

2. All large motors and a majority of small motors will be squirrel cage induction type. Starting kva and pf lagging for all motors shall be as shown in Table I, Table II, and Table III. 18.37
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3. All diesel generator sets shall have identical capability adequate to carry the load cycles specified. 18.41
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GENERAL TECHNICAL REQUIREMENTS

The diesel engines and auxiliaries shall be designed, engineered, manufactured, and tested in accordance with the latest published applicable sections of the Standards of the Diesel Engine Manufacturers Association (DEMA), at least, but not limited to DEMA "Standard Practices for Low and Medium Speed Stationary Diesel Engines." Other applicable standards and codes are so delineated in section entitled "Applicable Documents." 18.47
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All moving parts shall be designed to withstand, without damage, that level of overspeed caused by full extended load rejection, plus ample margin to allow the overspeed trip devices to be set sufficiently high to guarantee that the engine-generators will not trip on full extended load rejection. 18.58
18.59
19.1
19.2

All exposed rotating parts, such as couplings, bolts, or pulleys, shall be adequately protected by removable metal guards. 19.4
19.5

DIESEL ENGINES

The diesel engine shall be water-cooled, turbocharged, multi-cylinder, compression ignition, in-line, opposed piston, or vee, stationary type, full diesel engine with removable cylinder liners, direct injection fuel system, and air-starting mechanism. 19.9
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The engine shall have a continuous horsepower rating when equipped with engine accessories to provide rated generator output at rated speed at an altitude of 25 ft above sea level. The engines shall operate at a speed of 1,200 rpm or less. 19.18
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The crankshafts shall be counterbalanced as necessary and shall be fitted with vibration dampeners if they are shown to be required by torsional analysis. The bearings shall be of the precision insertion type readily replaceable without machining or scraping. 19.23
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