrical distribution lines, water distribution lines, fuel distribution lines, and other components that

serve the EPS, shall be designed to minimize damage from earthquakes and to facilitate repairs if an earthquake occurs.

5-11.6* In seismic risk areas for Level 1 and Level 2 systems, the EPS, transfer switches, distribution panels, circuit breakers, and associated controls shall be capable of performing their intended function during and after being subjected to the anticipated seismic shock.

5-12 Distribution.

5-12.1* The distribution and wiring systems within EPSS shall be installed in accordance with applicable standards.

5-12.2* Where applicable, in addition to the requirements of 5-12.1, distribution and wiring systems of Level 1 EPSSs shall be installed in accordance with applicable standards.

5-12.3 The wiring between the EPS output terminals and the first distribution overcurrent protective device terminals within the EPSS shall be located at a minimal distance to enhance system reliability and safety.

5-12.4 If the conduit's point of attachment to the EPS is on the forcing function side of the EPS vibration isolation system, a flexible conduit section(s) shall be installed between the EPS unit(s) and any of the following so attached:

- (a) The transfer switch
 - (b) The control and annunciator wiring
 - (c) Any accessory supply wiring such as jacket water heaters
- Stranded wire of adequate size shall be used to minimize breakage due to vibration. Bushings shall be installed to protect wiring from abrasion with conduit terminations.

5-12.5 All ac-powered support and accessory equipment necessary to the operation of the EPS shall be supplied from the load side of the automatic transfer switch(es), or the output terminals of the EPS, ahead of the main EPS overcurrent protection, as necessary, to ensure continuity of the EPSS operation and performance.

5-12.6 The starting battery units shall be located as close as practicable to the prime mover starter to minimize voltage drop. Battery cables shall be sized to minimize voltage drop in accordance with the manufacturer's recommendations and accepted engineering practices.

Battery charger output wiring shall be permanently connected. Connections shall not be made at the battery terminals.

5-13 Installation Acceptance.

5-13.1 Upon completion of the installation of the EPSS, the EPS shall be tested to ensure conformity to the requirements of the standard with respect to both power output and function. The authority having jurisdiction shall be given advance notification of the time at which the final test is to be performed so that the authority can witness the test.

5-13.2 An on-site acceptance test shall be conducted as a final approval test for all EPSSs. For new Level 1 installations, the EPSS shall not be considered as meeting this standard until the acceptance tests have been conducted and test requirements met.

5-13.2.1 The test shall be conducted after completion of the installation with all EPSS accessory and support equipment in place and operating.

5-13.2.2 Test Results. The EPSS shall perform within the limits specified in this standard.

5-13.2.3* The on-site installation test shall be conducted in the following manner:

(a) With the prime mover in a “cold start” condition and the emergency load at standard operating level, a primary power failure shall be initiated by opening all switches or breakers supplying the primary power to the building or facility. The test load shall be that load that is served by the EPSS.

(b) The time delay on start shall be observed and recorded.

(c) The cranking time until the prime mover starts and runs shall be observed and recorded.

(d) The time required to reach operating speed shall be observed and recorded.

(e) The voltage and frequency overshoot shall be recorded.

(f) The time required to achieve a steady-state condition with all switches transferred to the emergency position shall be observed and recorded.

(g) The voltage, frequency, and amperes shall be recorded.

(h) The prime mover oil pressure and water temperature shall be recorded, where applicable, and the battery charge rate shall be recorded at 5-minute intervals for the first 15 minutes, and at 15-minute intervals thereafter.

(i) The load test with building load, or other loads that simulate the intended load as specified in 3-4.1, shall be continued for the minimum time required by Table 2-2.3 for the class, or 2 hours maximum, observing and recording load changes and the resultant effect on voltage and frequency.

(j) Primary power shall be returned to the building or facility, and the time delay on retransfer to primary for each switch (minimum setting: 5 minutes), and the time delay on the prime mover cool-down period and shutdown shall be recorded.

5-13.2.4 After completion of the test performed in 5-13.2.3, the prime mover shall be allowed to cool for 5 minutes.

5-13.2.5 Full Load Test. A load shall be applied for a 2-hour, full load test. The building load can serve as part or all of the load, supplemented by a load bank of sufficient size to provide a load equal to 100 percent of the nameplate kW rating of the EPS, less applicable derating factors for site conditions. A unity power factor shall be acceptable for on-site testing, provided that rated load tests at the rated power factor have been performed by the manufacturer of the EPS prior to shipment.

Exception: Where the EPS is a paralleled multi-unit EPS, each unit shall be permitted to be tested individually at its rating.

5-13.2.6 A full load test shall be initiated immediately after the cooling time specified in 5-13.2.4 by any method that starts the prime mover and, immediately upon reaching rated rpm, picks up 100 percent of the nameplate kW rating on one step, less applicable derating factors for site conditions.

Exception: Where the EPS is a paralleled multi-unit EPS, each unit shall be permitted to be tested individually at its rating.

5-13.2.7 The data specified in 5-13.2.3(c), (d), (e), (f), (g), and (h) shall be recorded at first load acceptance and every 15 minutes thereafter until the completion of the 2-hour test period.

5-13.2.8 Cycle Crank Test. Any method recommended by the manufacturer shall be utilized to prevent the prime mover

from running. The control switch shall be set at “run” to cause the prime mover to crank. The complete crank/rest cycle specified in 3-5.4.2 and Table 3-5.4.2 shall be observed.

5-13.2.9 All safeties specified in 3-5.5 and 3-5.6 shall be tested as recommended by the manufacturer.

5-13.3 The following shall be made available to the authority having jurisdiction at the time of the acceptance test:

(a) Evidence of the prototype test as specified in 3-2.1 (for Level 1 systems)

(b) A certified analysis as specified in 3-5.10.2

(c) A letter of compliance as specified in 3-5.10.5

(d) A manufacturer’s certification of a rated load test at rated power factor with the ambient temperature, altitude, and fuel grade recorded

Chapter 6 Routine Maintenance and Operational Testing

6-1 General.

6-1.1* The routine maintenance and operational testing program shall be based on the manufacturer’s recommendations, instruction manuals, and the minimum requirements of this chapter and the authority having jurisdiction.

6-1.2 Consideration shall be given to temporarily providing a portable or alternate source whenever the emergency generator is out of service.

6-2* Manuals, Special Tools, and Spare Parts.

6-2.1 At least two sets of instruction manuals for all major components of the EPSS shall be supplied by the manufacturer(s) of the EPSS and shall contain the following:

(a) A detailed explanation of the operation of the system

(b) Instructions for routine maintenance

(c) Detailed instructions for repair of the EPS and other major components of the EPSS

(d) An illustrated parts list and part numbers

(e) Illustrated and schematic drawings of electrical wiring systems, including operating and safety devices, control panels, instrumentation, and annunciators

6-2.2 For Level 1 systems, one set of instruction manuals shall be kept in a secure, convenient location near the equipment. The other set shall be kept in a different secure location.

6-2.3 Special tools and testing devices required for routine maintenance shall be available for use when needed.

6-2.4 Replacement for parts identified by experience as high mortality items shall be maintained in a secure location(s) on the premises. Consideration shall be given to stocking spare parts as recommended by the manufacturer.

6-3 Maintenance and Operational Testing.

6-3.1* The EPSS shall be maintained to ensure to a reasonable degree that the system is capable of supplying service within the time specified for the type and for the time duration specified for the class.

6-3.2 A routine maintenance and operational testing program shall be initiated immediately after the EPSS has passed acceptance tests or after completion of repairs that impact the operational reliability of the system.

6-3.3 A written schedule for routine maintenance and operational testing of the EPSS shall be established.

6-3.4 A written record of the EPSS inspections, tests, exercising, operation, and repairs shall be maintained on the premises. The written record shall include the following:

- (a) The date of the maintenance report
- (b) Identification of the servicing personnel
- (c) Notation of any unsatisfactory condition and the corrective action taken, including parts replaced
- (d) Testing of any repair for the appropriate time as recommended by the manufacturer

6-3.5* Transfer switches shall be subjected to a maintenance program including connections, inspection or testing for evidence of overheating and excessive contact erosion, removal of dust and dirt, and replacement of contacts when required.

6-3.6* Storage batteries, including electrolyte levels, used in connection with Level 1 and Level 2 systems shall be inspected at intervals of not more than 7 days and shall be maintained in full compliance with manufacturer's specifications. Defective batteries shall be repaired or replaced immediately upon discovery of defects.

6-4 Operational Inspection and Testing.

6-4.1* Level 1 and Level 2 EPSSs, including all appurtenant components, shall be inspected weekly and shall be exercised under load at least monthly.

Exception: If the generator set is used for standby power or for peak load shaving, such use shall be recorded and shall be permitted to be substituted for scheduled operations and testing of the generator set, provided the appropriate data are recorded.

6-4.2* Generator sets in Level 1 and Level 2 service shall be exercised at least once monthly, for a minimum of 30 minutes, using one of the following methods:

- (a) Under operating temperature conditions or at not less than 30 percent of the EPS nameplate rating
- (b) Loading that maintains the minimum exhaust gas temperatures as recommended by the manufacturer

The date and time of day for required testing shall be decided by the owner, based on facility operations.

6-4.2.1 Equivalent loads used for testing shall be automatically replaced with the emergency loads in case of failure of the primary source.

6-4.2.2 Diesel-powered EPS installations that do not meet the requirements of 6-4.2 shall be exercised monthly with the available EPSS load and exercised annually with supplemental loads at 25 percent of nameplate rating for 30 minutes, followed by 50 percent of nameplate rating for 30 minutes, followed by 75 percent of nameplate rating for 60 minutes, for a total of 2 continuous hours.

6-4.3 Load tests of generator sets shall include complete cold starts.

6-4.4 Time delays shall be set as follows:

- (a) Time delay on start: 1 second minimum

Exception: Gas turbine cycle: 0.5 second minimum.

- (b) Time delay on transfer to emergency: no minimum required

- (c) Time delay on restoration to normal: 5 minutes minimum (*see A-4.2.4.7*)

- (d) Time delay on shutdown: 5 minutes minimum

6-4.5 Level 1 and Level 2 transfer switches shall be operated monthly. The monthly test of a transfer switch shall consist of electrically operating the transfer switch from the standard position to the alternate position and then a return to the standard position.

6-4.6* EPSS circuit breakers for Level 1 system usage, including main and feed breakers between the EPS and the transfer switch load terminals, shall be exercised annually with the EPS in the off position.

Exception: Medium- and high-voltage circuit breakers for Level 1 system usage shall be exercised every 6 months and tested under simulated overload conditions every 2 years.

6-4.7 The routine maintenance and operational testing program shall be overseen by a properly instructed individual.

Chapter 7 Referenced Publications

7-1 The following documents or portions thereof are referenced within this standard as mandatory requirements and shall be considered part of the requirements of this standard. The edition indicated for each referenced mandatory document is the current edition as of the date of the NFPA issuance of this standard. Some of these mandatory documents might also be referenced in this standard for specific informational purposes and, therefore, are also listed in Appendix C.

7-1.1 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, P.O. Box 9101, Quincy, MA 02269-9101.

NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*, 1998 edition.

NFPA 70, *National Electrical Code®*, 1999 edition.

NFPA 99, *Standard for Health Care Facilities*, 1999 edition.

Appendix A Explanatory Material

Appendix A is not a part of the requirements of this NFPA document but is included for informational purposes only. This appendix contains explanatory material, numbered to correspond with the applicable text paragraphs.

A-1-1.4.2 See NFPA 111, *Standard on Stored Electrical Energy Emergency and Standby Power Systems*.

A-2-1 Approved. The National Fire Protection Association does not approve, inspect, or certify any installations, procedures, equipment, or materials; nor does it approve or evaluate testing laboratories. In determining the acceptability of installations, procedures, equipment, or materials, the authority having jurisdiction may base acceptance on compliance with NFPA or other appropriate standards. In the absence of such standards, said authority may require evidence of proper installation, procedure, or use. The authority having jurisdiction may also refer to the listings or labeling practices of an organization that is concerned with product evaluations and is thus in a position to determine compliance with appropriate standards for the current production of listed items.

A-2-1 Authority Having Jurisdiction. The phrase “authority having jurisdiction” is used in NFPA documents in a broad manner, since jurisdictions and approval agencies vary, as do their responsibilities. Where public safety is primary, the authority having jurisdiction may be a federal, state, local, or other regional department or individual such as a fire chief; fire marshal; chief of a fire prevention bureau, labor department, or health department; building official; electrical inspector; or others having statutory authority. For insurance purposes, an insurance inspection department, rating bureau, or other insurance company representative may be the authority having jurisdiction. In many circumstances, the property owner or his or her designated agent assumes the role of the authority having jurisdiction; at government installations, the commanding officer or departmental official may be the authority having jurisdiction.

A-2-1 Emergency Power Supply (EPS). For rotary energy converters, components of an EPS include the following: prime mover, cooling system, generator, excitation system, starting system, control system, fuel system, and lube system, if required.

A-2-1 Emergency Power Supply System (EPSS). See Appendix B for diagrams of typical systems.

A-2-1 Listed. The means for identifying listed equipment may vary for each organization concerned with product evaluation; some organizations do not recognize equipment as listed unless it is also labeled. The authority having jurisdiction should utilize the system employed by the listing organization to identify a listed product.

A-2-2.1 The terms “emergency power supply systems” and “standby power supply systems” as used in this standard include such other terms as “alternate power systems,” “standby power systems,” “legally required standby systems,” “alternate power sources,” and other similar terms. Since this standard specifies the installation, performance, maintenance, and test requirements in terms of types, classes, and levels, any of these terms might be appropriate for describing the application or use, depending on the need and the preference of the parties involved.

A-2-2.3 Selection of the class of the EPSS should take into account past outage records and fuel delivery problems due to weather, shortages, and other geographic/environmental conditions.

A-2-2.4.1 Typically, Level 1 systems are intended to automatically supply illumination or power, or both, to critical areas and equipment in the event of failure of the primary supply or in the event of danger to elements of a system intended to supply, distribute, and control power and illumination essential for safety to human life.

Level 1 systems generally are installed in places of assembly where artificial illumination is required for safe exiting and for panic control in buildings subject to occupancy by large numbers of people.

Emergency systems also can provide power for such functions as ventilation when essential to maintain life, fire detection and alarm systems, elevators, fire pumps, public safety communications systems, industrial processes where current interruption would produce serious life safety or health haz-

ards, and similar functions. (See NFPA 101®, *Life Safety Code*®, and Chapter 3, *Electrical Systems*, of NFPA 99, *Standard for Health Care Facilities*.)

A-2-2.4.2 Typically, Level 2 systems are intended to supply power automatically to selected loads (other than those classed as emergency systems) in the event of failure of the primary source.

Level 2 systems typically are installed to serve loads such as heating and refrigeration systems, communications systems, ventilation and smoke removal systems, sewerage disposal, lighting, and industrial processes that, when stopped due to any interruption of the primary electrical supply, could create hazards or hamper rescue or fire-fighting operations.

A-2-2.4.3 It is important to recognize that an EPSS might react substantially different from commercial power during transient and short circuit conditions due to the relatively small capacities of the EPSS as compared to the primary commercial power source. (See ANSI C84.1, *Standard for Electric Power Systems and Equipment Voltage Ratings*.)

A-3-1.1(a) See A-3-4.2.3 for shelf-life precautions for fuel supplies.

A-3-1.2 The seismic risk areas that should be addressed specifically are those designated as Zones 3 and 4 of the *Uniform Building Code*, as modified by the authorities having jurisdiction.

A-3-1.4 On-site energy conversion is not restricted to rotating-type generating systems. Other types of continuous energy conversion systems can be used, including fuel-cell systems.

A-3-2.2 The following devices are typical of energy converters and energy sources that should be reviewed carefully as part of Level 1 EPSs: motor-generator/engine, motor-generator/flywheel, and steam turbine. Connection to the primary power source ahead of the primary source main service disconnect and a separate service should be excluded as a sole source of EPS.

A-3-4.1 It is recognized that in some installations part or all of the output of the EPS might be used for peak shaving or that part of the output might be used for driving nonessential loads during loss of the primary power source. Load-shedding of these loads when the output of the energy converter is needed is one way of meeting the requirements of 3-4.1.

The load should be reviewed to ascertain that load growth has not exceeded EPS capability.

A-3-4.2.2 The low-fuel alarm point for liquid-fueled engines is defined as the point when the main fuel tank contains insufficient fuel to meet the required full load operating hours and is the point at which this condition is signaled.

A-3-4.2.3 Consideration should be given to sizing tanks in order to meet minimum fuel supplier delivery requirements, particularly for small tanks. Consideration also should be given to oversizing tanks, since many fuels have a shelf life and deteriorate with age. Where large tanks are required, it is recommended that fuels be periodically pumped out and used in other service and replaced with fresh fuel.

Prudent disaster management could require much larger on-site temporary or permanent fuel storage.

A-3-5.4 See Figure A-3-5.4 for a diagram of cranking cycles.

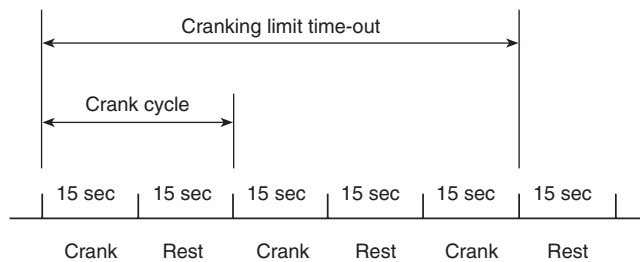


Figure A-3-5.4 Diagram of cranking cycles.

A-3-5.4.3 A battery unit is one or more batteries or a group of cells, a series, or a parallel series connected to provide the required battery unit voltage and capacity.

A-3-5.4.4 Cold-cranking amperes, or cranking performance, are the number of amperes a fully charged battery at 0°F (−17.8°C) can continuously deliver for 30 seconds while maintaining 1.2 V per cell.

A-3-5.4.5 It is recommended that lead-acid starting batteries be replaced every 24 to 30 months.

A-3-5.4.6 It is intended that the battery charger be factory built, adjusted, and approved for the specific type, construction, and capacity of the battery. For lead-acid batteries, the battery charger should be tested for the specific gravity, type, and concentration of grid alloys, such as high or low gravity, high or low antimony, calcium, or none.

A-3-5.5.6 For Level 1 and Level 2 systems located outdoors, the manual shutdown should be located external to the weatherproof enclosure and should be appropriately identified.

A-3-5.9.2 See ANSI/NEMA MG1, *Standard for Motors and Generators*, and ANSI/NEMA MG2, *Safety Standard for Construction and Guide for Selection, Installation and Use of Electric Motors and Generators*.

A-4-1 For summary tabulation showing equipment variation as a function of required level of performance, see Table A-4-1.

A-4-2.2 See ANSI/UL 1008, *Standard for Safety Transfer Switch Equipment*.

A-4-2.3 See Section 700-6 of NFPA 70, *National Electrical Code*, and Section 7-8 of NFPA 20, *Standard for the Installation of Centrifugal Fire Pumps*, for listing and installation requirements for transfer switches used with fire pumps.

A-4-2.4.1 For most applications in this standard, the automatic transfer switch is used to transfer a load from a primary source of supply to an engine generator set.

An automatic transfer switch might include circuit breakers, contactors, switches, or vacuum and solid-state power devices operating in conjunction with automatic-sensing and logic devices to perform the defined function.

A-4-2.4.2(a) Where special loads require more rapid detection of power loss, underfrequency monitoring also might be provided. Upon frequency decay below the lower limit necessary for proper operation of the loads, the transfer switch should automatically initiate transfer to the alternate source. (See A-4-2.4.12.)

Table A-4-1 Equipment Variation as a Function of Required Level of Performance

Paragraph	Description	Level	
		1	2
4-2.4.1	Mechanically held construction	Yes	Yes
4-2.4.5	Time delay on starting of alternate power source	Yes	Yes
4-2.4.6	Time delay on transfer to alternate source	Yes	No
4-2.4.7	Time delay on retransfer to primary source	Yes	Yes
4-2.4.8	Time delay on engine shutdown	Yes	Yes
4-2.4.11	Indication of transfer switch position	Yes	Yes
4-2.4.12	Provision for minimizing motor inrush currents	Yes	No
4-2.4.13	Isolation of neutral contacts	Yes	Yes
4-5.3	Overcurrent devices accessible to authorized persons only	Yes	Yes

A-4-2.4.4 Authorized personnel should be available and familiar with manual operation of the transfer switch and should be capable of determining the adequacy of the alternate source of power prior to manual transfer.

A-4-2.4.5 For most applications, a nominal delay of 1 second is adequate. The time delay should be short enough so that the generator can start and be on the line within the time specified for the type classification.

A-4-2.4.7 It is recommended that the timer for delay on retransfer to the primary source be set for 30 minutes. The 30-minute recommendation is to establish a “normalized” engine temperature, when it is beneficial for the engine. NFPA 70, *National Electrical Code*, establishes a minimum time requirement of 15 minutes.

A-4-2.4.9 The timer might run the generator only, might run the generator and transfer the load to emergency power, or might be provided with a switch for optional operation.

A-4-2.4.11 For maintenance purposes, consideration should be given to a transfer switch counter.

A-4-2.4.12 ATs can be provided with accessory controls that provide a signal to operate remote motor controls that disconnect motors prior to transfer, and to reconnect them after transfer when the residual voltage has been substantially reduced. Another method is to provide in-phase monitors within the ATS in order to prevent retransfer to the primary source until both sources are nearly synchronized. A third method is to use a programmed neutral position transfer switch.

A-4-2.4.13 See Section 230-95(b) of NFPA 70, *National Electrical Code*.

A-4-2.5.1 Standards for nonautomatic transfer switches are similar to those for automatic transfer switches, as defined in Section 2-1, with the omission of automatic controls.

A-4-4.3 See Section 700-3 of NFPA 70, *National Electrical Code*.

A-4-4.4 Consideration should be given to the effect that load interruption could have on the load during maintenance and service of the transfer switch.

A-4-5.1 It is important that the various overcurrent devices be coordinated, as far as practicable, to isolate faulted circuits and to protect against cascading operation on short circuit faults. In many systems, however, full coordination is not practicable without using equipment that could be undesirable for other reasons or prohibitively costly. Primary consideration also should be given to prevent overloading of equipment by limiting the possibilities of large current inrushes due to instantaneous reestablishment of connections to heavy loads.

A-4-5.2 See 6-6.5 of NFPA 20, *Standard for the Installation of Centrifugal Fire Pumps*.

A-5-1.1 The performance of the emergency power supply (EPS) and the EPSS is dependent on many factors, one of which is correct initial installation, primarily as the installation relates to the location and environmental conditions. While this standard is not intended to serve as a design standard for EPSS installation and environmental considerations, certain minimum standards are recognized as essential for successful start up and performance, safe operation, and utilization of the EPSS where required.

A-5-1.2 The environmental conditions to be considered in the EPSS design should include, but not be limited to, heating, ventilating, and air-conditioning systems, protection from floods, fire, vandalism, wind, earthquakes, lightning, and other similar or applicable environmental conditions common to geographic locations and other factors affecting the location of the EPSS equipment.

The probability and frequency of power failures that do or can occur as a result of lightning, wind, and rain produced by thunderstorms, hurricanes, tornadoes, and similar weather conditions associated with the user's geographic location should be considered.

A-5-2.3 EPSS equipment should be located above known previous flooding elevations where possible.

A-5-2.4 When installing the EPSS equipment and related auxiliaries, environmental considerations should be given, particularly with regard to the installation of the fuel tanks and exhaust lines or the EPS building, or both.

To protect against disruption of power in the facility, it is recommended that the transfer switch be located as close to the load as possible.

A-5-2.4(a) EPSS design should consider the "100-year storm" flooding level or the flooding level predicted by the SLOSH models for a Class 4 hurricane.

A-5-3.2 Where units housed outdoors are used, it is recommended that a flashlight or battery-powered light with a flexible cord be maintained in the housing.

A-5-5 Generally, integral rubber vibration isolators are used on the rotating energy converters and spring-type or pad-type isolators are used on the larger energy converter units. In some cases, high deflection spring-type isolators should be used where a high degree of vibration attenuation is required.

The EPS manufacturer should be consulted when considering the specific type of vibration control. Inertia bases should be considered where unusual vibration conditions are anticipated.

A-5-6 Generally, exhaust noises can be attenuated by using the proper mufflers. The mufflers used should be in accordance with the EPS manufacturer's recommendations. Depending on the degree of silencing required, the muffler should be rated accordingly for "commercial," "semicritical," and "critical" (high degree of silencing) service. To attenuate other noises, line-of-sight barriers having acoustical treatment or total acoustical enclosures can be used. The EPS should be installed away from critical areas.

A-5-7.1 During operation, EPS and related equipment reject considerable heat that needs to be removed by proper ventilation or air-cooling. In some cases, outdoor installations rely on natural air circulation, but enclosed installations need properly sized, properly positioned ventilation facilities or air-conditioning equipment, or both.

A-5-8.2 It should be recognized that the reliability of municipal water-cooling is strictly dependent upon the reliability of the water utility. It should also be recognized that, during such natural disasters as earthquakes and floods, the water supply can be interrupted simultaneously with the primary electric power supply. Methods of cooling the energy converter(s) consist of radiator cooling, either unit-mounted or remote, utility-furnished (city) water-cooling, heat exchangers, and air-cooling.

A-5-9.1 Fuel system design should consider the safe provision of an adequate supply of clean, fresh fuel to the prime mover. Diesel fuel has a storage life of approximately 1½ to 2 years, and gasoline has a storage life of approximately 6 months. Tanks should be sized so that the fuel is consumed within the storage life, or provision should be made to replace stale fuel with fresh fuel.

A-5-9.6 See NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*; NFPA 54, *National Fuel Gas Code*; and NFPA 58, *Liquefied Petroleum Gas Code*.

A-5-10.1 See NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*.

A-5-10.3 Consideration should also be given to utilizing dampening supports where it is necessary to reduce exhaust noise vibration transmission.

A-5-11.2 If a fire suppression system is used in EPS rooms or separate buildings housing EPS equipment, consideration should be given to preaction-type suppression systems.

A-5-11.3 See NFPA 72, *National Fire Alarm Code*®.

A-5-11.5 Consideration should be given to the location of the EPS equipment, both as it relates to the building structure and to the effects of an earthquake.

All emergency power equipment support or sub-support systems should be designed and constructed so that they can withstand static or anticipated seismic forces, or both, in any direction, with the minimum force value used being equal to the equipment weight.

Bolts, anchors, hangers, braces, and other restraining devices should be provided to limit earthquake-generated differential movements between the EPS nonstructural equipment and the building structure. However, the degree of

isolation required for vibration and acoustical control of the EPS equipment and other equipment should be maintained.

Suspended items such as piping, conduit, ducts, and other auxiliary equipment related to the EPSS should be braced in two directions to resist swaying and excessive movement in earthquake risk areas.

Battery racks for EPS equipment and electrical items or related auxiliaries, or both, should be designed to resist internal damage and damage at the equipment supports resulting from earthquake-generated motion.

Transfer switch enclosures should be mounted so that their anchors and support structures can withstand static forces equal to the anticipated seismic shock in any direction.

Transfer switch components should be of the type that resist malfunction during dynamic excitation and should be designed to resist the anticipated seismic shock.

Where possible, EPS equipment and associated cooling systems and controls should be mounted on a single frame. The frame, in turn, should be rigidly attached to its foundation so that its anchorage can withstand static forces equal to the equipment weight in any direction. Where engine generator sets and associated cooling systems' controls cannot be mounted as an integral unit, each should be secured to meet the above floating requirements. Equipment not using the preferred rigid mounting should have vibration isolators with restraints capable of withstanding static forces equal to twice the weight of the supported equipment in any direction. In addition, interconnecting power, fuel, and cooling lines should be provided with adequate flexibility to allow maximum anticipated excursions without damage.

Appendages to the EPS equipment, such as day tanks, should be mounted to withstand static forces equal to the anticipated seismic shock in any direction.

Battery racks should be capable of withstanding seismic forces equal to the supported weight in any direction. Batteries should be restrained to their support to prevent vibration damage, and electrical interconnections should be provided with adequate slack to accommodate all relative deflections.

A-5-11.6 Seismic shock should be simulated at the factory or in a testing laboratory on a prototype unit. Simulation should consist of a test(s) approximating actual time-history records of known seismic shocks applied to the equipment under test.

Subassemblies of the total equipment could be tested separately where it is neither practical nor feasible to test the complete unit.

A-5-12.1 See NFPA 70, *National Electrical Code*.

A-5-12.2 See Chapter 3 of NFPA 99, *Standard for Health Care Facilities*.

A-5-13.2.3 See A-4-2.4.7.

A-6-1.1 The continuing reliability and integrity of the EPSS are dependent on an established program of routine maintenance and operational testing.

A-6-2 Where adequately secured from public access, it is desirable to locate an instruction manual, special tools and testing devices, and spare parts in the room in which the emergency power supply is located. The articles should be mounted at a convenient location on a wall and should be enclosed in a metal or other suitable cabinet. The cabinet should accommodate the instruction manual on the inside of the door.

A-6-3.1 The suggested maintenance procedure and frequency should follow those recommended by the manufacturer. In the absence of such recommendations, the Figures A-6-3.1(a) and (b) indicate alternate suggested procedures. [See Figures A-6-3.1(a) and (b).]

A-6-3.5 Where sealed devices are used, replacement of the complete device might be necessary. (See NFPA 70B, *Recommended Practice for Electrical Equipment Maintenance*.)

A-6-3.6 Maintenance of batteries should include checking and recording the value of the specific gravity. [See NFPA 70, *National Electrical Code*, Section 700-4(c).]

A-6-4.1 See Figures A-6-4.1(a) and (b).

A-6-4.2 Light loading creates a condition termed wet stacking, indicating the presence of unburned fuel or carbon, or both, in the exhaust system. Its presence is readily indicated by the presence of continual black smoke during engine-run operation. The testing requirements of 6-4.2 are intended to reduce the possibility of wetstacking.

A-6-4.6 Circuit breakers should be tested under simulated overload conditions every 2 years.

Maintenance Schedule

Component (as applicable)	Procedure X — Action R — Replace, if needed					Frequency W — Weekly S — Semiannually M — Monthly A — Annually Q — Quarterly Nos. indicate hours	
	Visual Inspection	Check	Change	Clean	Test	Level 1	Level 2
1. Fuel							
(a) Main supply tank level		X				W	M
(b) Day tank level	X	X				W	M
(c) Day tank float switch	X				X	W	Q
(d) Supply or transfer pump operation	X				X	W	Q
(e) Solenoid valve operation	X				X	W	Q
(f) Strainer, filter, dirt leg, or combination				X		Q	Q
(g) Water in system		X		X		W	Q
(h) Flexible hose and connectors	X		R			W	M
(i) Tank vents and overflow piping unobstructed		X			X	A	A
(j) Piping	X					A	A
(k) Gasoline in main tank (when used)			R			A	A
2. Lubrication System							
(a) Oil level	X	X				W	M
(b) Oil change			R			50 or A	50 or A
(c) Oil filter(s)			X			50 or A	50 or A
(d) Lube oil heater		X				W	M
(e) Crankcase breather	X		R	X		Q	S
3. Cooling System							
(a) Level	X	X				W	M
(b) Antifreeze protection level					X	S	A
(c) Antifreeze			X			A	A
(d) Adequate cooling water to heat exchanger		X				W	M
(e) Rod out heat exchanger				X		A	A
(f) Adequate fresh air through radiator		X				W	M
(g) Clean exterior of radiator				X		A	A
(h) Fan and alternator belt	X	X				M	Q
(i) Water pump(s)	X					W	Q
(j) Condition of flexible hoses and connection	X	X				W	M
(k) Jacket water heater		X				W	M
(l) Inspect duct work, clean louvers	X	X	X			A	A
(m) Louver motors and controls	X			X	X	A	A
4. Exhaust System							
(a) Leakage	X	X				W	M
(b) Drain condensate trap		X				W	M

Figure A-6-3.1(a) Suggested maintenance schedule for Level 1 and Level 2 emergency power supply systems.

(Continues)

Maintenance Schedule *(continued)*

Component (as applicable)	Procedure X — Action R — Replace, if needed					Frequency W — Weekly M — Monthly Q — Quarterly S — Semiannually A — Annually Nos. indicate hours	
	Visual Inspection	Check	Change	Clean	Test	Level 1	Level 2
(c) Insulation and fire hazards	X					Q	Q
(d) Excessive backpressure					X	A	A
(e) Exhaust system hangers and supports	X					A	A
(f) Flexible exhaust section	X					S	S
5. Battery System							
(a) Electrolyte level		X				W	M
(b) Terminals clean and tight	X	X				Q	Q
(c) Remove corrosion, case exterior clean and dry	X			X		M	M
(d) Specific gravity or state of charge					X	M	M
(e) Charger and charge rate	X					M	M
(f) Equalize charge		X				M	M
6. Electrical System							
(a) General inspection	X					W	M
(b) Tighten control and power wiring connections		X				A	A
(c) Wire chafing where subject to movement	X	X				Q	S
(d) Operation of safeties and alarms		X			X	S	S
(e) Boxes, panels, and cabinets				X		S	S
(f) Circuit breakers, fuses Note: Do not break manufacturer's seals or perform internal inspection on these devices.	X	X	R	X	X	2 or M	2 or A
(g) Transfer switch main contacts	X			X		A	A
(h) Calibration of voltage-sensing relays/devices		X			X	5 or A	5 or A
(i) Wire insulation breakdown					X	5/500 ^a	3/500 ^b
7. Prime Mover							
(a) General inspection	X					W	M
(b) Service air cleaner			X	X		S	S
(c) Governor oil level and linkage	X	X				M	M
(d) Governor oil			X			A	A
(e) Ignition system — plugs, points, coil, cap, rotor, secondary wire insulation	X	X	R	X	X	A	A
(f) Choke setting and carburetor adjustment		X				S	S
(g) Injector pump and injectors for flow rate pressure, and/or spray pattern					X	A	A
(h) EPS at minimum of 80% nameplate rating					X	3/4 ^c	3/4 ^c

Figure A-6-3.1(a) Continued.

Maintenance Schedule *(continued)*

Component (as applicable)	Procedure X — Action R — Replace, if needed					Frequency W — Weekly S — Semiannually M — Monthly A — Annually Q — Quarterly Nos. indicate hours	
	Visual Inspection	Check	Change	Clean	Test	Level 1	Level 2
(i) Valve clearance					X	3/500 ^b	3/500 ^b
(j) Torque bolts					X	3/500 ^b	3/500 ^b
8. Generator							
(a) General inspection	X					W	M
(b) Brush length, appearance, free to move in holder	X	X		X		S	S
(c) Commutator and slip rings	X			X		A	A
(d) Rotor and stator	X			X		A	A
(e) Bearing(s)	X		R			A	A
(f) Bearing grease		X	R			A	A
(g) Exciter	X	X		X		A	A
(h) Voltage regulator	X	X		X		A	A
(i) Measure and record resistance readings of windings with insulation tester (Megger)					X	A	A
9. (a) General condition of EPSS, any unusual condition of vibration, leakage, noise, temperature, or deterioration	X			X		W	M
(b) Service room or housing house-keeping	X			X		W	M
10. Restore system to automatic operation condition	X					W	M

^a Every 5 years or 500 hours^b Every 3 years or 500 hours^c Every 3 years for 4 hours**Figure A-6-3.1(a) Continued.**

Maintenance Log

Performed by

	Service Frequency		Date																											
	Item No.	Level 1	Level 2	Fill in Appropriate Readings																										
1. (a)	W	M																												
(b)	W	M																												
(c)	W	Q																												
(d)	W	Q																												
(e)	W	Q																												
(f)	Q	Q																												
(g)	W	Q																												
(h)	A	A																												
(i)	A	A																												
(j)	A	A																												
(k)	A	A																												
2. (a)	W	M																												
(b)	50 or A	50 or A																												
(c)	50 or A	50 or A																												
(d)	W	M																												
(e)	Q	S																												
3. (a)	W	M																												
(b)	S	A																												
(c)	A	A																												
(d)	W	M																												
(e)	A	A																												
(f)	W	M																												
(g)	A	A																												
(h)	M	Q																												
(i)	W	Q																												
(j)	W	M																												
(k)	W	M																												
(l)	A	A																												
(m)	A	A																												
4. (a)	W	M																												
(b)	W	M																												
(c)	Q	Q																												
(d)	A	A																												
(e)	A	A																												
(f)	S	S																												
5. (a)	W	M																												
(b)	Q	Q																												

Figure A-6-3.1(b) Maintenance log — routine maintenance, operation, and testing (RMOT).