



Cummins Sales and Service Start-Up Inspection (S.U.I.) Checklist

Facility Identification (Name)			
Address		City	
State/Province	Postal Code	Country	
S.U.I. Test Date	Engine Model (example: CFP15E - F20)	Engine Serial Number	
Pump Manufacturer	Pump Model	Pump Serial Number	Pump Type: (circle)
Pump Controller Manufacturer	Pump Controller Model	Pump Controller Serial Number	Split Case Vertical Turbine
Right Angle Gear Manufacturer	Right Angle Model Number	Right Angle Gear Serial Number	Right Angle Gear Ratio

Inspection Requirements

Engine Full Load at RPM	Engine Oil Pressure at Full Load	Stabilized Engine Temperature at Full Load
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Check and correct, as necessary (check the box or indicate a measured value):

STATIC CHECKS

- Pump set is secured to foundation
- Pump set base is grouted
- Coupling or driveshaft is aligned and serviced
- Coolant plugs, coolant, and SCA is installed
- Heat exchanger discharge piping is installed
- Engine pre-heater is connected to a dedicated AC power source
- Crankcase oil level is full with approved oil
- Fuel supply and return lines are connected, fuel tank is at proper elevation and tank filled
- Batteries are filled with electrolytes and connected
 Battery size: _____
 Cable size: _____
 Total cable length: _____

NOTE: Copper or galvanized pipe can not be used in the fuel system. Engine damage will occur.

- If the engine has not run for over four (4) months, prelube the engine prior to starting it. Place an oil pressure gauge into the main oil galley. With the FPDP in AUTO mode, crank the engine with one of the contactors until oil pressure is seen on the gauge.
- Pump room air supply and ventilation equipment are complete and adequate. Sized inlet louver and quantity:
Quantity: _____ Size: _____ x _____
- Exhaust system completed with flex pipe installed and supported by the building structure, rain protected (*rain cap or other method to avoid water intrusion*).

RUNNING CHECKS

Prior to engine start, verify:

- Raw water loop Automatic valve is open
- Raw water loop Manual valve is closed
- Raw water solenoid is wired to the FPDP
- FPDP is in MAN Mode

- Crank and start the engine from the FPDP
NOTE: For colored-display electronic engines, the engine can be manually idled by pressing the IDLE button on the screen as long as TB1 is powered off.

Verify:

- Engine oil pressure is present
- No leaks of fuel, water, oil, or exhaust
- Raw water discharge (**visually**)
- Engine gauges are functioning correctly

Simulate and verify the following alarms are set on the Pump Controller:

- High coolant temperature
- Low oil pressure
- High raw water cooling temperature
- Clogged raw water strainer (by closing the cooling loop valves)
- Overspeed shutdown

Ensure the engine is running at rated speed

- Cooling loop PSI gauge reading: _____
NOTE: Maximum allowable pressure on the heat exchanger is 60 PSI

- Exhaust back pressure
Inches Hg: _____

- Fuel inlet and return restrictions
Inches Hg Inlet: _____
Inches Hg Return: _____

- Stop the engine by turning the FPDP to AUTO
- Start/stop the engine from the Pump Controller

FOR ELECTRONIC ENGINES ONLY

- With the engine off, switch to ECM B (by pressing the ECM A/B button on the FPDP), start the engine, and verify the ECM B speed setting
- With the engine off, switch back to ECM A by pressing the ECM A/B button on the FPDP

FOR VARIABLE SPEED ENGINES ONLY

- Verify the pressure transducer is plumbed with a 1/2" nominal ID sensing line, minimum
NOTE: Ensure the VSPLC pressure transducer is not disconnected while battery power is applied to the system.

Photos of the installation are appreciated

Fax or email completed form to:

Jeremy Wiitala

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1 920 337 9746 fax

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Inspection performed by:

Print _____

Sign _____

Company Name: _____

Address: _____

Date: _____



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