

Load Bank Test Form



Date: 26-Jan-2024

TECNICIAN Shaed / Michael

Customer: Victor / PGE

Work Order Number:

Engine: MTU-DD

Location: Shop

Model: 12V2000G8

Start Time: 9:00 AM

S/N: 5352010892

End Time: 10:30 AM

Genset Model: 800REOZDE

S/N: 3062583

| Hours | Volts | Amps L1 | Amps L2 | Amps L3 | Frequency | kW Load | Water Temperature | Oil PSI | Ambient Temp |
|-------|-------|---------|---------|---------|-----------|---------|-------------------|---------|--------------|
| 9:15 | 482 | 899 | 877 | 897 | 60hz | 92% | 171 | 117 | 65 f |
| 9:30 | 483 | 899 | 874 | 897 | 60hz | 92% | 171 | 117 | 65 f |
| 9:45 | 482 | 899 | 874 | 897 | 60hz | 92% | 171 | 116 | 65 f |
| 10:00 | 482 | 899 | 874 | 897 | 60hz | 92% | 172 | 116 | 65 f |
| 10:15 | 482 | 899 | 874 | 897 | 60hz | 92% | 172 | 116 | 65 f |

L1, L2, L3 all checked 277v to neutral, L1-L2=483v, L2-L3= 482, L1-L3= 483, The lower amperage in L2 is due to a bad switch on the load bank, when checked with amp meter it was between L1 and L3.