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| C | <div>1). ALL WORK SHALL CONFORM TO ALL APPLICABLE RULES, REGULATIONS AND CODES, INCLUDING, BUT NOT LIMITED TO NEW YORK ENERGY CODE, NEW YORK BUILDING CODE AND OSHA.</div> <div>2). ALL EQUIPMENT SHALL COMPLY WITH THE PROVISIONS OF THE CURRENT INTERNATIONAL ENERGY CODE AND AS MODIFIED BY NEW YORK. ALL SUBMITTALS FOR EQUIPMENT COVERED BY THE CODE SHALL INCLUDE THE MANUFACTURER'S STATEMENT OF CONFORMANCE TO THE CODE.</div> <div>3). FIELD VERIFY ALL DIMENSIONS PRIOR TO DUCTWORK FABRICATION OR ANY OTHER MECHANICAL WORK. MECHANICAL CONTRACTOR SHALL COORDINATE INSTALLATION OF EQUIPMENT, PIPING AND DUCTWORK WITH OTHER CONTRACTORS. PROVIDE FITTINGS, ELEVATION CHANGES, TRANSITIONS, AND OFFSETS REQUIRED, WHETHER SHOWN OR NOT, TO AVOID CONFLICTS WITH WORK OF OTHER CONTRACTS.</div> <div>4). MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR SEALING ALL HVAC PENETRATIONS (PIPING, DUCTWORK, ETC) IN ACCORDANCE WITH THE INTERNATIONAL BUILDING CODE AND WHERE SHOWN OR SPECIFIED.</div> <div>5). ITEMS OF SPECIFIC MANUFACTURER'S SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE PRINTED INSTRUCTIONS AND/OR MANUFACTURER'S REPRESENTATIVES DIRECTIONS.</div> <div>6). MECHANICAL CONTRACTOR TO INSTALL ALL NECESSARY STIFFENERS, BRACES, STRUTS, ETC, WHETHER SHOWN OR NOT, TO PROVIDE A COMPLETE, SAFE, AND DURABLE SYSTEM.</div> <div>7). DIMENSIONS SHOWN "AFF" INDICATE THE ACTUAL CLEAR DIMENSIONS FROM THE BOTTOM OF THE UNIT TO THE FINISHED FLOOR ELEVATION; UNLESS INDICATED OTHERWISE.</div> <div>8). SUPPORT AND EQUIPMENT DETAILS MAY VARY TO SUIT EQUIPMENT AND PARTS SUPPLIED.</div> <div>9). ALL DUCT DIMENSIONS SHOWN ARE "SIDE SEEN" BY "SIDE NOT SEEN" AND ARE THE CLEAR INSIDE DIMENSIONS UNLESS OTHERWISE NOTED.</div> <div>10). BRANCH DUCTS TO REGISTER SHALL BE THE SAME SIZE AS REGISTER UNLESS INDICATED OTHERWISE.</div> <div>13). PROVIDE ALL CONTROL AND INTERLOCK WIRING REQUIRED OR SPECIFIED THAT IS NOT PROVIDED BY THE ELECTRICAL CONTRACTOR.</div> <div>14). COORDINATE WITH ELECTRICAL CONTRACTOR REGARDING THE RESPONSIBILITIES FOR SUPPLYING, INSTALLING AND WIRING OF HVAC-RELATED DISCONNECT SWITCHES, STARTERS, SAFETY INTERLOCKS, EMERGENCY SHUTDOWN AND WIRING.</div> <div>15). WORK ON M-SERIES DRAWINGS IS BY THE MECHANICAL CONTRACTOR (MC) UNLESS OTHERWISE NOTED.</div> <div>16). VERIFY ALL LOCATIONS, DIMENSIONS, EQUIPMENT ARRANGEMENTS, CLEARANCES AND ELECTRICAL CHARACTERISTICS IN THE FIELD PRIOR TO BID. PROMPTLY NOTIFY THE ARCHITECT/ENGINEER OF ANY DISCREPANCIES.</div> <div>17). PRIOR TO CUTTING THROUGH WALLS THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL STRUCTURAL MEMBERS, JOISTS, AND OR COLUMNS. PROMPTLY NOTIFY THE ARCHITECT/ENGINEER OF ANY DISCREPANCIES. DO NOT CUT ANY STRUCTURAL MEMBERS UNLESS SPECIFICALLY DIRECTED TO DO SO.</div> <div>18).THE MECHANICAL CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR IN THE LOCATIONS WHICH WILL REQUIRE MECHANICAL SUPPORT STEEL.</div> | | <div>GENERAL</div> <div><div>T</div>TEMPERATURE SENSOR WITH LOCKING GUARD</div> <div><div>CO</div>CARBON MONOXIDE SENSOR</div> <div><div>M</div>DAMPER MOTOR</div> <div><div>→↔</div>DIRECTION OF AIRFLOW</div> <div>DUCTWORK</div> <div><div><div></div></div>RETURN DIFFUSER</div> <div><div><div></div></div>SUPPLY DIFFUSER</div> <div><div><div></div></div>SQUARE TO ROUND DUCT TRANSITION</div> <div><div><div></div></div>SQUARE MAIN TO ROUND BRANCH TAKE-OFF</div> <div><div><div>FC</div></div>FLEXIBLE DUCT CONNECTOR</div> <div><div><div></div></div>POSITIVELY PRESSURIZED DUCT OUT OF THE PLANE</div> <div><div><div></div></div>POSITIVELY PRESSURIZED DUCT INTO THE PLANE</div> <div><div><div></div></div>NEGATIVELY PRESSURIZED DUCT OUT OF THE PLANE</div> <div><div><div></div></div>NEGATIVELY PRESSURIZED DUCT INTO THE PLANE</div> <div><div><div></div></div>SQUARE ELBOW WITH TURNING VANES</div> <div><div><div></div></div>MANUAL VOLUME DAMPER</div> <div><div><div>AAD</div></div>AUTOMATIC AIR DAMPER</div> <div><div>UNIT</div>GENERAL EQUIPMENT DESIGNATION</div> <div><div>VIEW SHEET</div>ENLARGED PLAN & DETAIL CALL OUT</div> <div>NOTE: NOT ALL ABBREVIATIONS AND SYMBOLS USED</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | <div>B1</div> <div>GENERAL NOTES</div> <div>SCALE: NOT TO SCALE</div> | | <div>B3</div> <div>SYMBOLS</div> <div>SCALE: NOT TO SCALE</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | <div>ABBREVIATIONS</div> <table><tr><td>AMP</td><td>AMPERES</td><td>EAT</td><td>ENTERING AIR TEMPERATURE</td><td>IRH</td><td>INFARED HEATER</td><td>PD</td><td>PRESSURE DROP</td></tr><tr><td>AAD</td><td>AUTOMATIC AIR DAMPER</td><td>EDB</td><td>ENTERING DRY BULB TEMPERATURE</td><td>KW</td><td>KILOWATT</td><td>RA</td><td>RETURN AIR</td></tr><tr><td>AFF</td><td>ABOVE FINISHED FLOOR</td><td>EFF</td><td>EFFICIENCY</td><td>LAT</td><td>LEAVING AIR TEMPERATURE</td><td>RPM</td><td>REVOLUTION PER MINUTE</td></tr><tr><td>APD</td><td>AIR PRESSURE DROP</td><td>ENC</td><td>ENCLOSURE</td><td>LB</td><td>POUND</td><td>SA</td><td>SUPPLY AIR</td></tr><tr><td>BDD</td><td>BACK DRAFT DAMPER</td><td>ESP</td><td>EXTERNAL STATIC PRESSURE</td><td>LDB</td><td>LEAVING DRY BULB TEMPERATURE</td><td>SD</td><td>SMOKE DAMPER</td></tr><tr><td>BHP</td><td>BRAKE HORSE POWER</td><td>EWB</td><td>ENTERING WET BULB TEMPERATURE</td><td>LV</td><td>LOUVER</td><td>SP</td><td>STATIC PRESSURE</td></tr><tr><td>BOD</td><td>BOTTOM OF DUCT</td><td>EXH</td><td>EXHAUST AIR</td><td>LWB</td><td>LEAVING WET BULB</td><td>SQ</td><td>SQUARE</td></tr><tr><td>BTU</td><td>BRITISH THERMAL UNIT</td><td>F</td><td>FAN</td><td>MAX</td><td>MAXIMUM</td><td>THC</td><td>TOTAL HEAT CAPACITY</td></tr><tr><td>BTUH</td><td>BRITISH THERMAL UNIT PER HOUR</td><td>°F</td><td>FAHRENHEIT</td><td>MAU</td><td>MAKEUP AIR UNIT</td><td>TSP</td><td>TOTAL STATIC PRESSURE</td></tr><tr><td>C</td><td>COMMON</td><td>FC</td><td>FLEXIBLE CONNECTION</td><td>MBH</td><td>1000 BTUH</td><td>TYP</td><td>TYPICAL</td></tr><tr><td>CO</td><td>CARBON MONOXIDE</td><td>FIL</td><td>FILTER</td><td>MCA</td><td>MINIMUM CIRCUIT AMPACITY</td><td>V</td><td>VOLT</td></tr><tr><td>CFM</td><td>CUBIC FEET PER MINUTE</td><td>FPM</td><td>FEET PER MINUTE</td><td>MIN</td><td>MINIMUM</td><td>VD</td><td>VOLUME DAMPER</td></tr><tr><td>dB</td><td>DECIBELS</td><td>FT</td><td>FEET</td><td>MOP</td><td>MAXIMUM OVERCURRENT PROTECTION</td><td>VIF</td><td>VERIFY IN FIELD</td></tr><tr><td>DB</td><td>DRY BULB TEMPERATURE</td><td>GC</td><td>GENERAL CONTRACTOR</td><td>MV</td><td>MANUAL VENT</td><td>VP</td><td>VACUUM PUMP</td></tr><tr><td>DIA</td><td>DIAMETER</td><td>HP</td><td>HORSEPOWER</td><td>NC</td><td>NORMALLY CLOSED</td><td>VSD</td><td>VARIABLE SPEED DRIVE</td></tr><tr><td>DN</td><td>DOWN</td><td>HZ</td><td>HERTZ</td><td>NIC</td><td>NOT IN CONTRACT</td><td>WH</td><td>UNIT HEATER</td></tr><tr><td>DP</td><td>DEWPOINT TEMPERATURE</td><td>IN</td><td>INCH</td><td>OA</td><td>OUTSIDE AIR</td><td>WB</td><td>WET BULB TEMPERATURE</td></tr></table> | | | | AMP | AMPERES | EAT | ENTERING AIR TEMPERATURE | IRH | INFARED HEATER | PD | PRESSURE DROP | AAD | AUTOMATIC AIR DAMPER | EDB | ENTERING DRY BULB TEMPERATURE | KW | KILOWATT | RA | RETURN AIR | AFF | ABOVE FINISHED FLOOR | EFF | EFFICIENCY | LAT | LEAVING AIR TEMPERATURE | RPM | REVOLUTION PER MINUTE | APD | AIR PRESSURE DROP | ENC | ENCLOSURE | LB | POUND | SA | SUPPLY AIR | BDD | BACK DRAFT DAMPER | ESP | EXTERNAL STATIC PRESSURE | LDB | LEAVING DRY BULB TEMPERATURE | SD | SMOKE DAMPER | BHP | BRAKE HORSE POWER | EWB | ENTERING WET BULB TEMPERATURE | LV | LOUVER | SP | STATIC PRESSURE | BOD | BOTTOM OF DUCT | EXH | EXHAUST AIR | LWB | LEAVING WET BULB | SQ | SQUARE | BTU | BRITISH THERMAL UNIT | F | FAN | MAX | MAXIMUM | THC | TOTAL HEAT CAPACITY | BTUH | BRITISH THERMAL UNIT PER HOUR | °F | FAHRENHEIT | MAU | MAKEUP AIR UNIT | TSP | TOTAL STATIC PRESSURE | C | COMMON | FC | FLEXIBLE CONNECTION | MBH | 1000 BTUH | TYP | TYPICAL | CO | CARBON MONOXIDE | FIL | FILTER | MCA | MINIMUM CIRCUIT AMPACITY | V | VOLT | CFM | CUBIC FEET PER MINUTE | FPM | FEET PER MINUTE | MIN | MINIMUM | VD | VOLUME DAMPER | dB | DECIBELS | FT | FEET | MOP | MAXIMUM OVERCURRENT PROTECTION | VIF | VERIFY IN FIELD | DB | DRY BULB TEMPERATURE | GC | GENERAL CONTRACTOR | MV | MANUAL VENT | VP | VACUUM PUMP | DIA | DIAMETER | HP | HORSEPOWER | NC | NORMALLY CLOSED | VSD | VARIABLE SPEED DRIVE | DN | DOWN | HZ | HERTZ | NIC | NOT IN CONTRACT | WH | UNIT HEATER | DP | DEWPOINT TEMPERATURE | IN | INCH | OA | OUTSIDE AIR | WB | WET BULB TEMPERATURE | |
| AMP | AMPERES | EAT | ENTERING AIR TEMPERATURE | IRH | INFARED HEATER | PD | PRESSURE DROP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AAD | AUTOMATIC AIR DAMPER | EDB | ENTERING DRY BULB TEMPERATURE | KW | KILOWATT | RA | RETURN AIR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AFF | ABOVE FINISHED FLOOR | EFF | EFFICIENCY | LAT | LEAVING AIR TEMPERATURE | RPM | REVOLUTION PER MINUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| APD | AIR PRESSURE DROP | ENC | ENCLOSURE | LB | POUND | SA | SUPPLY AIR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BDD | BACK DRAFT DAMPER | ESP | EXTERNAL STATIC PRESSURE | LDB | LEAVING DRY BULB TEMPERATURE | SD | SMOKE DAMPER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BHP | BRAKE HORSE POWER | EWB | ENTERING WET BULB TEMPERATURE | LV | LOUVER | SP | STATIC PRESSURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BOD | BOTTOM OF DUCT | EXH | EXHAUST AIR | LWB | LEAVING WET BULB | SQ | SQUARE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BTU | BRITISH THERMAL UNIT | F | FAN | MAX | MAXIMUM | THC | TOTAL HEAT CAPACITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BTUH | BRITISH THERMAL UNIT PER HOUR | °F | FAHRENHEIT | MAU | MAKEUP AIR UNIT | TSP | TOTAL STATIC PRESSURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | COMMON | FC | FLEXIBLE CONNECTION | MBH | 1000 BTUH | TYP | TYPICAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CO | CARBON MONOXIDE | FIL | FILTER | MCA | MINIMUM CIRCUIT AMPACITY | V | VOLT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CFM | CUBIC FEET PER MINUTE | FPM | FEET PER MINUTE | MIN | MINIMUM | VD | VOLUME DAMPER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| dB | DECIBELS | FT | FEET | MOP | MAXIMUM OVERCURRENT PROTECTION | VIF | VERIFY IN FIELD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DB | DRY BULB TEMPERATURE | GC | GENERAL CONTRACTOR | MV | MANUAL VENT | VP | VACUUM PUMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DIA | DIAMETER | HP | HORSEPOWER | NC | NORMALLY CLOSED | VSD | VARIABLE SPEED DRIVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DN | DOWN | HZ | HERTZ | NIC | NOT IN CONTRACT | WH | UNIT HEATER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DP | DEWPOINT TEMPERATURE | IN | INCH | OA | OUTSIDE AIR | WB | WET BULB TEMPERATURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A1 | <div>ABBREVIATIONS</div> <div>SCALE: NOT TO SCALE</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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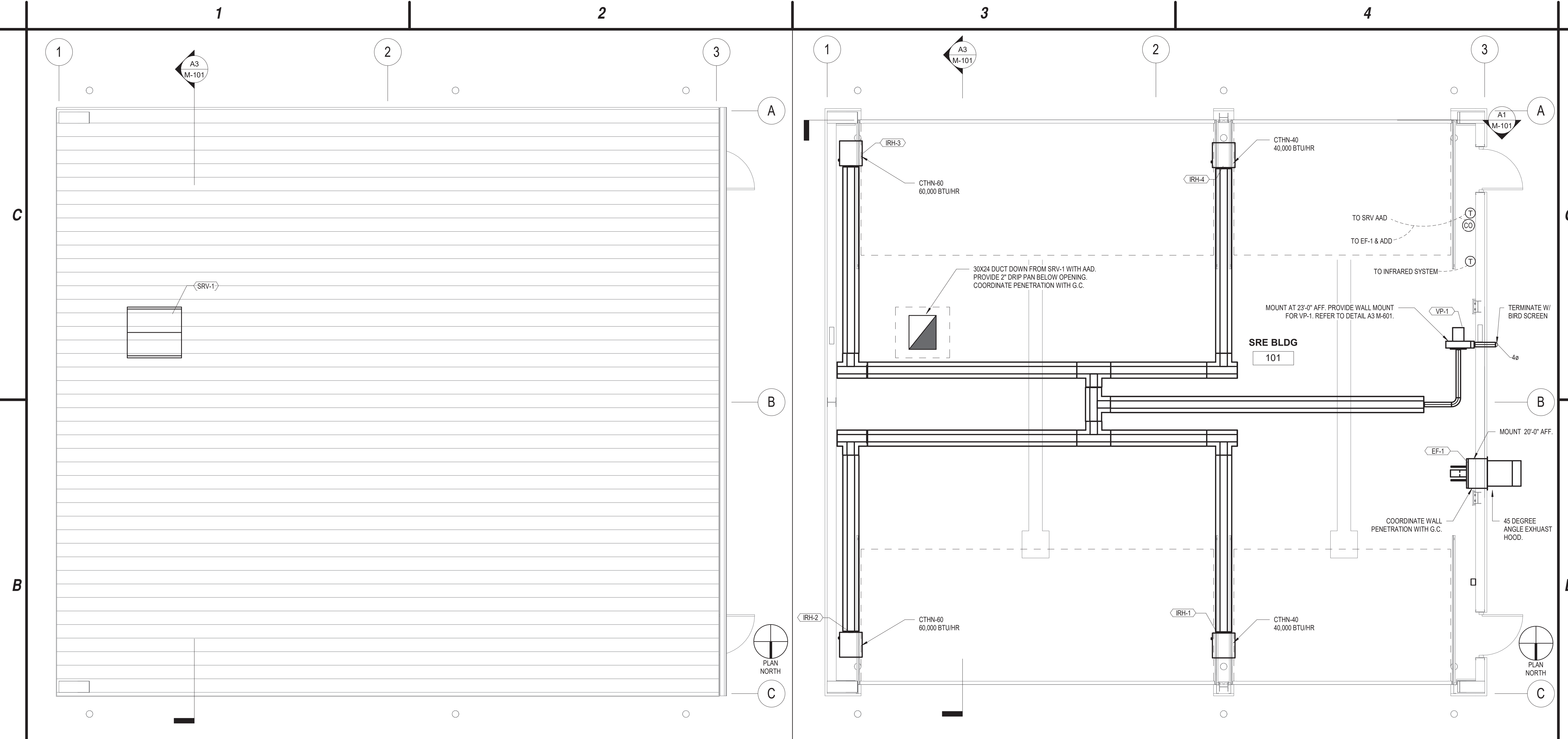


SRE BUILDING
ORANGE COUNTY AIRPORT
500 DUNN ROAD
MONTGOMERY NY 12549

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| | | |
| | | |
| MARK | DATE | DESCRIPTION |
| REVISIONS | | |
| PROJECT NO: 104120001 | | |
| DATE: FEBRUARY 2021 | | |
| DRAWN BY: A.M. CALABRESE | | |
| DESIGNED BY: A.M. CALABRESE | | |
| CHECKED BY: L.J. MERRY | | |
| NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW | | |

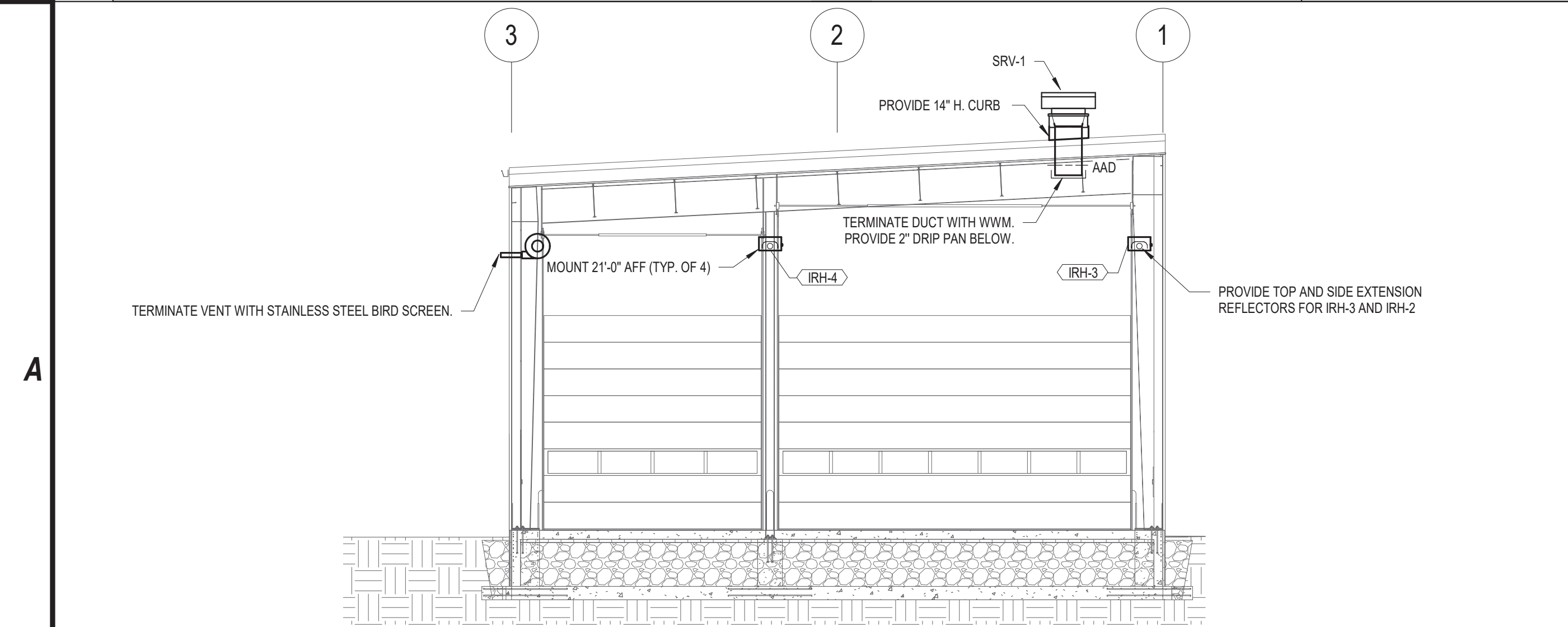
GENERAL NOTES,
ABBREVIATIONS AND
SYMBOLS

M-001

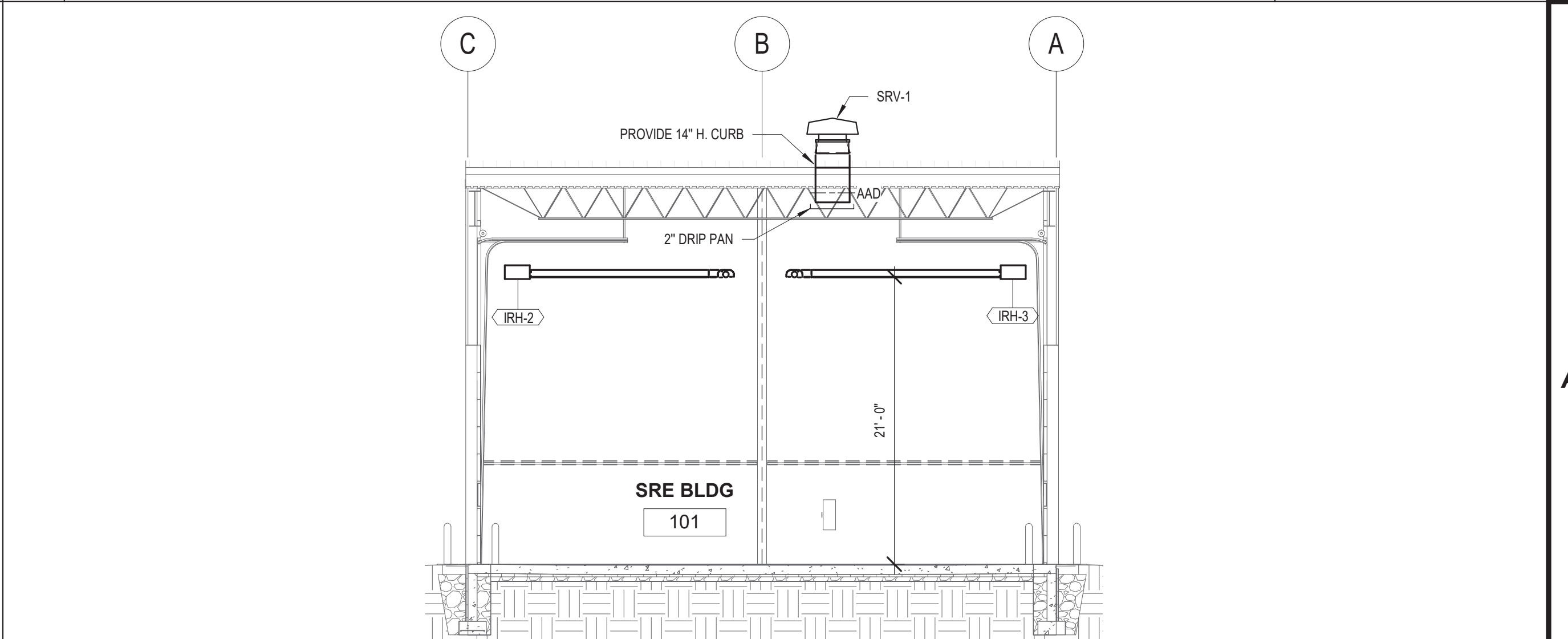


B1 HVAC ROOF PLAN
SCALE: 1/4" = 1'-0"

B3 HVAC FLOOR PLAN
SCALE: 1/4" = 1'-0"



A1 NORTH HVAC ELEVATION
SCALE: 1/8" = 1'-0"



A3 EAST HVAC ELEVATION
SCALE: 1/8" = 1'-0"



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ORANGE COUNTY AIRPORT
500 DUNN ROAD
MONTGOMERY NY 12549

| MARK | DATE | DESCRIPTION |
|--|------|-------------|
| REVISIONS | | |
| PROJECT NO: 104120001 | | |
| DATE: FEBRUARY 2021 | | |
| DRAWN BY: A.M. CALABRESE | | |
| DESIGNED BY: A.M. CALABRESE | | |
| CHECKED BY: L.J. MERRY | | |
| NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW | | |

HVAC FLOOR PLANS & ELEVATIONS

M-101

1

SEQUENCE OF OPERATION

EXHAUST FAN:
1. WHEN THE SPACE TEMPERATURE SET-POINT (80 DEGREES ADJUSTABLE) IS EXCEEDED, LINE VOLTAGE MOTORIZED AIR DAMPERS AT THE EXHAUST FAN AND SRV SHALL OPEN. WHEN THE DAMPERS HAVE REACHED FULL OPEN, AS INDICATED BY THE DAMPER ACTUATORS END SWITCH, THE FAN WILL START.

2. WHEN SPACE CO LEVEL EXCEEDS 70PPM, THE LINE VOLTAGE EXHAUST FAN AND SRV DAMPER SHALL OPEN. WHEN THE DAMPERS HAVE REACHED FULL OPEN, AS INDICATED BY THE DAMPER ACTUATORS END SWITCH, THE FAN WILL START. THE SRV AND EXHAUST FAN AAD WILL REMAIN OPEN AND THE FAN SHALL RUN UNTIL CO LEVELS FALL BELOW SETPOINT.

3. FAN SHALL BE SHUTDOWN AND MOTORIZED AUTOMATIC AIR DAMPER SHALL CLOSE UPON ACTIVATION OF THE FIRE ALARM SYSTEM.

4. AUTOMACTIC AIR DAMPERS SHALL CLOSE WHEN FAN IS SHUT-DOWN.

INFRARED HEATERS:
1. THE INFRARED HEATING SYSTEM SHALL BE CONTROLLED VIA WALL-MOUNTED THERMOSTAT. THE USER'S SHALL BE ABLE TO ADJUST THE SETPOINT FOR THE SYSTEM. THE EQUIPMENT SAFETY FEATURES SHALL BE RUN THROUGH THE SYSTEM CONTROLLER TO ENABLE THE SYSTEM TO ENABLE THE VACUUM PUMP AND BURNER(S).

2

INFRARED RADIANT TUBE HEATER SCHEDULE (IRH)

| UNIT NO. | LOCATION | STRAIGHT LENGTH (FT) | FUEL TYPE | INPUT MBH | GAS PRESSURE MIN. (IN WG) | GAS PRESSURE MAX. (IN WG) | # OF STAGES | ELECTRICAL | | | BASIS OF DESIGN | | REMARKS |
|----------|--------------|----------------------|-------------|-----------|---------------------------|---------------------------|-------------|------------|-------|-----|-----------------|---------|---------|
| | | | | | | | | VOLTS | PHASE | MCA | MANUFACTURER | MODEL | |
| IRH-1 | SRE BLDG 101 | 10' - 0" | NATURAL GAS | 40 | 4.6 | 14 | 1 | 120 | 1 | 1 | ROBERTS GORDON | CTHN-40 | 1 |
| IRH-2 | SRE BLDG 101 | 20' - 0" | NATURAL GAS | 60 | 4.6 | 14 | 1 | 120 | 1 | 1 | ROBERTS GORDON | CTHN-60 | 2 |
| IRH-3 | SRE BLDG 101 | 20' - 0" | NATURAL GAS | 60 | 4.6 | 14 | 1 | 120 | 1 | 1 | ROBERTS GORDON | CTHN-60 | 2 |
| IRH-4 | SRE BLDG 101 | 10' - 0" | NATURAL GAS | 40 | 4.6 | 14 | 1 | 120 | 1 | 1 | ROBERTS GORDON | CTHN-40 | 1 |

1. PROVIDE TOP REFLECTORS.
2. PROVIDE TOP AND SIDE REFLECTORS.

3

FAN SCHEDULE (EF)

| UNIT NO. | LOCATION | SERVICE | TYPE | ARRANGEMENT | CFM | E.S.P. (IN WG) | RPM | MAX. SONES | ELECTRICAL | | | HP | BASIS OF DESIGN | | REMARKS |
|----------|--------------|----------|--------------|--------------|----------|----------------|------|------------|------------|-------|-----|-----|-----------------|-----------------|---------|
| | | | | | | | | | VOLTS | PHASE | FLA | | MANUFACTURER | MODEL | |
| EF-1 | SRE BLDG 101 | EXHUAUST | DIRECT DRIVE | WALL MOUNTED | 2000 CFM | 0.5 | 1725 | 21 | 115 V | 1 | 6.4 | 1/2 | Greenheck | AER-E20C-310-VG | 1,2,3 |

1. PROVIDE 45 DEGREE WEATHER HOOD.
2. PROVIDE UNIT WITH SHORT WALL HOUSING.
3. PROVIDE 22X22 AUTOMATIC AIR DAMPER.

4

STATIONARY ROOF VENT SCHEDULE (SRV)

| UNIT NO. | LOCATION | SERVICE | CFM | APD (IN WG) | THROAT DIMENSIONS | | FREE AREA (SQFT) | BASIS OF SDESIGN | | REMARKS |
|----------|----------|---------|------|-------------|-------------------|---------|------------------|------------------|-------|---------|
| | | | | | LENGTH | WIDTH | | MANUFACTURER | MODEL | |
| SRV-1 | ROOF | INTAKE | 2000 | 0.05 | 2' - 0" | 2' - 6" | 5 | Greenheck | FGI | 1,2 |

1. PROVIDE 2" DEEP DRIP PAN.
2. PROVIDE 14" H. CURB WITH MOTORIZED DAMPER.

VACUUM PUMP SCHEDULE (VP)

| UNIT NO. | LOCATION | ARRANGEMENT | ELECTRICAL | | | | BASIS OF DESIGN | | REMARKS |
|----------|--------------|--------------|------------|-------|------|-----|-----------------|--------|---------|
| | | | VOLTS | PHASE | RPM | HP | MANUFACTURER | MODEL | |
| VP-1 | SRE BLDG 101 | WALL MOUNTED | 120 V | 1 | 3450 | 3/4 | ROBERTS GORDON | EP-201 | |

1

SEQUENCE OF OPERATION

SCALE: NOT TO SCALE

2

SECTION OF REFLECTOR AT TUBE AND REFLECTOR HANGER

3

STATIONARY ROOF VENT SCHEDULE (SRV)

| UNIT NO. | LOCATION | SERVICE | CFM | APD (IN WG) | THROAT DIMENSIONS | | FREE AREA (SQFT) | BASIS OF SDESIGN | | REMARKS |
|----------|----------|---------|------|-------------|-------------------|---------|------------------|------------------|-------|---------|
| | | | | | LENGTH | WIDTH | | MANUFACTURER | MODEL | |
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|----------|--------------|--------------|------------|-------|------|-----|-----------------|--------|---------|
| | | | VOLTS | PHASE | RPM | HP | MANUFACTURER | MODEL | |
| VP-1 | SRE BLDG 101 | WALL MOUNTED | 120 V | 1 | 3450 | 3/4 | ROBERTS GORDON | EP-201 | |

1

REFLECTOR AND REFLECTOR HANGER DETAIL

SCALE: NOT TO SCALE

2

SCHEDULES

SCALE: NOT TO SCALE

1

STATIONARY ROOF VENT

SCALE: NOT TO SCALE

2

PROPELLER WALL FAN DETAIL

SCALE: NOT TO SCALE

3

VACUUM PUMP VENT DETAIL

SCALE: NOT TO SCALE

4

INFRARED HEATING SYSTEM HANGER DETAIL

SCALE: NOT TO SCALE

1

STATIONARY ROOF VENT

SCALE: NOT TO SCALE

2

PROPELLER WALL FAN DETAIL

SCALE: NOT TO SCALE

3

VACUUM PUMP VENT DETAIL

SCALE: NOT TO SCALE

4

INFRARED HEATING SYSTEM HANGER DETAIL

SCALE: NOT TO SCALE

1

STATIONARY ROOF VENT

SCALE: NOT TO SCALE

2

PROPELLER WALL FAN DETAIL

SCALE: NOT TO SCALE

3

VACUUM PUMP VENT DETAIL

SCALE: NOT TO SCALE

4

INFRARED HEATING SYSTEM HANGER DETAIL

SCALE: NOT TO SCALE

C&S

COMPANIES[®]

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500 DUNN ROAD
MONTGOMERY NY 12549

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SCHEDULES AND DETAILS

M-601

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