

Tempest Positive Pressure Ventilation Fan, Carbon Monoxide Tests  
 Date: 2/16/00 Location: MFRI CPTA STURCTUAL BURN BUILDING

A

Technicians: Steve Maceiko  
George Flanagan

	Honda Engine			Tecumseh		
	CO Scott	CO Passport	Time	CO Scott	CO Passport	Time
CPTA Burn Building (Equal Entry and Exit)						
1) Test Clean Static Room Air	<u>0</u>	<u>0</u>	<u>1315</u>	<u>0</u>	<u>0</u>	<u>0900</u>
2) Test without exhaust extension						
a) Initial	<u>5</u>	<u>5</u>	<u>1320</u>	<u>0</u>	<u>0</u>	<u>0902</u>
b) Five Minutes	<u>31</u>	<u>28</u>	<u>1325</u>	<u>39</u>	<u>45</u>	<u>0905</u>
c) Ten Minutes	<u>34</u>	<u>30</u>	<u>1330</u>	<u>51</u>	<u>48</u>	<u>0910</u>
d) Fifteen Minutes	<u>32</u>	<u>29</u>	<u>1335</u>	<u>1</u>	<u>8</u>	<u>0915</u>
e) Twenty Minutes	<u>34</u>	<u>31</u>	<u>1340</u>	<u>0</u>	<u>6</u>	<u>0920</u>
f) Twenty-Five Minutes	<u>33</u>	<u>30</u>	<u>1345</u>	<u>0</u>	<u>7</u>	<u>0925</u>
g) Thirty Minutes	<u>33</u>	<u>30</u>	<u>1350</u>	<u>0</u>	<u>5</u>	<u>0930</u>
				<u>0</u>	<u>6</u>	<u>0935</u>
3) Test with exhaust extension						
a) Initial	<u>0</u>	<u>2</u>	<u>1445</u>	<u>2</u>	<u>4</u>	<u>1255</u>
b) Five Minutes	<u>3</u>	<u>11</u>	<u>1450</u>	<u>4</u>	<u>6</u>	<u>1300</u>
c) Ten Minutes	<u>5</u>	<u>13</u>	<u>1455</u>	<u>4</u>	<u>5</u>	<u>1305</u>
d) Fifteen Minutes	<u>5</u>	<u>12</u>	<u>1500</u>	<u>4</u>	<u>5</u>	<u>1310</u>
e) Twenty Minutes	<u>6</u>	<u>12</u>	<u>1505</u>	<u>3</u>	<u>5</u>	<u>1315</u>
f) Twenty-Five Minutes	<u>6</u>	<u>13</u>	<u>1510</u>	<u>4</u>	<u>5</u>	<u>1320</u>
g) Thirty Minutes	<u>8</u>	<u>15</u>	<u>1515</u>	<u>4</u>	<u>3</u>	<u>1325</u>

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B

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Technicians: Steve Maceiko  
George Flannagan

	Honda Engine			Tecumseh		
	CO Scott	CO Passport	Time	CO Scott	CO Passport	Time
CPTA Burn Building (Entry/Exit - 1/.5)						
1) Test Clean Static Room Air	<u>0</u>	<u>0</u>	<u>1505</u>	<u>0</u>	<u>0</u>	<u>1032</u>
2) Test without exhaust extension						
a) Initial	<u>12</u>	<u>12</u>	<u>1507</u>	<u>0</u>	<u>0</u>	<u>1035</u>
b) Five Minutes	<u>17</u>	<u>15</u>	<u>1512</u>	<u>7</u>	<u>4</u>	<u>1040</u>
c) Ten Minutes	<u>20</u>	<u>18</u>	<u>1517</u>	<u>10</u>	<u>6</u>	<u>1045</u>
d) Fifteen Minutes	<u>20</u>	<u>18</u>	<u>1522</u>	<u>10</u>	<u>6</u>	<u>1050</u>
e) Twenty Minutes	<u>19</u>	<u>17</u>	<u>1527</u>	<u>10</u>	<u>6</u>	<u>1055</u>
f) Twenty-Five Minutes	<u>20</u>	<u>18</u>	<u>1532</u>	<u>11</u>	<u>8</u>	<u>1100</u>
g) Thirty Minutes	<u>19</u>	<u>17</u>	<u>1537</u>	<u>10</u>	<u>6</u>	<u>1105</u>
				<u>10</u>	<u>7</u>	<u>1110</u>
3) Test with exhaust extension						
a) Initial	<u>0</u>	<u>0</u>	<u>1523</u>	<u>23</u>	<u>31</u>	<u>1220</u>
b) Five Minutes	<u>11</u>	<u>11</u>	<u>1525</u>	<u>7</u>	<u>6</u>	<u>1225</u>
c) Ten Minutes	<u>13</u>	<u>12</u>	<u>1530</u>	<u>5</u>	<u>5</u>	<u>1230</u>
d) Fifteen Minutes	<u>15</u>	<u>15</u>	<u>1535</u>	<u>4</u>	<u>4</u>	<u>1235</u>
e) Twenty Minutes	<u>16</u>	<u>16</u>	<u>1540</u>	<u>6</u>	<u>6</u>	<u>1240</u>
f) Twenty-Five Minutes	<u>12</u>	<u>11</u>	<u>1545</u>	<u>7</u>	<u>7</u>	<u>1245</u>
g) Thirty Minutes	<u>14</u>	<u>13</u>	<u>1550</u>	<u>6</u>	<u>6</u>	<u>1250</u>

# Tempest Positive Pressure Ventilation Fan, Carbon Monoxide Tests

C

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Location: MFRI CPTA STURCTUAL BURN BUILDING

Technicians: Steve Maceiko  
George Flannagan

	Honda Engine			Tecumseh		
	CO Scott	CO Passport	Time	CO Scott	CO Passport	Time
CPTA Burn Building (Entry/Exit - 1/1.5)						
1) Test Clean Static Room Air	<u>0</u>	<u>0</u>	<u>    </u>	<u>0</u>	<u>0</u>	
2) Test without exhaust extension						
a) Initial	<u>16</u>	<u>17</u>	<u>1055</u>	<u>0</u>	<u>0</u>	<u>0943</u>
b) Five Minutes	<u>18</u>	<u>18</u>	<u>1100</u>	<u>0</u>	<u>5</u>	<u>0945</u>
c) Ten Minutes	<u>18</u>	<u>18</u>	<u>1105</u>	<u>2</u>	<u>5</u>	<u>0950</u>
d) Fifteen Minutes	<u>19</u>	<u>19</u>	<u>1110</u>	<u>3</u>	<u>5</u>	<u>0955</u>
e) Twenty Minutes	<u>21</u>	<u>21</u>	<u>1115</u>	<u>1</u>	<u>5</u>	<u>1000</u>
f) Twenty-Five Minutes	<u>21</u>	<u>21</u>	<u>1120</u>	<u>1</u>	<u>4</u>	<u>1005</u>
g) Thirty Minutes	<u>21</u>	<u>21</u>	<u>1130</u>	<u>1</u>	<u>4</u>	<u>1010</u>
3) Test with exhaust extension						
a) Initial	<u>7</u>	<u>6</u>	<u>1410</u>	<u>1</u>	<u>2</u>	<u>1328</u>
b) Five Minutes	<u>11</u>	<u>11</u>	<u>1415</u>	<u>3</u>	<u>5</u>	<u>1335</u>
c) Ten Minutes	<u>10</u>	<u>9</u>	<u>1420</u>	<u>2</u>	<u>4</u>	<u>1340</u>
d) Fifteen Minutes	<u>14</u>	<u>12</u>	<u>1425</u>	<u>3</u>	<u>5</u>	<u>1345</u>
e) Twenty Minutes	<u>14</u>	<u>13</u>	<u>1430</u>	<u>2</u>	<u>4</u>	<u>1350</u>
f) Twenty-Five Minutes	<u>13</u>	<u>12</u>	<u>1435</u>	<u>2</u>	<u>4</u>	<u>1355</u>
g) Thirty Minutes	<u>11</u>	<u>10</u>	<u>1440</u>	<u>2</u>	<u>4</u>	<u>1400</u>

\*NOTE: Technicians noted hose connection leak at manifold on Honda Unit (2 point should have been 3 point adj.)