

**Fire & Safety Co**

18 Shipyard Way

Unit 4

Bay City, CT 06705

203-555-0148

office@fireandsafetyco.example

CT ELC.0198097

Fire Pump Inspection and Test Report

Property	Bayview Hotel & Conference Center	Date	9/23/2026
Address	1 Harbor Plaza Bay City, CT 06705	Inspector	Luis Ortega
Customer	Bayview Hospitality Group	NFPA 25 interval	Annual

Pumps (1)

Pump	Location	Floor	Result
Pump 1	Pump room, basement	B	PASS

Pump 1, Pump room, basement

Driver:	Diesel engine driven
Alternative ITM program (A.8.1.1.2) adopted:	No
Rated capacity (pump nameplate):	750 gpm
Rated pressure (pump nameplate):	100 psi
Rated speed (pump nameplate):	1760 rpm
Churn pressure (nameplate, 0% flow):	125 psi
Pressure at 150% rated flow (nameplate):	68 psi
Engine heater present:	Yes
Automatic stop feature present:	No
Battery system voltage:	24 volt

WEEKLY INSPECTION

Heat in pump room is 40°F (4°C) or higher	YES
Ventilation louvers are free to operate	YES

Pump room floor is free of excessive water	YES
Coupling guard is in place	YES
Heat in pump room is not less than 70°F (21°C) (diesel engine pump without an engine heater)	YES
Pump suction, discharge, and bypass valves are open	YES
Piping and hoses are free of leaks	YES
Pump seal leakage is limited to about one drop of water per second	YES
Suction line pressure is within acceptable range	YES
Suction line pressure	62 psi
System line pressure is within acceptable range	YES
System line pressure	65 psi
Suction reservoir is full	YES
Wet pit suction screens are unobstructed and in place	YES
Waterflow test valves are closed, hose connection valve is closed, and the line to the test valves is free of water	YES
Controller pilot light (power on) is illuminated	YES
Transfer switch normal power light is illuminated	YES
Isolating switch for standby power is closed	YES
Reverse-phase alarm light is off	YES
Normal-phase rotation light is illuminated	YES
Oil level in vertical motor sight glass is within acceptable range	YES
Pressure maintenance (jockey) pump has power	YES
Diesel fuel tank is at least two-thirds full	YES
Controller selector switch is in the "auto" position	YES
Battery voltage readings are within acceptable range	YES
Battery voltage	24.6 V
Battery charging current readings are within acceptable range	YES
Battery charging current	42 A
Battery pilot lights are on, or battery failure pilot lights are off	YES

All alarm pilot lights are off	YES
Engine running time recorded from the meter	YES
Engine running time (cumulative meter reading)	4 hr
Oil level in right angle gear drive is within acceptable range	YES
Crankcase oil level is within acceptable range	YES
Cooling water level is within acceptable range	YES
Electrolyte level in batteries is within acceptable range	YES
Battery terminals are free of corrosion	YES
Water-jacket heater is operational	YES
Battery cranking voltage exceeds 9 volts for a 12 volt system and 18 volts for a 24 volt system	YES
Battery cranking voltage	24.6 V
Engine water pumps are free of leaks	YES
Jacket water heater is operational (Alternative ITM)	YES
Flexible hose and connections are in good operating condition	YES
Lube oil heater is operating	YES
Lube oil level is within acceptable range	YES
Diesel fuel tank is free of water	YES
Steam pressure is within acceptable range	YES
Steam pressure	65 psi
Exhaust system is free of leaks	YES
Condensate trap drained	YES
WEEKLY OPERATING TEST	
Pump started automatically by simulating a pressure drop at the controller (8.3.2.2)	YES
Pump starting pressure	65 psi
Fire pump operated for 10 minutes (30 minutes for a diesel pump)	YES
Run duration	10 min
Packing gland tightness checked, slight leak at no flow	YES
Suction pressure (gauge)	62 psi

Discharge pressure (gauge)	65 psi
Gland nuts adjusted where necessary	YES
Pump is free of unusual noise or vibration	YES
Packing boxes, bearings, and pump casing are free of overheating	YES
Pressure switch or pressure transducer reading agrees with the pump discharge gauge	YES
Pressure switch or pressure transducer reading	65 psi
Highest pressure (recorded on the fire pump control log)	65 psi
Lowest pressure (recorded on the fire pump control log)	65 psi
Circulation relief valve functions correctly	YES
Fuel system solenoids operate properly	YES
Tank float switch operates properly	YES
Time controller is on first step (reduced voltage or reduced current starting)	24.6 sec
Time for motor to accelerate to full speed	1760 sec
Time pump runs after starting (automatic stop feature)	4 sec
Time for diesel engine to crank	4 sec
Time for diesel engine to reach running speed	1760 sec
Oil pressure gauge, speed indicator, and water and oil temperatures are within acceptable range while engine is running	YES
Engine oil pressure	65 psi
Engine speed	1760 rpm
Engine cooling water temperature	68 °F
Engine oil temperature	68 °F
Heat exchanger has cooling water flow	YES
Speed governor operated (internal combustion engine only)	YES
Time for turbine to reach running speed	1760 sec
Steam pressure (steam-operated pump)	100 psi
Steam trap checked and operating	YES
Steam relief valve checked and operating	YES

MONTHLY TEST & MAINTENANCE	
Pump operated for 10 minutes (no-flow test)	YES
Pump starting pressure	65 psi
Packing gland tightness checked, slight leak at no flow	YES
Suction pressure (gauge)	62 psi
Discharge pressure (gauge)	65 psi
Gland nuts adjusted where necessary	YES
Pump is free of unusual noise or vibration	YES
Pressure switch or pressure transducer reading agrees with the pump discharge gauge	YES
Pressure switch or pressure transducer reading	65 psi
Highest pressure recorded	65 psi
Lowest pressure recorded	65 psi
Circulation relief valve functions correctly	YES
Time controller is on first step (reduced voltage or reduced current starting)	24.6 sec
Isolating switch and circuit breaker exercised	YES
Circuit breakers or fuses inspected	YES
Battery case exterior is clean and dry	YES
Battery specific gravity or state of charge tested	YES
Battery charger and charge rate inspected	YES
Battery equalize charge performed	YES
QUARTERLY MAINTENANCE	
Fuel strainer, filter, or dirt leg (or combination) cleaned	YES
Crankcase breather inspected, changed, or tested	YES
Cooling water strainer cleaned	YES
Exhaust insulation is intact and the exhaust is free of fire hazards	YES
Battery terminals are clean and tight	YES
Wiring is free of chafing where subject to movement	YES

SEMIANNUAL MAINTENANCE	
Manual starting means operated	YES
Antifreeze protection level is adequate	YES
Flexible exhaust section is in good condition	YES
Engine safeties and alarms operate correctly	YES
Boxes, panels, and cabinets cleaned	YES
ANNUAL INSPECTION	
Pump bearings lubricated	YES
Power transfer switch inspected and operated	YES
Parallel and angular alignment is within tolerance	YES
Main relief valve inspected and operating correctly	YES
Flexible hoses and connections are in good condition	YES
Plumbing parts inside and outside the panels are in good condition	YES
Pump shaft end play is within the manufacturer's tolerance	YES
Pressure gauges and sensors are accurate (recalibrated or replaced where more than 5 percent off)	YES
Pump coupling alignment checked	YES
Coupling lubricated	YES
Right angle gear drive lubricated	YES
Diesel fuel tested and within specification	YES
Fuel pump alarm signals verified	YES
Active fuel maintenance system inspected and operating	YES
Fuel filter changed (every 50 operating hours or annually, whichever comes first)	YES
Fuel tank is free of water or foreign material	YES
Tank vents and overflow piping are unobstructed	YES
Fuel tank piping is in good condition	YES
Engine oil changed (50 operating hours maximum, or annually)	YES
Oil filters changed (50 operating hours maximum, or annually)	YES
Engine running hours at service (meter reading)	30 hr

Circulating water filter replaced	YES
Supervisory signal for high cooling water temperature verified	YES
Antifreeze checked and replaced as required	YES
Heat exchanger rodded out and inspected	YES
Ductwork and louvers inspected and operating	YES
Exhaust system checked and condensate trap drained	YES
Exhaust back pressure is not excessive	YES
Exhaust hangers and supports are secure	YES
Battery specific gravity, state of charge, and charger rates checked	YES
Battery terminals cleaned	YES
Battery cranking voltage exceeds 9 volts for a 12 volt system and 18 volts for a 24 volt system	YES
Battery cranking voltage	24.6 V
Only distilled water is used	YES
Printed circuit boards are free of corrosion	YES
Cable insulation is free of cracks	YES
Electronic control module (ECM) tested and functioning	YES
Sacrificial anode inspected and replaced where required	YES
Circuit breaker tripped and reset	YES
Emergency manual starting means operated	YES
Mechanical moving parts lubricated (except starters and relays)	YES
Pressure switch settings calibrated	YES
Motor bearings lubricated	YES
Control and power wiring connectors tightened	YES
Voltmeter and ammeter are accurate to 5 percent	YES
Plumbing parts are free of leaks	YES
Electrical parts are free of signs of water	YES
ANNUAL PERFORMANCE TEST	
Test method	Test header

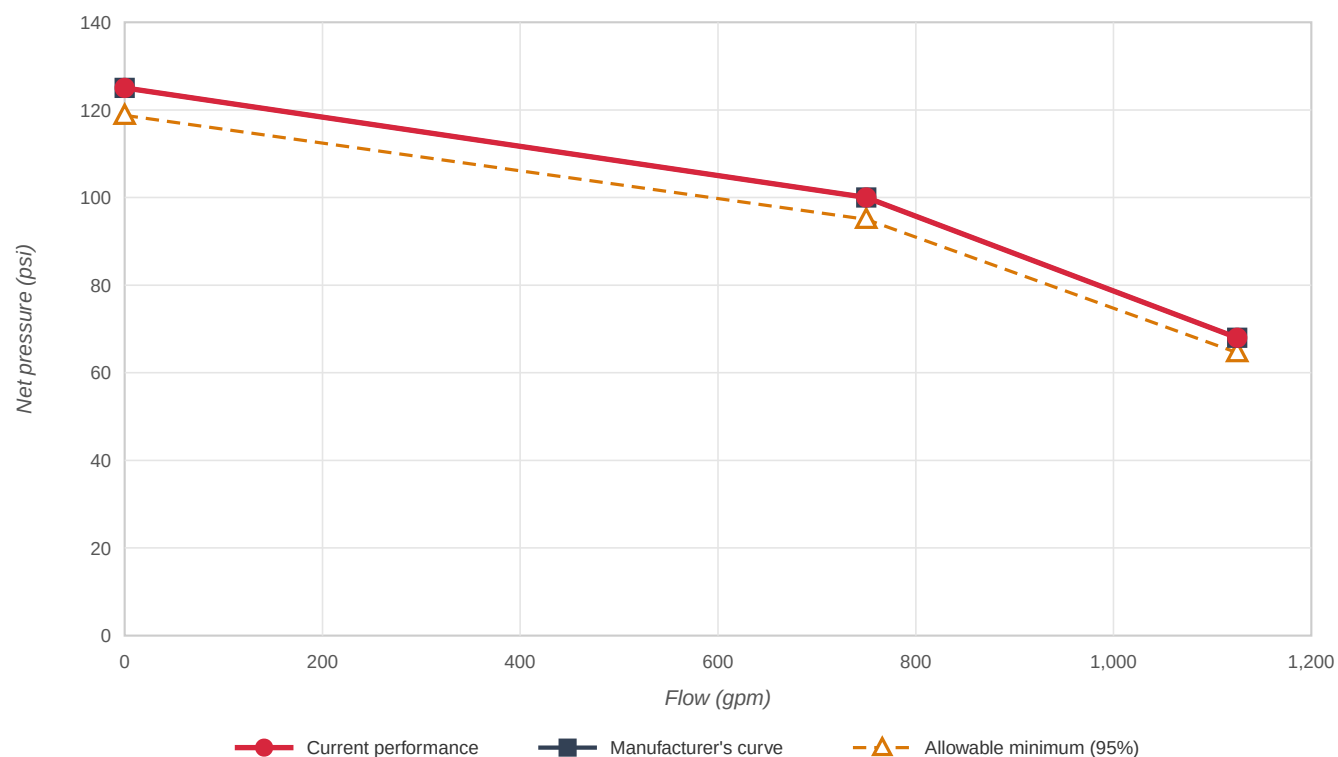
Pump speed control	Constant speed
A copy of the manufacturer's certified pump test curve is attached	YES
Test results compared to the manufacturer's certified pump test curve	YES
Gauges and other test equipment are calibrated	YES
No vibrations that could potentially damage any fire pump component	YES
The fire pump performed at all conditions without objectionable overheating of any component	YES
Churn - suction pressure	62 psi
Churn - discharge pressure	187 psi
Churn - net pressure	125 psi
Churn - flow	0 gpm
Churn - speed	1760 rpm
Churn - voltage L1-L2	24.6 V
Churn - voltage L2-L3	24.6 V
Churn - voltage L1-L3	24.6 V
Churn - amperes L1	42 A
Churn - amperes L2	42 A
Churn - amperes L3	42 A
Churn - engine oil pressure	125 psi
Churn - exhaust back pressure	125 in. Hg
Churn - engine water temperature	68 °F
Churn - cooling loop pressure	125 psi
100 percent rated flow - suction pressure	62 psi
100 percent rated flow - discharge pressure	162 psi
100 percent rated flow - net pressure	100 psi
100 percent rated flow - flow	750 gpm
100 percent rated flow - speed	1760 rpm
100 percent rated flow - voltage L1-L2	750 V
100 percent rated flow - voltage L2-L3	750 V

100 percent rated flow - voltage L1-L3	750 V
100 percent rated flow - amperes L1	750 A
100 percent rated flow - amperes L2	750 A
100 percent rated flow - amperes L3	750 A
100 percent rated flow - engine oil pressure	100 psi
100 percent rated flow - exhaust back pressure	100 in. Hg
100 percent rated flow - engine water temperature	750 °F
100 percent rated flow - cooling loop pressure	100 psi
150 percent rated flow - suction pressure	62 psi
150 percent rated flow - discharge pressure	130 psi
150 percent rated flow - net pressure	68 psi
150 percent rated flow - flow	1125 gpm
150 percent rated flow - speed	1755 rpm
150 percent rated flow - voltage L1-L2	1125 V
150 percent rated flow - voltage L2-L3	1125 V
150 percent rated flow - voltage L1-L3	1125 V
150 percent rated flow - amperes L1	1125 A
150 percent rated flow - amperes L2	1125 A
150 percent rated flow - amperes L3	1125 A
150 percent rated flow - engine oil pressure	68 psi
150 percent rated flow - exhaust back pressure	68 in. Hg
150 percent rated flow - engine water temperature	1125 °F
150 percent rated flow - cooling loop pressure	68 psi
Ampere demand at rated voltage and frequency is less than or equal to the full load ampere rating times the allowable service factor on the motor nameplate	YES
Under varying voltage, the product of actual voltage and current demand is less than or equal to the rated full load current times rated voltage times the allowable service factor	YES
Voltage was always less than 5 percent above the rated voltage during the test	YES
Voltage was always less than 10 percent above the rated voltage during the test	YES

Engine-driven unit operated without any signs of overload or stress	YES
Engine overspeed emergency shutdown tested	YES
Governor is set to properly regulate the engine speed at rated pump speed	YES
Gear drive assembly operated without excessive objectionable noise, vibration, or heating	YES
Fire pump unit started and brought up to rated speed without interruption under a discharge equal to peak load	YES
Fire pump performance equals the manufacturer's factory curve within the accuracy limits of the test equipment	YES
Electric motor pump passed the phase reversal test on normal and alternate (if provided) power	YES
Multiple pump arrangement required to meet the maximum fire protection demand	Single pump
Fire pump performance equalled the manufacturer's factory curve within the accuracy limits of the test equipment during the multiple pump test	YES
Power failure simulated while the pump was operating at peak load	YES
Power transferred to the alternate power source	YES
Pump performed for 2 minutes on alternate power	YES
Readings recorded while the pump was operating at peak load on alternate power	YES
Alternate power at peak load - voltage (where an external means is provided on the controller)	24.6 V
Alternate power at peak load - amperage (where an external means is provided on the controller)	42 A
Alternate power at peak load - pump speed	1760 rpm
Alternate power at peak load - suction pressure	62 psi
Alternate power at peak load - discharge pressure	65 psi
Pump reconnected to the normal power source	YES
Alarm indicating (visual and audible) functions correctly	YES
Suction screens inspected and cleared of any debris	YES
ECM sensors (primary and redundant) function correctly	YES
Pump room temperature control is functioning and being maintained at appropriate temperatures	YES
Parallel and angular alignment of the pump verified	YES

Fire pump supplies 100 percent of the rated flow	YES
Net pressure at each flow point is at least 95 percent of the original manufacturer's pump curve, the original unadjusted field test curve, or the test curve generated from the fire pump nameplate	YES
COMMENTS	
Work was completed to the extent possible without opening an energized electric motor driven fire pump controller	YES
Areas not inspected	None noted.
Comments	None noted.

Pump 1: Performance curve



Performance is at or above 95% of the manufacturer's curve at every test point.

SIGNATURES

Inspector: Luis Ortega

Date: 9/23/2026

This inspection was performed in accordance with NFPA 25.