

Preparing Activity: USACE

UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated 23 June 2005

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DIVISION 11 - EQUIPMENT

11284A

VERTICAL GATE LIFT SYSTEMS

08/05

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Preparing Activity: USACE

## UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated 23 June 2005

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11284A

### VERTICAL GATE LIFT SYSTEMS

08/05

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NOTE: This guide specification covers the requirements for mechanical power systems to operate vertical lift gates at Civil Works lock and dam structures. It is not intended for vertical sluice type gates with screw type operators that are manually operated or motorized or for gates with hydraulic operators. For hydraulic power systems, refer to UFGS-15010A.

Comments and suggestions on this guide specification are welcome and should be directed to the technical proponent of the specification. A listing of technical proponents, including their organization designation and telephone number, is on the Internet.

Recommended changes to a UFGS should be submitted as a Criteria Change Request (CCR).

Use of electronic communication is encouraged.

Brackets are used in the text to indicate designer choices or locations where text must be supplied by the designer.

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## PART 1 GENERAL

### 1.1 REFERENCES

\*\*\*\*\*

NOTE: Issue (date) of references included in project specifications need not be more current than provided by the latest guide specification. Use of SpecsIntact automated reference checking is recommended for projects based on older guide specifications.

\*\*\*\*\*

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the

basic designation only.

AMERICAN GEAR MANUFACTURERS ASSOCIATION (AGMA)

AGMA 2001	(1995; Rev C) Fundamental Rating Factors and Calculation Methods for Involute Spur and Helical Gear Teeth
AGMA 2003	(1997; Rev B) Rating the Pitting Resistance and Bending Strength of Generated Straight Bevel, ZEROL Bevel, and Spiral Bevel Gear Teeth
AGMA 2015-1-A01	(2001) Accuracy Classification System - Tangential Measurements for Cylindrical Gears
AGMA 6010	(1997; Rev F) Standard for Spur, Helical, Herringbone and Bevel Enclosed Drives

ASME INTERNATIONAL (ASME)

ASME B17.1	(1967, R 2003) Keys and Keyseats
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ASTM INTERNATIONAL (ASTM)

ASTM B 584	(2004) Copper Alloy Sand Castings for General Applications
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INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)

IEEE Std 112	(1996) Test Procedure for Polyphase Induction Motors and Generators
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NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

NEMA MG 1	(2003; R 2004) Motors and Generators
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1.2 SUBMITTALS

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NOTE: Submittals must be limited to those necessary for adequate quality control. The importance of an item in the project should be one of the primary factors in determining if a submittal for the item should be required.

A "G" following a submittal item indicates that the submittal requires Government approval. Some submittals are already marked with a "G". Only delete an existing "G" if the submittal item is not complex and can be reviewed through the Contractor's Quality Control system. Only add a "G" if the submittal is sufficiently important or complex in context of the project.

For submittals requiring Government approval on Army projects, a code of up to three characters within the submittal tags may be used following the "G"

designation to indicate the approving authority. Codes for Army projects using the Resident Management System (RMS) are: "AE" for Architect-Engineer; "DO" for District Office (Engineering Division or other organization in the District Office); "AO" for Area Office; "RO" for Resident Office; and "PO" for Project Office. Codes following the "G" typically are not used for Navy projects.

Submittal items not designated with a "G" are considered as being for information only for Army projects and for Contractor Quality Control approval for Navy projects.

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Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for [Contractor Quality Control approval.] [information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government.] The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

#### SD-02 Shop Drawings

Detail Drawings[; G][; G, [\_\_\_\_\_]]

Equipment dimensional drawings, assembly drawings, catalog cuts, and material data and shop drawings showing arrangement, construction details and ratings for factory built machinery; test rig details; proposed and final shop test procedures and data sheets; and proposed and final field [cable tensioning and] operating test procedures and data sheets shall be submitted to the Contracting Officer for approval. All details of fabrication and assembly shall be provided. Shop drawings lacking this information will be rejected. Approval of the material submitted shall in no way relieve the Contractor from the responsibility of complying with the requirements of the specifications as to the suitability and quality of materials and workmanship and the adequacy of capacity, operating speed and other essential characteristics of the gate hoist drives. Drawings, catalogs, and design data necessary to clearly show the details of any changes proposed by the Contractor shall be submitted for approval in conformity with the requirements of this specification. Equipment, materials, and articles of construction installed or used without such approval shall be at the risk of subsequent rejection. The Contractor shall furnish to the Contracting Officer for approval the names of the manufacturers of all machinery and other equipment which it contemplates incorporating into the work, together with performance capacities and other pertinent information pertaining to the equipment. The submittals shall include the following information:

#### 1) BRAKES

- a. Manufacturer's Name
- b. Type
- c. Model Number
- d. Continuous Duty Torque Rating

- e. Torque Adjustment Range
- f. Supply Voltage
- g. Type of Conduit Box - [Standard] [Watertight]
- h. Type of Lining
- i. Type of Bearings
- j. Type of External Brake Release Mechanism
- k. Brake Wheel Size
- l. Type of Bore - [Straight] [Tapered]
- m. Bore Size
- n. Brake Wheel Material
- o. Brake Wheel Model Number
- p. Space Heater Manufacturer/Type/Size (KW)
- q. Space Heater Supply - Volts, Phase, Cycle
- r. Type of Enclosure
- s. Enclosure Model Number
- t. Torque Gauge Included [Yes] [No]
- u. Torque Scale Included [Yes] [No]
- v. Weight of Brake
- w. Weight of Enclosure
- x. Outline Dimensional Print of Brake
- y. Outline Dimensional Print of Enclosure
- z. Quantity Being Furnished

2) SPEED REDUCERS

- a. Manufacturer's Name
- b. Type
- c. Model Number
- d. Exact Ratio
- e. Efficiency
- f. Mechanical Rating - Durability - HP, Specify SAC
- g. Mechanical Rating - Strength - HP, Specify SAT
- h. Rating Calculations
- i. Life Factors CL, KL
- j. Reliability Factors CF, KR
- k. Type of Gearing and Heat-Treatment
- l. Type of Bearings
- m. Minimum L-10 Bearing Life
- n. Method of Lubrication
- o. Size and Number of Mounting Bolts
- p. Weight and Air Volume of Unit without Oil
- q. Weight and Air Volume of Unit with Oil
- r. Outline Dimensional Print
- s. Type of Breather
- t. Quantity Being Furnished

3) OPEN GEARING

- a. Manufacturer's Name
- b. Pinion P.D.
- c. Pinion D.P.
- d. Number of Teeth Pinion
- e. Face Width of Pinion
- f. Pinion Material
- g. Heat Treatment
- h. BHN of Pinion
- i. Gear P.D.
- j. Gear D.P.
- k. Number of Teeth (Index) Gear

- l. Face Width of Gear
- m. Gear Material
- n. Outline Dimension Print
- o. Weights of Gear and Pinion
- p. Quantity Being Furnished

4) ELECTRIC MOTORS

- a. Manufacturer's Name
- b. Type
- c. Frame Number
- d. Unique Serial Number
- e. Certified Factory Motor Test Data, High Speed & Low Speed
- f. Motor Performance Curves, High Speed & Low Speed
- g. Enclosure Type
- h. Input Voltage, Phases, Frequency
- i. Full Load Amps, High Speed & Low Speed
- j. Locked Rotor Amps, High Speed & Low Speed
- k. Insulation Type
- l. Temperature Rise
- m. Drive Output Shaft Size/Tolerances
- n. Space Heater Manufacturer/Type/Size (KW)
- o. Input KW, Input Voltage
- p. Conduit Box Size-Motor
- q. Conduit Box Size-Heater
- r. Drain Description (Manufacturer and Type)
- s. Full Load Torque, High Speed & Low Speed
- t. Upper Limit Torque, High Speed & Low Speed
- u. Lower Limit Torque, High Speed & Low Speed
- v. Locked Rotor Torque, High Speed & Low Speed
- w. Percentage Slip, High Speed & Low Speed
- x. Outline Dimensional Print
- y. Weight of Motor
- z. Quantity Being Furnished

5) MOTOR DRIVE UNIT COUPLINGS (HIGH AND LOW SPEED SHAFTS)

- a. Manufacturer's Name
- b. Type
- c. Model Number
- d. Bore Sizes and Tolerances
- e. Number of Keyways
- f. Keyway Sizes and Tolerance
- g. Recommended Shaft Size and Tolerance
- h. Recommended Key Size and Tolerance
- i. Recommended Key Material
- j. Keyways Filleted [Yes] [No]
- k. Materials of Construction
- l. Catalog Rating - Torque, HP/100 RPM
- m. Service Factor Based on Catalog Rating
- n. Angular Misalignment
- o. Parallel Offset Misalignment
- p. Axial Movement
- q. Torque and HP/100 RPM Capacity of Low Speed Coupling with Anticipated Shaft Fits
- r. Type of Lubrication
- s. Assembly Procedure of Hub with Shaft
- t. Weight
- u. Outline Dimensions Print

v. Quantity Being Furnished

6) TORQUE LIMITING COUPLINGS

- a. Manufacturer's Name
- b. Type
- c. Model Number
- d. Bore Sizes and Tolerances
- e. Number of Keyways
- f. Keyway Sizes and Tolerance
- g. Recommended Shaft Size and Tolerance
- h. Recommended Key Size and Tolerance
- i. Recommended Key Material
- j. Keyways Filleted [Yes] [No]
- k. Materials of Construction
- l. Catalog Rating - Slip Torque Range, lb-in
- m. Slip Torque Setting, lb-in
- n. Service Factor Based on Catalog Rating
- o. Angular Misalignment
- p. Parallel Offset Misalignment
- q. Axial Movement
- r. Torque Capacity
- s. Type of Lubrication
- t. Weight
- u. Outline Dimensions Print
- v. Quantity Being Furnished

7) SHAFT PILLOW BLOCK BEARINGS

- a. Manufacturer's Name
- b. Type
- c. Model Number
- d. Bearing Housing Material
- e. Bearing Bore Diameter
- f. Type of Bearing
- g. Grease Grooves Included [Yes] [No]
- h. Static Capacity of Bearing
- i. Thrust Capacity of Bearing
- j. Basic Dynamic Capacity of Bearing
- k. Bearing Bore [Fixed] [Floating]
- l. [Load Capacity of Bearing]
- m. L-10 Life of Bearing
- n. Type of Seals
- o. Type of Lubrication
- p. Weight
- q. Outline Dimensional Print
- r. Quantity Being Furnished

1.3 GENERAL REQUIREMENTS

The equipment to be furnished under this specification consists of [\_\_\_\_\_] gate hoist units, [and spares]. The units shall be furnished complete, including base supports, geared drives, brakes, motors, shafts, bearings, [wire rope,] electrical equipment, controls, covers, guards, and other necessary items. Design and manufacture of the vertical gate machinery units shall be provided to the Contractor by a firm that has been normally and regularly engaged in design, assembly, and manufacture of heavy machinery over the preceding [5] [\_\_\_\_\_] years. Dimensions shown on the drawings [and in the Bill of Materials for the Gate Machinery] including



structural supports shall not be changed without written approval from the Contracting Officer. Each piece of equipment shall be provided with a [metallic] [\_\_\_\_\_] nameplate firmly attached. The nameplate shall bear the manufacturer's name, model designation, serial number, unit rating, application factor, reduction ratio's, and any other applicable information. Detail Drawings shall be submitted as specified in the Submittals paragraph.

#### 1.3.1 Operations and Maintenance (O&M) Manuals

\*\*\*\*\*  
**NOTE: Collective O&M Manuals are usually compiled from the individual O&M manuals for each piece of equipment.**  
\*\*\*\*\*

For specifications on the furnishing of installation, operations and maintenance instructions, see Section [\_\_\_\_\_] MACHINERY MAINTENANCE AND OPERATING INFORMATION.

#### 1.3.2 Storage of Equipment

\*\*\*\*\*  
**NOTE: This paragraph covers storage of equipment when delivered to the jobsite and storage of spares.**  
\*\*\*\*\*

For specifications on storage of equipment see Section [\_\_\_\_\_] STORAGE OF [GATE HOIST] [\_\_\_\_\_] MACHINERY AND EQUIPMENT

#### 1.4 DELIVERY TIME FOR COMPONENTS/SYSTEMS

\*\*\*\*\*  
**NOTE: Many custom and catalog selected items require long lead times that may affect the construction schedule. It may be necessary to keep the facility operable during the installation of equipment. If this is the case, use the following paragraph.**  
\*\*\*\*\*

The Contractor is hereby notified that many of the components required for the electrical and mechanical equipment at [a Lock and Dam] [\_\_\_\_\_] have long delivery times. Per other requirements shown on Sheet [\_\_\_\_\_] and in Section [\_\_\_\_\_] paragraph titled, "COMMENCEMENT, PROSECUTION AND COMPLETION OF WORK", a large percentage of the electrical and mechanical work must be accomplished only during critical times. To ensure that all work required during this time period is accomplished, the Contractor shall, within [120] [\_\_\_\_\_] calendar days after receiving notice to proceed, present to the Contracting Officer written copies of finalized purchase agreements with component manufacturers (NOT SUPPLIERS) for the components and systems noted below. If any of these components/systems or other items, not listed but required, have a delivery time longer than would be provided by submission of purchase agreements [120] [\_\_\_\_\_] calendar days after receiving notice to proceed, the Contractor shall accelerate its procurement procedures to provide delivery as needed to accomplish the work.

COMPONENTS

- (1) Speed Reducers
- (2) Motors
- (3) High and Low Speed Couplings
- (4) Torque Limiting Couplings
- (5) Brakes and Control Units
- (6) Bearings
- [(7) Gears]
- [(8) Pinions]
- [(9) [Wire Rope Drums] [Sheaves] [Sprockets]]
- [(10) [Wire Rope] [Chain]]

These purchase agreements shall include a confirmed delivery date and point of contact at the particular manufacturer. The manufacturer shall be required to furnish a monthly report (a copy of which shall be submitted to the Contracting Officer on the 10th of each month) of progress on the particular component/system and any delays in the previously specified delivery date. The reporting requirements specified herein shall be included in the requirements of Section 01320A PROJECT SCHEDULE.

#### 1.5 DESIGN CRITERIA

a. Equipment, where modified by the Contractor and submitted for approval, shall be designed for the normal loads using factors of safety applicable to the type of service and the particular part with a minimum factor of safety of 5 based on the ultimate strength of the material. In addition, each part component, including speed reducers [(excluding wire rope)], shall be designed for a unit stress not in excess of 75 percent of the yield point of the material under loads resulting from the maximum torque of the motor. [Both the normal loads and loads resulting from the maximum torque of the motor shall be considered for gate machinery.] [Both the normal loads and loads resulting from the maximum torque of the motor shall be considered as divided 75/25 between the two drums [sprockets] of a hoist for hoist machinery.] Allowances for shock and impact will not be required. All equipment modification design calculations shall be submitted for approval.

b. All equipment will be located outside and be expected to operate between ambient temperatures from [-23] [-12] [\_\_\_\_\_] to 43 degrees C [-10] [10] [\_\_\_\_\_] to 110 degrees F.

[c. The normal design load on each hoist drum is [\_\_\_\_\_] kg pounds. The loads are composed of the dead weight of the gate, hydraulic forces, [ice and silt,] and seal friction. The hoists are required to raise the gates at a speed of [\_\_\_\_\_] m/sec feet/minute high speed, and [\_\_\_\_\_] m/sec feet/minute low speed].

### PART 2 PRODUCTS

#### 2.1 ELECTRICAL EQUIPMENT

Electrical equipment, including limit switches, [position sensors], [slack cable safety devices,] motor starters, conduit, conductors, [variable frequency drives,] controls, etc., shall conform to the requirements of Section 16370A ELECTRICAL DISTRIBUTION SYSTEM, AERIAL and/or the drawings.

## 2.2 SPEED REDUCERS

### 2.2.1 General

The speed reducer[s] shall be a [single] [double] [triple] [quadruple] reduction, [right angle,] [parallel shaft,] [spiral bevel/helical gear] [helical gear] [right angle worm gear] type, entirely self contained in an oil tight, steel housing designed to maintain shafts and bearings in accurate alignment. The gear ratio shall be as indicated plus or minus [1.5] [\_\_\_\_\_] percent. [The reducer shall have double extended [input] [and] [output] shafts.] The output shaft shall be [single] [double] extended and shall [be coupled to the pinion shaft] [have the pinion mounted on the output shaft]. The input shaft shall be [\_\_\_\_\_] mm inches in diameter. The reducer shall be designed to accommodate a [75/25] [\_\_\_\_\_] torque split between output shafts based on loads produced by the motor. Speed reducers shall be rated as indicated on the drawings. The speed reducers shall be designed, rated and manufactured in accordance with AGMA 6010. The gearing shall be rated in accordance with AGMA 2003 and AGMA 6010. AGMA 2001 is not to be used for rating and design of the components of the speed reducers. In all cases where these standards or this specification are in conflict with one another the more conservative design standard shall take precedence.

### 2.2.2 Reducer Housing

The reducer housing shall be heavy duty cast steel or welded steel construction and shall have dowel pins at all parting seams for accurate gear and bearing alignment. The base of the reducer shall be of sufficient thickness and width in order to reduce the stress on the mounting bolts. All surfaces shall be smooth and flat and easy to clean. The upper and lower housings shall have large, rugged lifting lugs. All required oil drains, fill ports, breathers, heater ports, filtering ports, and inspection covers shall be provided in the housing. A main oil drain shall be provided at as low a point as possible on the reducer housing. The main oil drain shall be fitted with a 25 mm 1-inch stainless steel ball valve with a WOG rating of 13.8 MPa 2000 psi. The valve shall be plugged on the open end. [Housing shall include 25 mm 1-inch filter ports with 25 mm 1-inch stainless steel ball valve to be connected to the portable filtering unit when required, otherwise the ends shall be capped.] The lower bearings shall also be provided with drainable deepwell bearing end caps as indicated. The drains shall be manifolded and piped to a single point with a shutoff valve and threaded cap on the exterior of the housing so that it is easily accessible. The design of the reducer housing should minimize potential for water intrusion as the reducers will be continuously exposed to the out-of-doors ambient conditions. This shall include raising the upper bearing caps on top of the housing to prevent standing water from seeping into the enclosure. Top [Side] inspection access covers shall be provided. [All dimensions indicated shall remain as shown as a minimum for proper machinery alignment].

### 2.2.3 Gearing

All single [helical] gearing shall be made from high strength alloy steel, carburized, hardened, and ground after gear cutting; AGMA Quality [11] [\_\_\_\_\_] in accordance with AGMA 2015-1-A01, minimum. [The [helical] pinions shall be integrally cut on the pinion shaft.] [Spiral bevel gears shall be made from high strength alloy steel with case hardened teeth, crown lapped for quality and smooth operation.]

#### 2.2.4 Reducer Shafts

Shafts shall be made from high-strength alloy steel and shall be of sufficient size and as indicated to insure rigid alignment. All keyways shall have fillet radii. Keys shall be provided for all shafts. All shafts shall have standard keyways and keys in accordance with ASME B17.1, Class II. All fabricated dimensions of the keyways and keys shall be submitted for review.

#### 2.2.5 Reducer Shaft Bearings

The shaft bearings shall be high capacity antifriction roller bearings suitable for both radial and thrust loads. All bearings shall have a minimum L-10 bearing life of [75,000] [\_\_\_\_\_] hours based on the largest full load motor horsepower provided by the specified motor.

#### 2.2.6 Gearbox Lubrication System

\*\*\*\*\*  
**NOTE: A splash type system is generally specified  
for the gearbox. Pressure systems are specified  
when there are gears that do not get splash  
lubrication. If a splash type system is used,  
delete the requirement for the pump.**  
\*\*\*\*\*

The lubrication system shall be a [splash] [pressure] [combination pressure/splash] type system using a [synthetic] [petroleum based] hydro-carbon lubricant. [The pressure lubricating system shall consist of an electric motor driven lubricating gear pump and piping assembly which shall lubricate the upper bearings and gear meshes not submerged in oil. The new pump shall be a positive displacement internal gear type, cast iron construction. The pump shall be equipped with an overpressure relief valve. The pump shall be externally mounted on the gearbox and shall be provided with the proper seals to operate under the stated conditions. The Contractor shall design the lubrication system as necessary to install the pump system. The Contractor shall install external and internal piping as required to provide adequate lubrication to the gear meshes and bearings. The pressure losses, total flow rate, and expected flow rate to each component and/or gear mesh shall be defined, documented, and submitted. A pressure switch and pressure gauge shall be mounted on the pump outlet.] The lubrication system shall be designed to function properly at both nameplate speed ratings using the specified lubricating oil. All gears and bearings shall be oil [or grease] lubricated. All required oil slingers, dams, and passages shall be provided. Grease lines and lubrication fittings shall be provided for all grease lubricated bearings and mounted on the reducer housing such that the bearings can be easily identified and lubricated from the side of the reducer housing. The reducer shall be equipped with a sight gauge and dipstick in order to observe and measure the oil level. The speed reducer shall also be fitted with an oil sample valve arrangement. The valve shall be a 6 mm 1/4-inch stainless steel ball valve with a pressure-temperature rating of 13.8 MPa 2000 psig at 38 degrees C 100 degrees F and be fitted with a plug on the open end. The oil sample port on the reducer housing shall be located such that an oil sample can be drawn (through the sample valve) from a point that is approximate 1/2 of the operating oil level in the reducer.

### 2.2.7 Seals

Spring loaded grease-purged dual lip seals shall be provided for all shaft extensions. All seals shall be sized and designed to withstand the pressure head developed when the speed reducer is completely filled with oil (storage condition) without leaking.

### 2.2.8 Breather

\*\*\*\*\*  
**NOTE: Standard breather may be provided. However,  
to help prevent water contamination, a hygroscopic  
breather is recommended.**  
\*\*\*\*\*

All reducers shall be provided with a hygroscopic breather with threaded fittings for installation to prevent problems caused by moisture and particulate matter contamination in the reducer when it breathes in and out due to temperature fluctuations. The breather shall filter particles down to 3 microns in size. The hygroscopic agent shall change color signifying when the unit requires replacement, i.e., when the desiccant is saturated with moisture. There shall be no air flow stoppage through the breather under freezing conditions.

## 2.3 PILLOWBLOCK BEARINGS

### 2.3.1 General Requirements

Except as otherwise specified, bearings may be of the [roller] [self-aligning spherical roller] [ball] [\_\_\_\_\_] type as indicated and shall be oil lubricated or provided with pressure lubrication fittings. The manufacturer's ratings for loads and speeds shall be used in determining the bearing capacity. The minimum L-10 bearing life shall be [75,000] [\_\_\_\_\_] hours based on the largest full load motor horsepower provided by the specified motor. Service and installation factors shall be in accordance with the bearing manufacturer's recommendations. All bearings shall be equipped with labyrinth seals to exclude foreign matter and retain lubrication without leakage under both static and dynamic operating conditions. Ball bearing pillow blocks and flange blocks shall have solid cast iron housings with two bolt base. Roller bearing pillow blocks shall be of the split cast iron construction with four bolt bases. Spherical roller bearings shall be either of the fixed or expansion type as indicated. End caps shall be provided as indicated on open ended shafts. Roller bearing housing caps shall be recessed into or dowelled to the bases and secured with not less than 4 bolts, SAE Grade 8.

### 2.3.2 Slow Speed Shaft Bearings

\*\*\*\*\*  
**NOTE: Hoist end shaft bearings are typically very  
slow speed and can be bronze pillow block type.  
Spherical roller bearings may also be used.**  
\*\*\*\*\*

Pinion shaft bearings shall be plain bronze type and shall be provided with pressure lubrication fittings for shaft as indicated. Bearing housings shall be of split cast steel construction with 4 bolt base. The bearings shall withstand a total resultant normal load of [\_\_\_\_\_] kg pounds applied downward at [70] [\_\_\_\_\_] degrees from vertical at [\_\_\_\_\_] RPM. Bronze

alloy shall conform to ASTM B 584 (C93200) with grease grooves. Bearing caps shall be secured with not less than 4 bolts, SAE Grade 8 and lockwashers.

## 2.4 SHAFT COUPLINGS

### 2.4.1 Shaft Couplings

Shaft couplings shall be of the flanged exposed bolt, double engagement, gear type made of forged steel. Couplings shall be of the [vertical] [or] [horizontal] design [depending on the shaft on which they are mounted]. Couplings shall transmit torque by means of external gears on hubs engaging in internal gears on the coupling sleeves. Gears shall be machined in accordance with applicable AGMA standards. Couplings shall be of sufficient capacity to develop the full strength of the shafting which they connect and shall be pressed and keyed thereon. The key fit shall be in accordance with ASME B17.1, Class II. The fabricated dimensions of the key fit shall be submitted for review. Couplings shall be equipped with lube plugs and enclosed and sealed with an elastomeric O-ring to retain the lubricant and shall be oiltight under both static and dynamic operating conditions. Bolts shall be SAE grade 8. Misalignment for gear couplings shall be minimized by not exceeding the manufacturer's recommendations for installation limits pertaining to gap-hub separation, angular alignment, and parallel offset alignment measurements.

### 2.4.2 Torque Limiting Couplings

\*\*\*\*\*  
**NOTE: Torque limiting couplings prevent motor  
over-torque which could result in damage to the  
equipment.**  
\*\*\*\*\*

A [slip] [detent] [\_\_\_\_\_] type torque limiting coupling shall be installed between the drive motor and brake shaft and shall slip if the machinery torque exceeds [\_\_\_\_\_] N-m inch-pounds. The coupling shall continue to slip until the torque drops below this level. The coupling shall be of the flexible type design with steel hubs and a steel grid which fits into the periphery of the coupling hubs. For slip type couplings, the friction linings shall be of the segmental type design and shall be easily replaced without removing connected equipment. The torque slip range shall be controlled by a spring type mechanism which can be adjusted by means of tightening or loosening the through bolts. The spring mechanism shall be equipped with machined spacers of a specific length determined by the required slip setting. The torque slip shall have an adjustment range of plus or minus [20] [\_\_\_\_\_] percent of the specified load. The coupling slip setting shall be preset at the factory. The coupling shall be equipped with self lubricated bearings to permit free rotation when slipping. The coupling shall have elastomeric seals that are both water and dust tight and shall have a fitting that allows grease lubrication. Torque limiting couplings shall be broken in after assembly to the motor and reducer shafts. This consists of operating the couplings at a pre-determined number of revolutions at 100 percent slip and then re-setting the spring compression distance as described in the manufacturer's installation instructions. Slip of the torque limiting coupling shall be accomplished by locking the input shaft of the reducer and applying power to the motor in high speed.

### 2.4.3 Rotary Cam Limit Switch Coupling

\*\*\*\*\*  
NOTE: Limit switch coupling would be provided to  
connect an output shaft to a limit switch input  
shaft.  
\*\*\*\*\*

The coupling shall be a jaw type flexible coupling with a sintered iron hub and bronze insert. The coupling shall have a finished bore and shall have keyways with set screws over the keyways. The couplings shall be furnished complete with the set screws.

### 2.5 LUBRICATION

Lubricating oil for speed reducers shall be [AGMA 5EP] [\_\_\_\_\_] or as recommended by the gearbox manufacturer. It shall have good resistance to foaming under normal operating conditions and shall be non-corrosive to speed reducer components. The oil shall be suitable for infrequent intermittent duty operation of the speed reducers with an ambient temperature range from [-23] [-12] degrees C [-10] [10] degrees F to 43 degrees C 110 degrees F. Drain and fill plugs for speed reducers shall be located so as to be readily accessible on the completed units and shall be provided with extension piping where required. Couplings and bearings shall be grease lubricated in accordance with the manufacturer's instructions.

### 2.6 OPEN GEARING

The pinion gear shall be of the spur type and shall be cut from solid steel. The normal strength horsepower rating of the pinion shall not exceed 1/2 of the peak strength horsepower rating as determined by AGMA 2001. Durability rating of gears shall be as determined by AGMA 2001 and shall be based on a service factor of one. The pinion and gear shall have a generated tooth form as indicated on the drawings.

### 2.7 HOIST [DRUMS] [SPROCKETS] [AND ROLLER CHAIN AND COUNTERWEIGHT]

\*\*\*\*\*  
NOTE: The gate can be connected to the hoist  
equipment using wire rope, roller chain and  
counterweight, screw stem, or hydraulics. The  
designer is referred to EM 1110-2-2610 Lock and Dam  
Gate Operating and Control Systems. Screw stem  
hoists are usually provided by the gate manufacturer  
and selected from a catalog. If wire rope hoists  
are specified, use UFGS 11290 Wire Rope for Gate  
Operating Devices to specify wire rope and  
terminations.  
\*\*\*\*\*

For specific requirements see Section 05502A METALS: MISCELLANEOUS,  
STANDARD ARTICLES, SHOP FABRICATED ITEMS.

### 2.8 WIRE ROPE ASSEMBLY

For specifications on the wire rope and terminations see Section 11290 WIRE  
ROPE FOR GATE OPERATING DEVICES.

## 2.9 SHEAVES

Sheaves shall be of cast, forged, rolled, or welded steel. Sheave grooves shall be accurately machined for the wire rope diameter provided, smoothly finished, and free of surface defects. The groove contact area shall be flame hardened to a minimum [50] [\_\_\_\_\_] Rockwell C for a depth of [1.5] [\_\_\_\_\_] mm [0.060] [\_\_\_\_\_] inch minimum with a minimum contact arc of 140 degrees. Sheaves shall be provided with [roller] [bronze] bearings as indicated.

## 2.10 SHAFTS

All fabricated shafting, including transmission shafts, brake shafts, gear shafts, and limit switch shafts, shall be [turned or ground,] [ hot-rolled or cold-rolled,] [ alloy or carbon steel,] as indicated. Fillets shall be provided where changes in section occur. All keyways shall have fillet radii. All shafts shall have standard keyways and keys in accordance with ASME B17.1, Class II. All fabricated dimensions of the keyways shall be submitted for review.

## 2.11 BRAKE

\*\*\*\*\*  
**NOTE: Brakes can be either AC or DC type. If AC  
brakes are specified, delete the second  
subparagraph. If DC brakes are specified, delete  
the first subparagraph.**  
\*\*\*\*\*

The brakes shall be self-adjusting, shoe type, spring set, [released by a sealed electrohydraulic actuator] [with DC magnet operated release] and shall be completely enclosed in a water-tight and dust-tight enclosing case arranged for floor mounting. The brake shall be [alternating current] [direct current] type rated for [120] [240] [460]-volts, [1] [3]-phase, 60 Hertz. The brake shall have an operating torque rating of [271] [\_\_\_\_\_] N.m [200] [\_\_\_\_\_] foot-pounds with a [250] [\_\_\_\_\_] mm [10] [\_\_\_\_\_] inch wheel bored for mounting on the brake shaft. The torque rating shall be based on open construction continuous duty. The brake shall be self-adjusting such that compensation for shoe wear is automatic. Hand release, external to the brake enclosure, shall be provided. The brake torque field setting shall not be less than [125] [150] [\_\_\_\_\_] percent of the full load torque of the motor when referred to the shaft on which the brake wheel is mounted.

### 2.11.1 Electrohydraulic Actuator

Electrohydraulic actuator shall consist of an electric motor that drives an impeller inside a fluid filled, heavy-duty, cast aluminum housing. The rotation of the impeller shall hydraulically extend a cylinder which shall release the brake by overcoming the main spring. An adjustable valve shall be provided to allow setting the brake timing. The actuator shall be completely enclosed in the housing. The fluid shall be suitable for operation in temperatures to [minus] [plus] [4] [\_\_\_\_\_] degrees C [40] [\_] degrees F.

### 2.11.2 Release Magnets and Rectifier

The releasing magnets shall be of the DC shunt type and of standard stock design. Direct current shall be supplied by means of a self-contained rectifier unit of proper rating and suitable for operation on [120] [240]



[460]-volt, [1] [3]-phase, 60 Hertz, alternating current electrical power. The complete unit (brake and rectifier) shall be suitable for connection to the power circuit of the motor with which the brake is used so that the brake will set or release when the motor is de-energized or energized, respectively. The rating of the rectifier and the brake releasing magnet shall be in accordance with the brake rating requirements specified and shall be sufficient to release and hold the brake in the released position with 85 percent of rated voltage impressed on the incoming terminals of the rectifier. The brake shall operate satisfactorily at up to 110 percent of rated voltage. A forcing contactor shall be provided for operation of the DC operated magnet.

#### 2.11.3 Enclosing Case

A NEMA Type 4 enclosing case shall be provided with watertight grease pressure lubricated shaft seals. The cover shall be held in place by heavy hinge bolts and wing nuts. Enclosing case for 115 volt AC space heaters shall be provided. Space heaters total capacity shall be a minimum of [62] [\_\_\_\_\_] watts. Heaters shall be provided by the brake manufacturer. A bottom mounted drain and breather unit shall be provided on the enclosure to allow condensate water to drain, but prevent outside water from entering the enclosure. The enclosure shall be provided with a shaft seal for each shaft penetration through the enclosure.

#### 2.11.4 Mechanical Construction

Except for brake wheels, shoes, and electrical parts, no cast iron shall be used in brake construction. All pins, fittings and other miscellaneous small metal parts shall be of approved corrosion-resisting metal. Bearings shall be fitted with bronze or other approved bushings to prevent any binding of moving parts. Approved antifriction bearings of corrosion-resisting construction may be used. Approved means for lubrication shall be provided for all bearings, unless bearings are of an approved self or prelubricated type. A nameplate of corrosion resisting material shall be provided and attached to a part of the brake which ordinarily will not be replaced. The nameplate shall indicate all necessary information required by this specification. A manual release mechanism shall be provided to allow removal of wheel or permit lining replacement without readjusting torque setting. Magnet coil shall be epoxy coated.

### 2.12 ELECTRIC MOTORS

\*\*\*\*\*  
NOTE: Electric motors are usually provided with the machinery and are specified in this section. The motors have traditionally been two speed with limit switches which trip to change the speeds. More modern technology could include a single speed motor and use of a variable frequency drive with programmable controller to change the speeds.  
\*\*\*\*\*

#### 2.12.1 General

The motor shall be a horizontal shaft, squirrel cage induction, high slip, high torque, [dual] horsepower rated, [two winding,] [two speed,] [460] [\_\_\_\_\_] volt, 3 phase, 60 Hertz type motor. The motor shall be rated for continuous duty and conform to the applicable requirements of NEMA MG 1.

The enclosure shall be totally enclosed, fan cooled, and weatherproof type.

The motor shall be provided with a removable stainless steel drain. The drain shall be removed as specified by the motor manufacturer. The motor will be installed in an exterior location subjected to the weather elements. Speed/torque characteristics shall be as described herein. Conduit box for incoming power shall have two 38 mm [1-1/2] [ ] inch diameter holes for installation of watertight fittings on the power cord. Conduit box for heater power shall have two [19] [ ] [3/4] [ ] inch diameter holes for installation of watertight fitting on the heater power cord. Conduit boxes shall be located on the side of the motor as indicated on the drawings. The motor shaft shall be sealed with a labyrinth type seal where the shaft penetrates the front and back of the motor. See miter gate operation sequence in paragraph entitled, "DESIGN CRITERIA".

#### 2.12.2 Ratings

The gate motor shall be rated at [ ] horsepower at [ ] RPM (high/low speed) based on [ ] RPM synchronous speeds. The 100 percent full load speed values proposed for the new motor shall not be less than [ ] RPM and not more than [ ] RPM for high speed and not less than [ ] RPM and not more than [ ] RPM for low speed at the specified horsepower values. Locked rotor torque shall be in a range from 200 to 300 percent of full load motor torque for high speed and from 250 to 300 percent of full load motor torque for low speed. [The motor shall have no breakdown torque. It is preferred to optimize characteristics at full load conditions and allow locked rotor torque to be in the previously specified range if there are design trade-off's between full load torque and locked rotor torque values.]

#### 2.12.3 Construction

Motor frame size shall be a minimum of a NEMA [ ] for the gates. Temperature rise shall be no greater than [80] [ ] degrees C [176] [ ] degrees F. An internal heater of the strip type shall be part of the motor. The heater shall have a minimum capacity of [90] [ ] W and have separate leads terminating in a separate conduit box. Heater power supply shall be 120 volt, 60 Hertz, single phase. Class F insulation shall be used throughout the motor. Motor windings shall be impregnated with the insulating compound by the vacuum/pressure impregnating method. The procedure shall be repeated until all voids in the winding are completely filled with the insulating material. Motor bearings shall be the antifriction type and shall incorporate a suitable method for lubrication. Bearing ratings shall meet or exceed a L-10 life of 30,000 hours at full radial load. The motor shall be provided with a visible nameplate indicating motor horsepower, voltage, phase, hertz, RPM, full load amps, frame size, manufacturer's name and model number, service factor, and serial number. Motor performance data shall be submitted at the time the motor is submitted for approval. The data shall include: percent efficiency, percent amperes, percent power factor, and percent slip plotted against 0 to 100 percent load for both high and low speed windings; and torque (ft-lb.) and amperes plotted against 0-100 percent synchronous speed for both high and low speed windings.

#### 2.12.4 Factory Tests

All motors shall be factory tested to ensure that they are free from electrical and mechanical defects. All tests shall be performed in compliance with IEEE Std 112 and NEMA MG 1. All test results shall be documented in accordance with the guidance indicated in IEEE Std 112 and

NEMA MG 1. Testing shall include the following:

- (1) No Load Test. For each winding (high and low speed); at no load and rated frequency and 100 percent rated voltage; record the current, voltage, frequency, kilowatt input, and RPM.
- (2) Locked Rotor Test. For each winding (high and low speed); with the motor blocked and at rated test frequency and 50 percent rated voltage; record the voltage, current, frequency, and kilowatt input. Repeat for 100 percent rated voltage.
- (3) High Potential Test. For each winding (high and low speed): Record voltage and duration.
- (4) Stator Winding Resistance Test. For each winding (high and low speed): Record resistance in ohms between the stator winding terminals. Record the temperature in degrees Centigrade.

Additionally, all tests normally conducted by the manufacturer as part of its quality control program, but not specified herein, shall be performed.

## 2.13 PORTABLE FILTERING UNIT

\*\*\*\*\*  
NOTE: Portable oil filtering unit may be desired if the gearbox unit will be exposed to the weather. Moisture can collect in the unit and become suspended in the oil. The liquid water that has separated can be drained off but the oil must be filtered to remove water still in solution. Heaters can be provided to heat the oil. However, they are not energy efficient, can damage the oil, and may not completely prevent moisture intrusion.  
\*\*\*\*\*

Contractor is responsible for providing [1] [\_\_\_\_\_] portable filtering unit[s] for use with the gear reducers.

- a. The portable filtering unit shall be 115 volt, high efficiency, positive displacement, rotary internal gear type pump with a mechanical seal. The pump shall be self-priming and designed to handle liquids of 35 SSu to 1000 SSu viscosity, while able to develop 625 mm 25 inches of mercury vacuum at 0 MPa psi. The filter shall be equipped with a replaceable 5 micron filter cartridge.
- b. The portable filtering unit will separate water from the oil by coalescing and gravity separation. The water will sink to the bottom and will accumulate until it is periodically bled off. The coalescing chamber shall be able to handle dissimilar liquids with a specific gravity difference of 0.09 and greater, leaving the effluent with less than 10 ppm of the discontinuous phase. The coalescing element will have an indefinite life, with replacement required only when it becomes plugged with solid particles.
- c. Contractor shall equip the portable filtering unit with all the necessary fittings and pipe to connect the unit to the reducer using standard hand tools.

## 2.14 GUARDS AND COVERS

Safety guards or covers shall be provided as shown on the drawings where necessary to protect the operators from accidental contact with moving parts. Openings shall be provided in guards and covers as necessary to provide access to parts requiring lubrication or regular maintenance.

## 2.15 STRUCTURAL BASES AND SUPPORTS

For specific requirements for welded structural steel bases and supports see Section 05502A METALS: MISCELLANEOUS, STANDARD ARTICLES, SHOP FABRICATED ITEMS.

## 2.16 PAINTING

\*\*\*\*\*  
**NOTE: The interior surfaces of the gearboxes shall be primed with a primer compatible with the oil and environmental conditions.**  
\*\*\*\*\*

All exposed ferrous surfaces shall be painted as required by the manufacturer or as noted in Section 09900 PAINTS AND COATINGS and touched up after installation. Paint shall at a minimum provide for zinc chromate primer, 2 coats of varnish, and gray enamel to result in a minimum dry film thickness of 0.0025 mm 2.5 mils. Painting of nonferrous metals and corrosion resisting steel will not be required unless otherwise specified.

## PART 3 EXECUTION

### 3.1 SHOP ASSEMBLY AND TESTS

\*\*\*\*\*  
**NOTE: Shop tests are necessary to ensure proper assembly and alignment of machine units. If the entire hoist cannot be tested at one time, it may be possible to test subassemblies.**  
\*\*\*\*\*

#### 3.1.1 General

Each machinery unit consisting of the motor, brake, reducer, [cable drums,] [cable,] [sprockets,] [chains,] [sheaves,] couplings, and bearings shall be completely assembled on its structural steel base (machinery base as indicated on the contract drawings) in the shop and tested in the presence of a representative of the Contracting Officer. The Contractor shall notify the Contracting Officer at least [10] [\_\_\_\_\_] calendar days before testing of each machinery unit. This notification shall include information on how many units will be tested and the estimated time frame involved with each test. The witnessing of a particular test may be waived by the Contracting Officer, however, the approved shop test procedures, notification, and documentation shall still be performed as required by these specifications. Once informed that Government personnel will witness the test(s), the Contractor shall notify the Contracting Officer that a particular test is scheduled as planned a minimum of 48 hours prior to the test(s). The Contractor should perform all necessary preparations and preliminary testing prior to issuing the 48 hour notification. Testing shall commence upon the arrival of Government personnel at the scheduled location and time. The Contractor shall design and furnish a test rig and

facilities (within the continental United States) suitable for performing the tests. Details of the test rig and its location shall be submitted for evaluation and approval of the Contracting Officer. The submittal shall address aspects including adequacy of rig strength, foundations, access to the test rig, availability of suitable power and cranes, how the work will be protected, how the test measurements will be made, and how test results can be verified. All bearing surfaces and lubrication lines shall be cleaned and reducer bearings, couplings, and gears properly lubricated before tests are begun. All speed reducers shall be properly filled with the specified lubricating oil and transfer of lubricating oil from one unit to another will not be allowed. The motors, brakes, and controls shall be electrically connected and operated at rated voltage. The motor, speed reducer, and brake machinery components shall be tested and shipped to the job-site fully assembled on the structural steel base (machinery base as indicated on the contract drawings). Machinery that is tested or arrives on site without the machinery base installed will be rejected.

### 3.1.2 Test Procedure

The Contractor shall submit the test procedure, with a blank test results data sheet, to the Contracting Officer for review and approval prior to the commencement of any tests. The test procedure applies to all units and shall include raising and lowering a [\_\_\_\_\_] kg pound test load ([\_\_\_\_\_] kg pounds on each drum) vertically through a distance of [\_\_\_\_\_] mm feet. The load shall be suspended from the actual hoisting [cables,] [chain]. The load shall be raised and lowered three times in succession at high and low speeds without significant interruption. The [cable drums] [sprockets] shall be inspected to ensure proper [reeving of the cable] [engagement of the chain]. Each piece of equipment shall be inspected for smooth operation and proper alignment and all necessary clearances checked to ensure binding or excessive heat does not occur in any moving part. During the test, readings of motor current, RPM, voltage, and temperature shall be provided to the Contracting Officer. The test shall be stopped immediately if there is any undue noise, vibration, or heat developed in any of the bearings. After correction of alignment and/or all other causes for the interruption of the test, the unit shall be re-inspected and testing shall resume when permitted by the Contracting Officer. Final operating test results for each unit shall be submitted to the Contracting Officer.

### 3.2 FIELD ERECTION AND TESTS

\*\*\*\*\*  
**NOTE: Use the appropriate statement depending on whether chain or wire rope is specified. If wire rope hoists are installed, it will be necessary to equalize the tension among multiple cables. A turnbuckle is usually provided for adjustment.**  
\*\*\*\*\*

Field erection and field tests will be made by and at the expense of the Contractor under the general supervision of the Erecting Engineer to be furnished by the Contractor under the provisions of the paragraph titled "ERECTING ENGINEER." The Contractor shall submit the [Field Tensioning and] Operating Test Procedure, with a blank test results data sheet, to the Contracting Officer for review and approval prior to the commencement of any field tests. [The Contractor shall accurately align and connect the chain assemblies to each end of the lift gate leaf and counterweights and properly pass the chain over the appropriate sprockets.] [The wire rope field tensioning procedure shall be based on the following steps. Upon

connection of the wire rope to the gate, the Contractor shall equalize the tension in the cables by the use of a deflection-type cable tension indicator mounted to each cable. After each adjustment of a set of wire ropes, the gate shall be raised 300 mm one foot above the sill and the cables checked for uniform tension. Equal tensioning will be considered achieved when the tension of the cables is within 5 percent of the mean tension per rope for that set of wire ropes. The load supporting each side of the gate shall not be less than 48 percent nor more than 52 percent of the total load. Adjustments shall be repeated until the wire ropes have been correctly tensioned.] After the units have been installed and final alignment and grouting are made [and the field tensioning tests are complete], each complete unit will be operated and the gate fully raised and lowered [a sufficient number of] [\_\_\_\_\_] cycles, as specified on the drawings, to demonstrate to the satisfaction of the Contracting Officer that the requirements of the specifications have been met and that the performance of the equipment is satisfactory for the purpose intended. During the test, readings of motor RPM, current, and voltage shall be provided to the Contracting Officer as data to enable estimation of the motor horsepower developed. Final [field tensioning and] operating test results for each unit shall be submitted to the Contracting Officer.

### 3.3 ERECTING ENGINEER

- a. The Contractor shall furnish the services of a competent erecting engineer to supervise and direct the erection and installation of this equipment. The erecting engineer shall be present for all shop erection, inspections, and tests.
- b. The erecting engineer has sole responsibility for the equipment meeting all the requirements of these specifications and fulfilling all the Contractor's guarantees.
- c. The erecting engineer shall verify the fit and alignment of mating components prior to erecting in the field and be present during final connection and field testing for contract compliance. The erecting engineer shall keep records of all measurements taken during installation and testing.

### 3.4 FIELD TRAINING

Field training shall be provided for operating staff after each system is functionally complete but prior to final acceptance. The training shall be given for a period of [\_\_\_\_\_] hours. The training shall cover all pieces of equipment and shall include items contained in the operation and maintenance manuals.

### 3.5 ACCEPTANCE

Upon successful completion of the field tests, the gate hoist machinery and accessory items and equipment will be examined by the Contracting Officer, and, if found to comply with the contract, they will be accepted and the Contractor will be furnished written notice of such acceptance.

-- End of Section --