

PROPOSAL

Presented To:

PDVSA

For

4 x Rolls-Royce Trent 60
Turbine Equipment

Prepared By

DERWICK

DERWICK ASSOCIATES



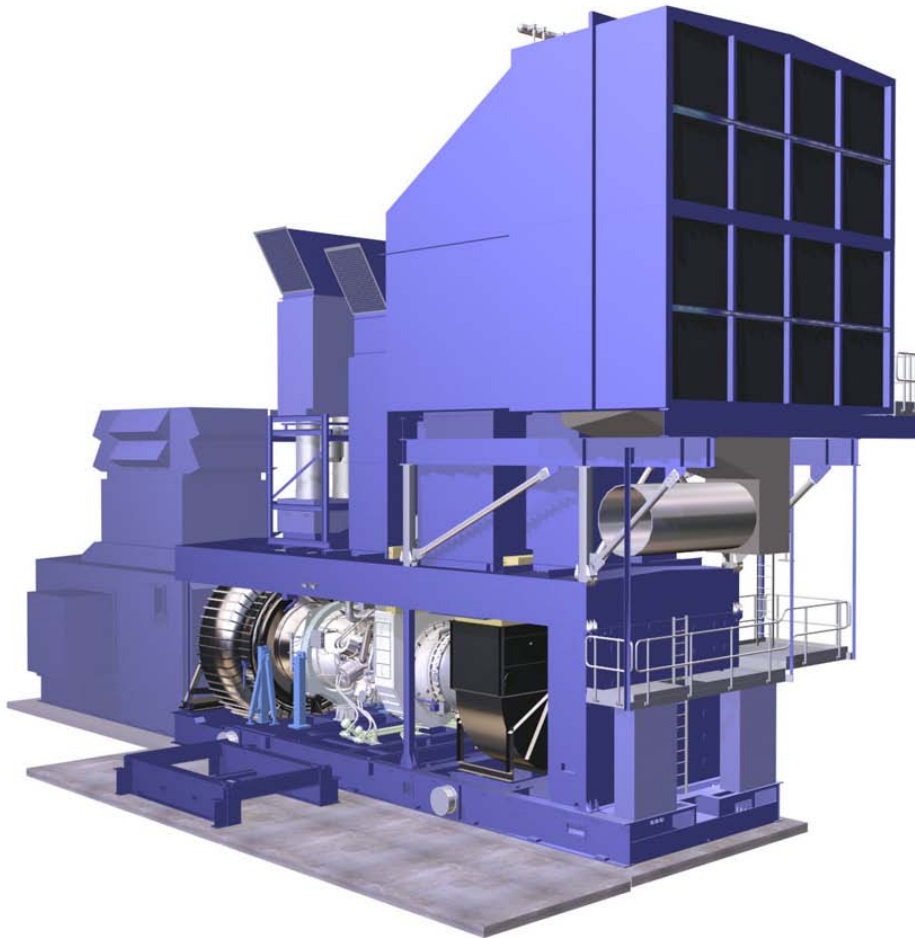
Proposal No. 709-2904

November 4, 2009

**This document is privileged and contains confidential information intended for use only by
PDVSA.**

Introduction

Derwick Corporation (“DC”) is pleased to provide this proposal to PDVSA (“PDVSA”) for Four (4) Brand New Rolls-Royce Trent 60 Gas Turbines.



Trent 60 WLE Power Generation Package

SCOPE OF SUPPLY

Derwick Corporation offers the delivery of Four (4) Brand New Rolls-Royce Trent 60 Wet Low Emissions (WLE) Gas Turbine Power Generation Packages, designed in accordance with the specifications outlined in this proposal, comprising of:

Gas Turbine

Trent 60 WLE

- Rolls-Royce Industrial Trent 60 Gas Turbine WLE, Dual Fuel
- On engine mounted lubrication pump and hydraulic starter
- Gas Turbine ignition system consisting of sixteen on-engine igniters with seals, eight on-engine high energy igniter leads - dual circuits and off-engine mounted exciter unit
- On-engine mounted gas fuel injection manifolds.
- On-engine mounted water injection and liquid fuel manifold.

AC Generator

- Two pole, Totally Enclosed Water Air Cooler (TEWAC) AC generator, 11.0 kV +/- 10%, 3 phase, 50 Hz, 0.85 power factor in accordance with IEC 600 34-3, fitted with class "F" insulation and designed for class "B" temperature rises with a brushless exciter.

Gas Turbine Module

Enclosure and Base

- Fabricated weatherproof painted carbon steel baseplate mounted acoustic enclosure (85dB(A) avg. @ 1m) and base for housing the gas turbine, inlet plenum, fuel and oil systems, exhaust volute and enclosure ventilation air systems.
- All internal lighting (main and emergency), maintenance power points, tubing, piping and cabling.
- Maintenance access and features, facilitating engine / module removal (sideways-removal from package) and in-situ maintenance. Anchor points and any special tooling are provided. Mechanical Handling Skid, standard walkways and ladders giving access to the inlet filter house are included.
- Fire protection and gas detection system, complete with thermal detectors and gas sensors for GT enclosure.
- Two-shot CO2 extinguishing system, including storage cylinders, manifold, fire dampers, pipe work to nozzles within the gas turbine compartment, warning lamps, lock-offs, interlocks and high temperature cabling.

- Dry diaphragm flexible coupling shaft including bolts. A separate shaft guard is not required as the coupling shaft is protected by the cone arrangement in the exhaust diffuser.

Combustion Air System

- Self-cleaning (pulsed) combustion air intake filters with first stage coalesce.
- Pulsed cleaning control system fitted on the filter unit. The air required for the pulse cleaning of the filter will be supplied by others.
- Combustion air inlet silencer and ducting, with flexible joints to accommodate thermal movement.
- Steel support structure mounted on the GT base, including access ladder up to the filter units.
- Maintenance features such as anchor points and permanent tooling (internal filter element hoist).
- Radial air intake scroll with compressor water wash supply rings.

Gas Turbine Exhaust System

- Gas turbine exhaust volute exhausting vertically.

Gas Turbine Enclosure Ventilation and Air Handling System

Enclosure Ventilation Intake System

- Air is drawn from the same filter house as the combustion air system. A designated section of the filter house is used to supply air exclusively for ventilation.
- The system includes ducting, silencing and fire dampers.

Enclosure Ventilation Exhaust System

- Three 50% duty AC motor belt driven induced draft ventilation fans.
- Ventilation air exhaust fire dampers, silencer, ducting and weather hood.

Gas Turbine Bleed Air

- Bleed air exhaust ducting and silencer.

Gas Turbine Lube Oil System

- Gas turbine lube oil system including a stainless steel lube oil tank with thermostatically controlled electric heater (common with the hydraulic start system), mist eliminator, engine driven supply pumps, duplex oil filter, simplex water cooled plate oil cooler, stainless steel pipe work and fittings, associated valves and instrumentation.

Gas Turbine Hydraulic Control System

- Gas turbine hydraulic control oil system comprising of two 100% duty AC motor driven variable displacement pumps, stainless steel tank, oil mist separator, two 100% duty bladder type accumulators, duplex oil filter, simplex water cooled plate oil cooler, stainless steel pipe work and fittings, associated valves and instrumentation.

Gas Turbine Hydraulic Start System

- Gas turbine hydraulic start system comprising of one 100% duty AC motor driven variable displacement pump and fixed displacement charge pump in tandem, stainless steel pipe work and fittings, associated filters, valves and instrumentation.

Gas Turbine Gas Fuel System.

- Gas fuel forwarding system, located to the side of the gas turbine, comprising of metering valves, high speed shutoff valves, last chance strainer, enclosure mounted fuel manifolds, stainless steel pipe work and fittings, associated valves and instrumentation.

AC Generator Module

Enclosure and Base

- Fabricated carbon steel skid and acoustic enclosure housing the AC generator, cooling air system, exciter and line and neutral cubicles. Access doors and hatches for maintenance.
- Two-shot CO2 extinguishing system, including storage cylinders, manifold, fire dampers, pipe work to nozzles within the gas turbine compartment, warning lamps, lock-offs, interlocks and high temperature cabling.

Generator Lube Oil System

- One lube oil system located adjacent/near to the AC Generator base comprising one shaft driven oil pump (mounted on the generator, one AC motor driven auxiliary oil pump, one AC motor driven jacking oil pump, one DC motor driven emergency lube oil pump for run down, duplex oil filter, carbon steel oil reservoir with mist eliminator, vent and thermostatically controlled electric heater, associated pipe work (stainless steel downstream of filters/carbon steel upstream), fittings, valves and instrumentation.

Water Wash System

- One mobile gas turbine compressor cleaning system, suitable for unfired washing. Attachment points for the water wash system are externally located on the outside of the Gas Turbine Base plate.

Liquid Fuel System

- High pressure liquid fuel system comprising one main and one auxiliary AC electric motor driven fixed displacement, bent axis, axial piston pump, metering valves, high speed shutoff valves, stainless steel pipe work and fittings, associated valves and instrumentation. The system is mounted on a freestanding skid to be located adjacent to the gas turbine module.

Water Injection System (for Emissions Control)

- Water injection system comprising three (3) x 33% AC electric motor driven fixed displacement, bent axis, axial piston pumps, stainless steel pipework and fittings, associated simplex filters, valves and instrumentation. The system is mounted on a freestanding skid to be located adjacent to the gas turbine module.

Control System

- Human Machine Interface's (HMI) – To be mounted in the remote control room, shipped loose for installation in the operator's control room. All control systems are accessible remotely via the HMI system.
- Gas turbine control system will be installed in the front of the package on the gas turbine base plate. The following is included in the on-skid Controls Scope of Supply:
 - Package Control System (PCS)
 - Engine Control System (ECS)
 - Fire and Gas Protection System
 - Vibration monitoring for all rotating equipment
 - Temperature monitoring of all rotating equipment
- AC Generator Control/Protection Panel (GCP/GPP) comprising a two bay cubicle with automatic voltage regulator, generator metering and protective relay, automatic and manual synchronizing facility, with synchroscope and check synchronizer, free issued for installation by others.

Special Tools

- Coupling alignment tool, gas turbine transportation stand, lifting beams and slings, packing case, protection cover, blanks and restraints will be supplied to protect the engine during transportation and installation at site. These items remain the property of Derwick Corporation and will be returned after installation is complete.

Equipment Testing

- Gas turbine factory test.
- AC Generator factory test
- Sub-system factory flushing and pressure testing.
- Auxiliary motor testing.
- Instrument and power cable insulation and continuity tests.

Training

- Derwick Corporation Phase 1, 2 and 3 for Derwick Corporation Scope of Supply, based at OEM Training Facility-(OPTIONAL)

Installation & Commissioning

- Lump sum Technical Direction of Installation and Commissioning are offer as an Option.
- One set of special tooling required for the Gas Turbine Generating Package Operation and Maintenance
- ICS Manuals (paper format) in English.

Documentation

- Three sets of O&M Manuals (CD format) in English.

- Project drawings and document list.

Options (Budgetary)

- Availability guarantee - is offered as part of the Long Term Service Agreement
- Generator Rotor Withdrawal tool
- Freight FAS, Port of Export
- MCC / UPS
- Inlet Chiller Coil

**TRENT 60 POWER GENERATION PACKAGE
TERMINATION POINTS**

Interface Description	Terminal Points
Combustion Air	Inlet to intake filter house.
Compressed air	Compressed air connection at skid edge.
Exhaust Gas	Transition enclosure wall duct joint. Inlet and outlet flanges of silencer section
Ventilation	Enclosure vents outlets.
Mountings	Locations on skid base plates and all other structural members.
Fuel Gas	Inlet flange on side of base plate and vent flange on the roof of the enclosure.
Instrument Air	Inlet connection on engine base plate.
Lubricants	Filling points at lubricating oil tanks. Drains connections at oil tanks.
Drains	Drains system connections on all skids as necessary.
Grounding	Grounding terminals on skids.
Control and Instrumentation	Serial link connection between HMI and Package mounted control system. GCPP Terminal blocks in control panels and on-skid connections.
HV Electric Power	Line side terminals of AC generator. Neutral terminal of AC generator
Compressor Cleaning	Filling point of wash tanks.
Low Voltage Power	At terminals inside the MCC.

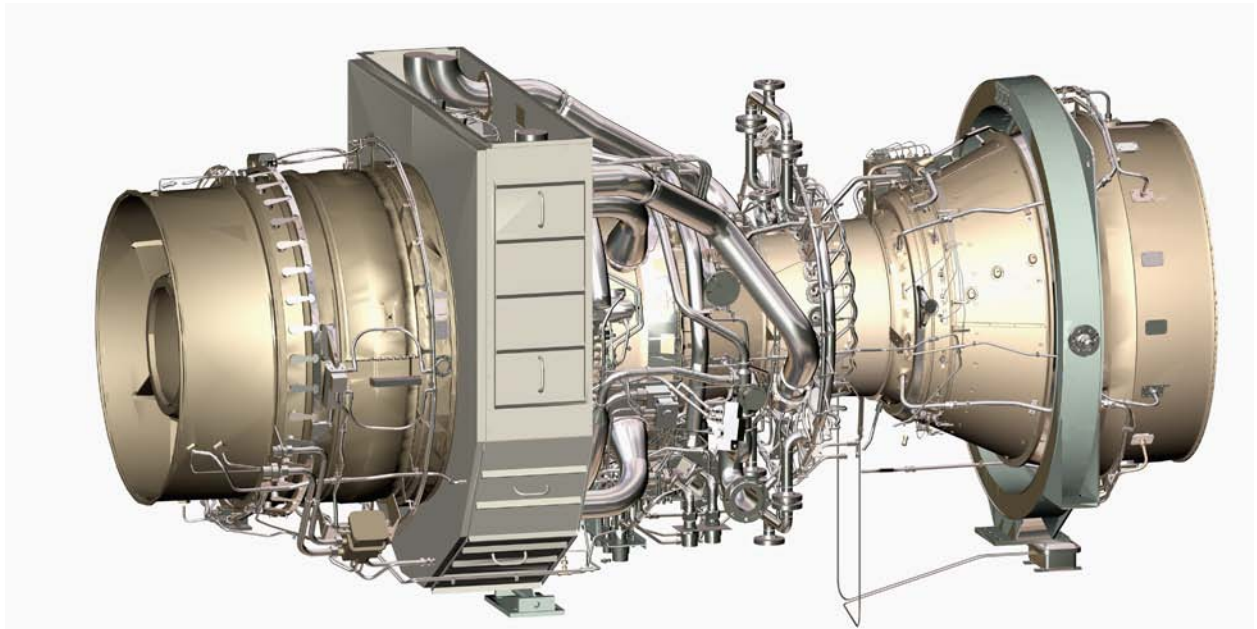
TRENT 60 POWER GENERATION PACKAGE

EXCLUSIONS

Derwick Corporation does not accept responsibility for items or aspects of equipment which are outside the Scope of Supply defined above. The following items are excluded from this proposal, unless offered as an option.

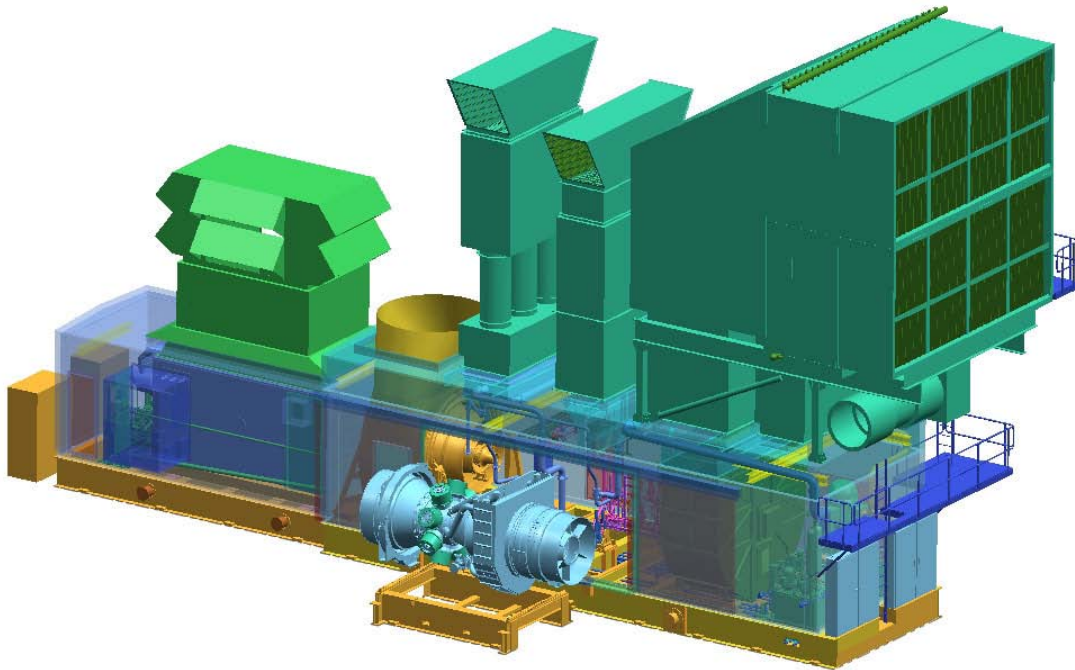
- Site grounding
- Lightning protection
- Compressed air supply
- All auxiliary power supplies
- All first fills
- All fuel supplies, fuel supply and treatment
- Water supply and treatment
- Installation & commissioning labor
- Demolition and/or removal of any existing equipment, structures and concrete.
- Installation tooling
- Instrumentation for site Performance Testing
- Site facilities
- Fire sprinklers or other fire protection devices which may be required by insurance regulations.
- Motor Control Center (Budgetary Option)
- Battery Back Up System (Budgetary Option)
- Switchgear
- Transformers (Auxiliary & Main)
- Control system housing, external to gas turbine package enclosure mounted equipment
- Control System integration with existing DCS
- Black Start Diesel GenSet
- AC Generator Rotor Withdrawal
- Fiscal metering
- Site facilities
- Operating and strategic spares
- Civil engineering design, embedment and works
- Grout
- Erection of equipment
- Civil engineering design of any kind
- All interconnecting pipe work and cabling, beyond termination points, including:
 - All wiring and piping to and from skids
- Local Lighting
- Stack Lighting, Grounding Protection System

- Unloading at site
- Import Duties and Taxes
- Any and all permits or special clearances required by any government agency. This includes air pollution permits as well as Local building permits, construction permits, etc.



ATTACHMENT SCHEDULED DATE(S)

Reference	Equipment Description	Scheduled Date
Unit 1,2, 3 & 4	Rolls Royce Trent 60 Brand New (Never Used)	December 15, 2009



FUEL REQUIREMENTS

1 GENERAL

RR gas turbines have the ability to burn a wide range of gaseous fuels as shown in Table 1. These gases present a broad spectrum of properties due to both active and inert components. This specification is designed to define guidelines that must be followed in order to burn these fuels in an efficient, trouble-free manner, while protecting the gas turbine and supporting hardware.

Table 2 identifies the acceptable test methods to be used in determining gas fuel properties.

Notes:

1. When considering the use of alternate fuels, provide details of the fuel constituents, fuel temperature, and expected engine usage conditions and operating characteristics to RR for evaluation and recommendations.
2. Values and limits apply at the inlet of the gas fuel control module.



TRENT 60 GENSET – INTERFACE REQUIREMENTS

FUEL GAS REQUIREMENTS

Connections to the Trent GenSet are made to supply flanges located on the exterior faces of the gas turbine modules, as shown on the general arrangement.

Table 1: Trent 60 Fuel Gas Customer Connections

Supply Connection	3" 600# RF (M 400)
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The Trent GenSet Fuel Gas requirements are presented below. Where more than one gas fuel is to be used, where fuels fall outside of these limits, or where other fuel constituents or contaminants are present, refer to Rolls-Royce for evaluation.

Table 2: Trent 60 Fuel Gas Requirements

Gas fuel properties	Units	Limits
Lower Calorific, or Heating, Value (LCV or LHV) <i>Note A</i>	kJ/ m^3 (BTU/SCF) kJ/kg (BTU/lb)	29,000 (865) minimum 34,000 (14,615) minimum
Wobbe Index $\{\text{LCV} / (\sqrt{\text{SG}})\}$ <i>Note A</i>	kJ/ m^3 (BTU/SCF)	34,500 (1030) minimum 47,500 (1420) maximum
Wobbe Index variation <i>Note B</i>	%	+/- 5 maximum
Gas fuel constituents	Units	Limits
Methane (CH_4)	% volume	80 minimum
Ethane (C_2H_6) and heavier hydrocarbons (C_3H_8 , C_4H_{10} , C_5H_{12} etc.) <i>Notes C, D and E</i>	% volume	12 maximum
Inert gases, including carbon dioxide (CO_2) and nitrogen (N_2) <i>Note F</i>	% volume	15 maximum
Hydrogen sulfide (H_2S) and sulfur dioxide (SO_2) <i>Notes G, H, I, J, K and L</i>	Maximum limits determined by impact on unit life and environmental SOx requirements.	
Fuel contaminants / corrosive constituents	Units	Limits
No liquids or hydrates are permissible		
Oil <i>Note M</i>	ppmw 10^{-6} m (microns)	2 maximum 0.5 maximum
Sodium plus potassium <i>Notes G, I, J, K and M</i>	ppmw in fuel	0.6 maximum
Filtration	10^{-6} m (microns)	5 nominal 20 absolute
Fuel supply	Units	Limits
Fuel supply temperature at gas fuel skid entry; upstream of the high speed shut off valve <i>Notes E, O and P</i>	Minimum = dew point plus 20°C (68°F), or 0°C (32°F), whichever is highest, PLUS an allowance for cooling, typically 25°C (77°F)	
	°C (°F)	149 (300) maximum
Fuel supply pressure <i>Notes F, Q, R and S</i>	kPa abs (psia)	6205 (900) maximum



- Note A: Standard temperature and pressure conditions, 15°C and 101.325 kPa, or 60°F and 14.73 psia, apply to the fuel gas.
- Note B: Wobbe Index variation is relevant to the datum agreed with Rolls-Royce.
- Note C: Ethane and heavier hydrocarbons means constituents of just carbon and hydrogen.
- Note D: Ethane and heavier hydrocarbons limits are set to minimize the likelihood of auto-ignition.
- Note E: Higher levels and quantities of hydrocarbons increase the temperature required to maintain the fuel in the gaseous state at a given pressure. Accurate knowledge of fuel constituents, particularly heavier hydrocarbons is required to ensure the fuel remains fully gaseous.
- Note F: Higher levels of inert gases typically require higher fuel flows and delivery pressures to meet expected performance levels – this limit accommodates these requirements.
- Note G: Hot section gas turbine materials are susceptible to hot corrosion when certain contaminants such as sulfur, salts, and trace metals are ingested into the gas turbine. This is a metallurgical fact faced by all of the gas turbine industry. Rolls-Royce addresses this by applying specialized coating materials to components that are prone to hot corrosion caused by sulfur entering via the fuel.
- Note H: Typically sulfur enters the gas turbine via gas fuel in the form of hydrogen sulfide and/or sulfur dioxide. The sulfur level entering the gas turbine is critical for determining the rate of sulfation of hot section components, which affects unit life.
- Note I: The rate of sulfation, of the hot section components, with a given level of sulfur is significantly increased for certain applications, such as maritime where sodium chloride (NaCl) levels are assumed as <0.01 ppmw – see air quality acceptability criteria.
- Note J: In cases where sulfur is present in the gas turbine, the total level of sodium plus potassium entering the gas turbine shall be kept to an absolute minimum – also see air quality acceptability criteria.
- Note K: Rolls-Royce shall be consulted to evaluate expected unit life.
- Note L: All sulfur entering the gas turbine, will result in SO_x emissions. SO_x emissions are a direct result of the amount of sulfur entering the gas turbine and cannot be reduced by combustion technology.
- Note M: The presence of oil, or any liquid hydrocarbons, in the gaseous fuel entering the fuel system can cause large variations in heat input and in severe cases, where slugs of liquid are evident, combustor damage can result.
- Note N: The maximum limit for sodium plus potassium in the fuel applies to the total amount entering the gas turbine at a uniform rate and is based on a fuel with an LCV (or LHV) of 43000 kJ/kg (18,485 BTU/lb) - also see air quality acceptability criteria.
- Note O: Fuel supply temperature must be controlled to ensure good operability of fuel system components such as fuel valves and to ensure that the fuel always remains fully in the gaseous state.
- Note P: Maximum fuel supply temperature is governed by certain components within the fuel delivery system that have maximum limits for which they are permitted to operate.
- Note Q: Fuel supply pressure fluctuations should be avoided to ensure stable operation.
- Note R: Rolls-Royce shall be consulted for case-specific pressure fluctuation limits.
- Note S: Maximum fuel supply pressure is governed by certain components within the fuel delivery system that have maximum limits for which they are permitted to operate.

Design Criteria

The following table outlines the criteria conditions at the proposed jobsite for the design of the equipment:

Location	TBD
Elevation	TBD
Design Point Ambient Temperature / Relative Humidity	TBD
Primary Fuel Source	TBD
Secondary Fuel Source	TBD
Seismic Design Criteria (BOP Equipment)	TBD
Maximum Wind Speed (Wind Load), MPH	TBD
Near Field Noise at 3 ft horizontal and 5 ft vertical, dBA NOTE 1	TBD
Far Field Noise, dBA NOTE 1	TBD at 400 ft / TBD at 700 ft

NOTE 1: Far field noise is based on single-unit only operation. Multiple units operating at the same time will have an impact on both near and far field noise levels.

COMMERCIAL TERMS

Basis of Pricing

Validity

This proposal is valid until December 1, 2009.

Taxes

No sales or use taxes have been included in this quotation. These prices quoted exclude any federal, state or local taxes or fees which may be associated with the export, import or purchase of equipment and/or services.

Price

Four (4) RR Trent 60 Gas Turbine Generator Set including as described in the scope of supply. All pricing is based on ex-works factory delivery unless otherwise stated.

All Equipment Subject to Previous Sale

GTG UNIT

Generators set price (Unit).....US\$ 32,000,000

Generators set price (Four Units).....>.US\$128,000,000

Payment Schedule

This proposal is based upon receipt of the following progress payments and a Contract Agreement by both Parties by the Validity date Seller may request at any time, Purchaser will demonstrate its financial capability to continue to carry out its obligations under this Contract. This demonstration may require that Purchaser furnish adequate payment security.

	Payment Event	% of Equipment Price
1	Within three days of signature of the Contract Agreement by both Parties, paid against Seller's invoice.	10%
2	At Notice of Readiness to Ship and paid against Seller's invoices before December 30, 2009.	90%

Name: Derwick Corporation Services LLC
US Bank
3615 W Broadway Blvd
Sedalia, MO 65301
Routing Number: 081000210
Account Number: 152307883347
SWIFT Code is: USBKUS44IMT (that is an 'i' and not a '1')

Warranty

Derwick Corporation will provide a one (1) year warranty on the entire gas turbine generator package and any other balance of plant equipment provided.

Terms & Conditions

This proposal shall be valid for thirty (30) days; provided, however, the obligation to treat this proposal as confidential, and that it cannot be shared with any third party without the prior written consent of Derwick Corporation shall survive.

Derwick Corporation and PDVSA will negotiate in good faith to establish general terms and conditions that are usual and customary of the sale of these new equipments.



Site Services

Derwick Corporation would be pleased to also provide a proposal for the installation, startup and commissioning of the facility. This would include providing construction supervision as well as startup engineers for all equipment provided.

Derwick Corporation can also provide an experienced service representative to assist the operating personnel during the first two (2) months after the equipment goes online.

Follow Up

Please contact the following person at Derwick Corporation for information regarding this proposal:

Pedro Trebbau
Director
ptrebbau@derwickssociates.com
58-412-3007470



DERWICK ASSOCIATES

Attachment A

TRENT 60 POWER GENERATION PACKAGES

PERFORMANCE

Expected performance data for the Trent 60 DLE and WLE Gas Turbines is presented in this section, based on ISO conditions;

- • 15C (59F)
- • 60% relative humidity
- • Sea level
- • NOx emission are controlled to 25 vppmd @ 15% O2 in all cases.
- • Natural Gas Fuel

The following data is presented:

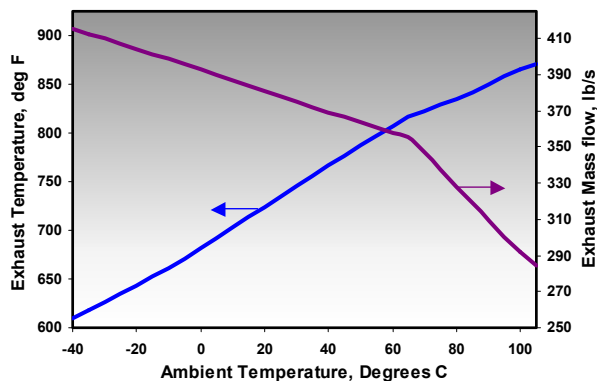
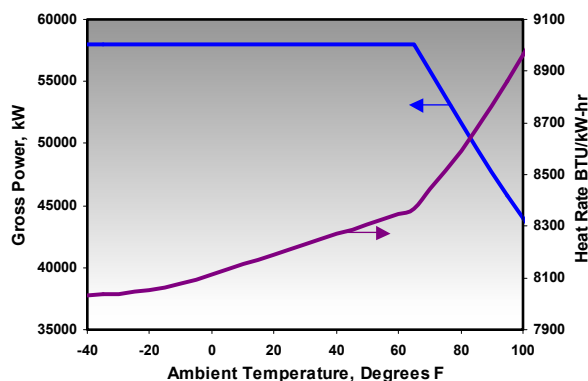
- • Trent 60 DLE
 - • Simple Cycle, No losses, 50 Hz (SI Units)
 - • Nominal Emissions (SI Units)
 - • Simple Cycle, 4in inlet / 5 in exhaust losses, including part load data, 50 Hz (SI Units)
 - • 50Hz Generator Capability Curve
 - • Simple Cycle, No losses, 60 Hz (English Units)
 - • Nominal Emissions (English Units)
 - • Simple Cycle, 4in inlet / 5 in exhaust losses, including part load data, 60 Hz (English Units)
 - • 60Hz Generator Capability Curve
- • Trent 60 WLE
 - • Simple Cycle, No losses, 50 Hz (SI Units)
 - • Nominal Emissions (SI Units)
 - • Simple Cycle, 4in inlet / 5 in exhaust losses, including part load data, 50 Hz (SI Units)
 - • 50Hz Generator Capability Curve
 - • Simple Cycle, No losses, 60 Hz (English Units)
 - • Nominal Emissions (English Units)
 - • Simple Cycle, 4in inlet / 5 in exhaust losses, including part load data, 60 Hz (English Units)
 - • 60Hz Generator Capability Curve



TRENT 60 POWER GENERATION PACKAGES

TRENT 60 WLE – 60 HZ PERFORMANCE

BASE LOAD RATING CURVE



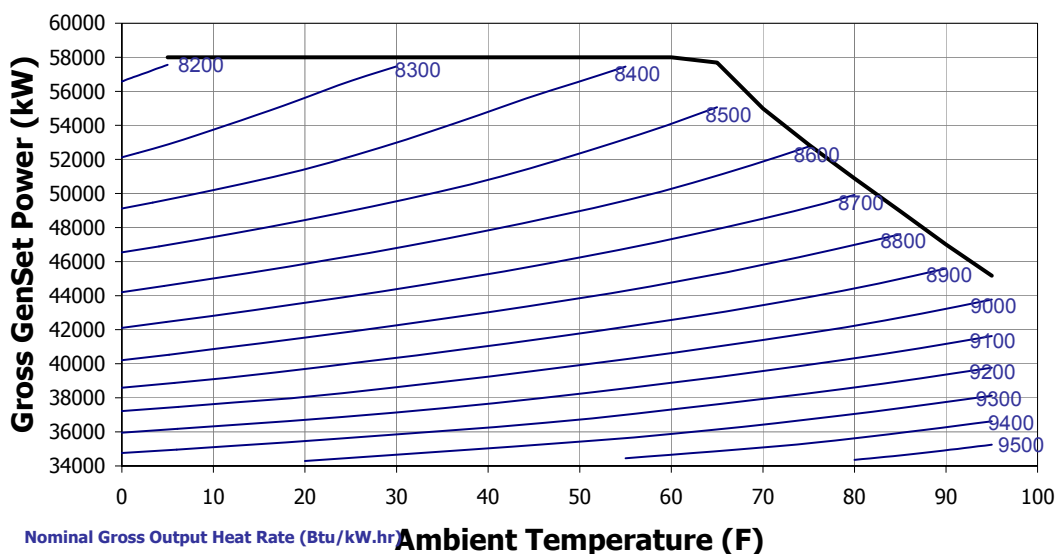
Simple Cycle, Sea level, zero losses, 60% RH, natural gas fuel

NOMINAL EMISSIONS

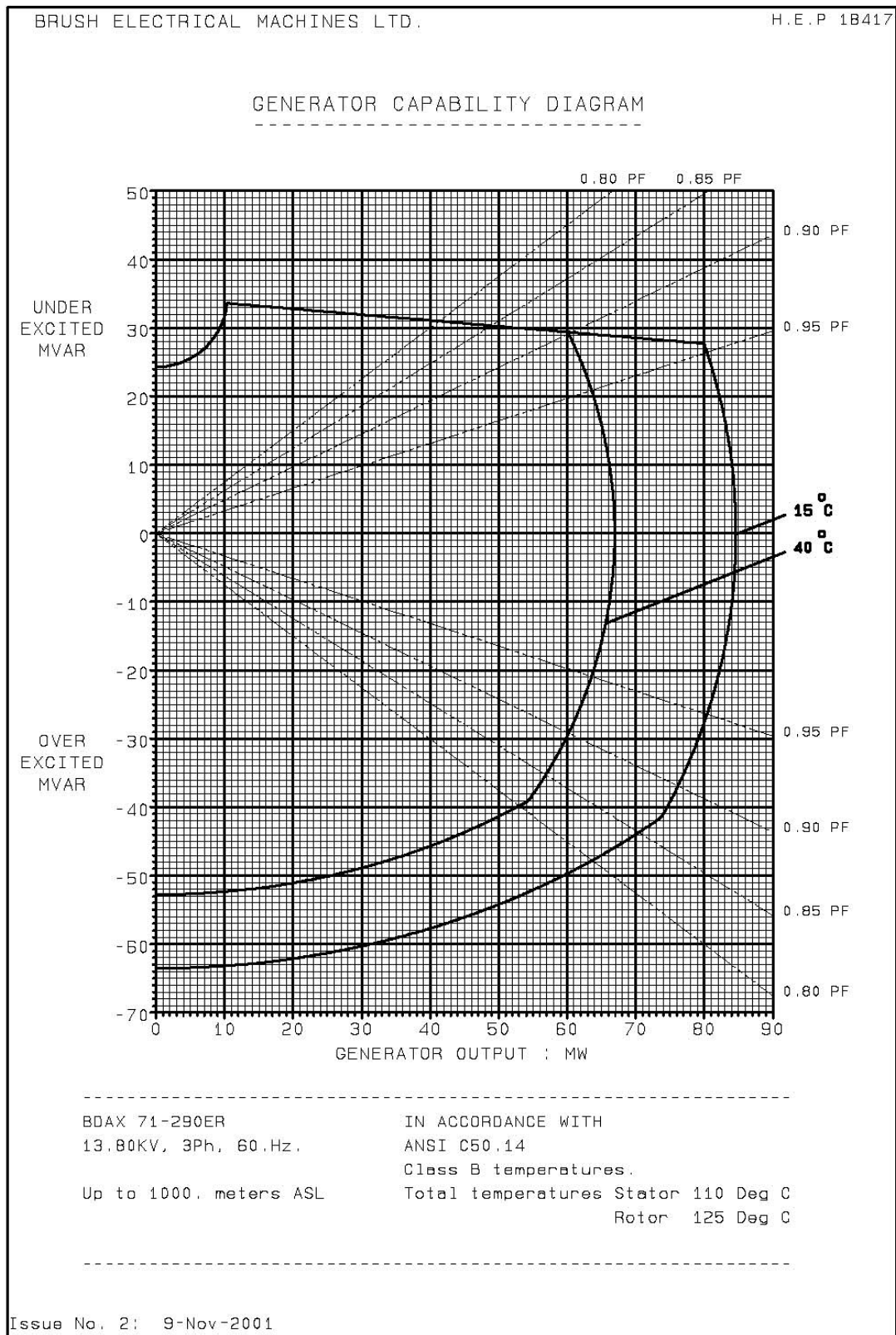
The Trent 60 DLE is capable of the following emission ranges, across the ambient range for base load natural gas operation.

NO_x 25 vppm (15% O₂ corrected, dry)
CO 50 vppm (15% O₂ corrected, dry)

PART LOAD EFFICIENCY



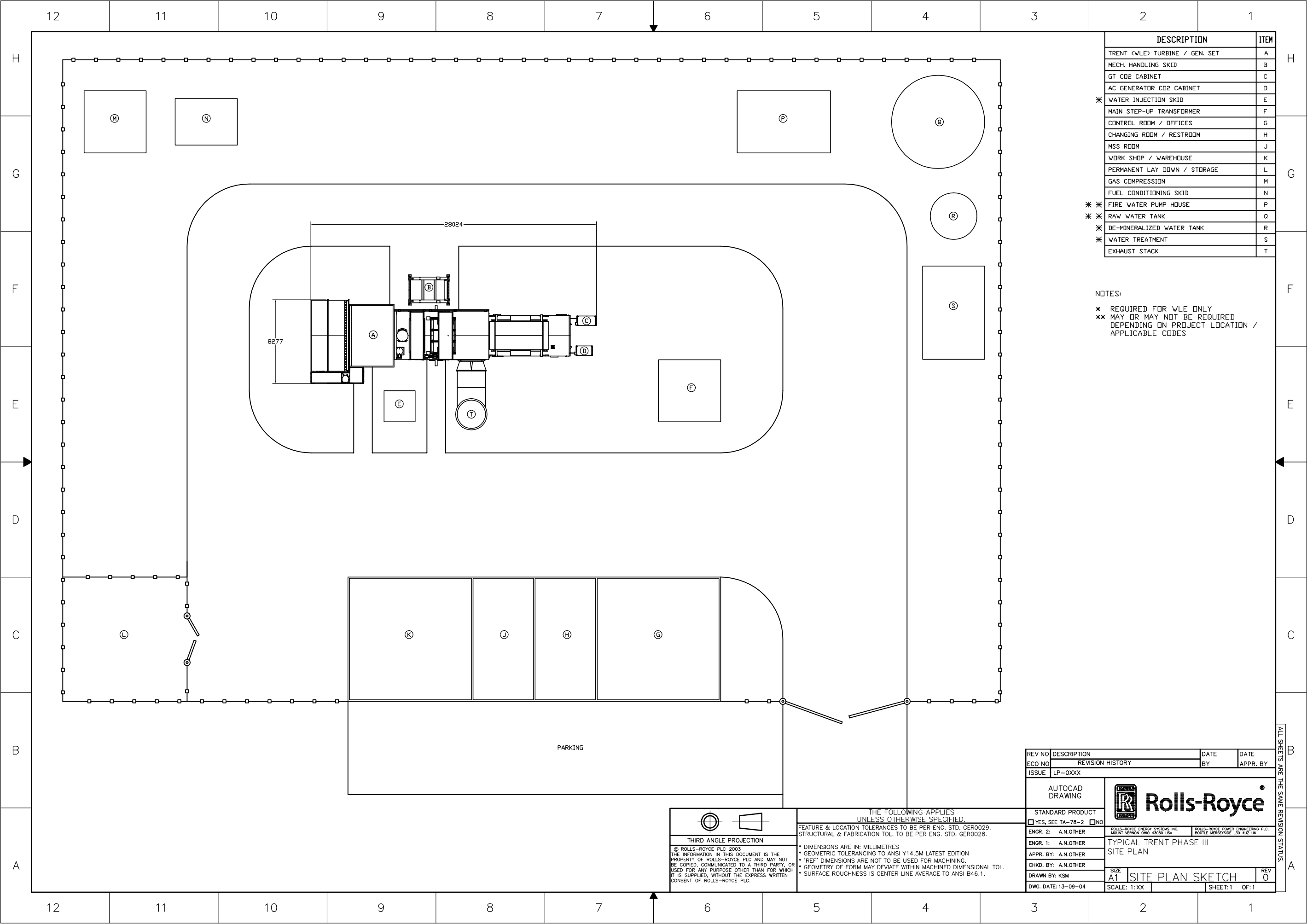
Simple Cycle, Sea level, 4"/5" installation losses, 60% RH, natural gas fuel





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Attachments



DESCRIPTION	ITEM
TRENT (WLE) TURBINE / GEN. SET	A
MECH. HANDLING SKID	B
GT CO2 CABINET	C
AC GENERATOR CO2 CABINET	D
* WATER INJECTION SKID	E
MAIN STEP-UP TRANSFORMER	F
CONTROL ROOM / OFFICES	G
CHANGING ROOM / RESTROOM	H
MSS ROOM	J
WORK SHOP / WAREHOUSE	K
PERMANENT LAY DOWN / STORAGE	L
GAS COMPRESSION	M
FUEL CONDITIONING SKID	N
* FIRE WATER PUMP HOUSE	P
* RAW WATER TANK	Q
* DE-MINERALIZED WATER TANK	R
* WATER TREATMENT	S
EXHAUST STACK	T

NOTES:
* REQUIRED FOR WLE ONLY
** MAY OR MAY NOT BE REQUIRED
DEPENDING ON PROJECT LOCATION /
APPLICABLE CODES

REV NO	DESCRIPTION	DATE	DATE
ECO NO	REVISION HISTORY	BY	APPR. BY
ISSUE	LP-0XXX		
AUTOCAD DRAWING			
STANDARD PRODUCT <input type="checkbox"/> YES, SEE TA-78-2 <input type="checkbox"/> NO		ROLLS-ROYCE ENERGY SYSTEMS INC. MOUNT KENNON OHIO 43050 USA	
ENGR. 2:	A.N.OTHER	ROLLS-ROYCE POWER ENGINEERING PLC. ROOULE MERSEYSEIDE L30 4UZ UK	
ENGR. 1:	A.N.OTHER	TYPICAL TRENT PHASE III SITE PLAN	
APPR. BY:	A.N.OTHER		
CHKD. BY:	A.N.OTHER		
DRAWN BY:	KSM	SIZE A1 SITE PLAN SKETCH	
DWG. DATE: 13-09-04		SCALE: 1:XX	REV 0
		SHEET: 1	OF: 1

THIRD ANGLE PROJECTION

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- * DIMENSIONS ARE IN: MILLIMETRES
- * GEOMETRIC TOLERANCING TO ANSI Y14.5M LATEST EDITION
- * "REF" DIMENSIONS ARE NOT TO BE USED FOR MACHINING.
- * GEOMETRY OF FORM MAY DEViate WITHIN MACHINED DIMENSIONAL TOL.
- * SURFACE ROUGHNESS IS CENTER LINE AVERAGE TO ANSI B46.1.

THE FOLLOWING APPLIES
UNLESS OTHERWISE SPECIFIED.

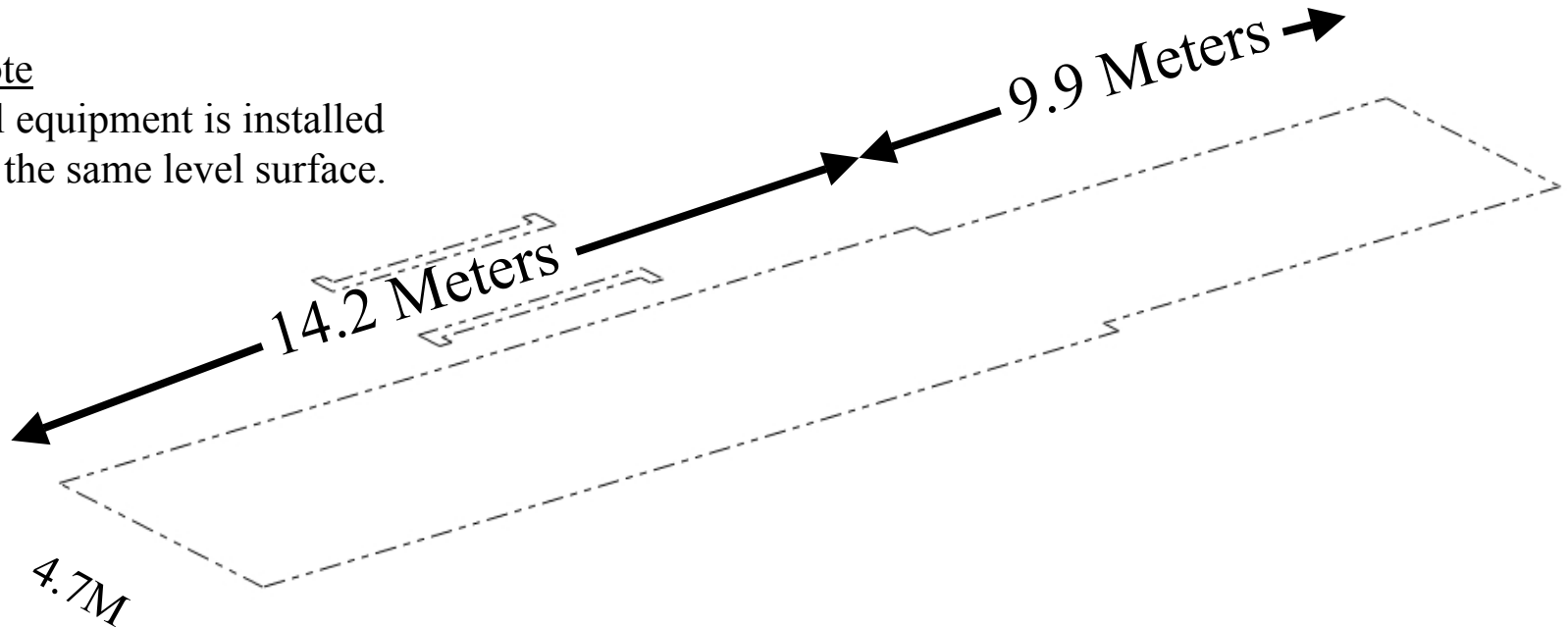
FEATURE & LOCATION TOLERANCES TO BE PER ENG. STD. GER0029.
STRUCTURAL & FABRICATION TOL. TO BE PER ENG. STD. GER0028.

ALL SHEETS ARE THE SAME REVISION STATUS.

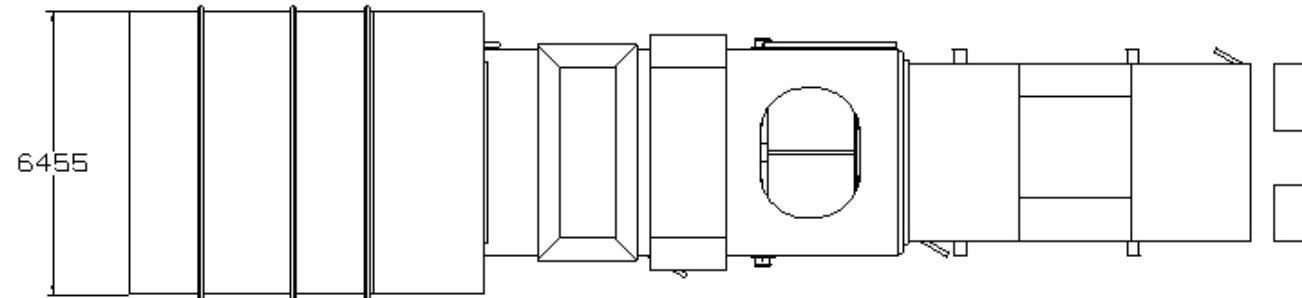
Trent 60 GenSet Installation Footprint

Note

All equipment is installed
on the same level surface.



Trent 60 GenSet Outline and Foundation



Estimated Weight

GT Skid - 66,000 KG
GT Package Roof-35,000
KG
GT Engine - 13,600 KG
Filter - 25,000 KG
Generator Skid - 106,000 KG

