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THE FOLLOWING COMBINED CYCLE POWER PLANT IS AVAILABLE FOR SALE WITH US WITH IMMEDIATE DELIVERY:

1 No. - 41 MW GE Combined Cycle Power Plant having the following technical specifications:

GAS TURBINE

Manufacturer : General Electric
Despatched by : S&S Energy Product
Model Num. : 7LM 6000-PC-NDW 602
Production Date : 2010
Nominal Power : 40984 kW (Without LP Sprint)
Fuel : Natural Gas / Naphtha
Compressor stages : 14
Turbine stages : 7

GENERATOR

Manufacturer : BRUSH
Type : Turbogenerator 3 phase
Machine Num. : 62245A-3G
Production Date : 1996
Cooling : Air-Cooled
Insulation Class : F
Operation mode : Continuous
Operation power : 59530 kVA
Operation Voltage : 11000 V
Operation Current : 3124 A
Power Factor : 0,85
Speed : 3000 rpm
Frequency : 50 Hz
Field Voltage : 192 V
Field Current : 969 A
Standarts : IEC 34.3
IP Class : IP54
Ambient Temp. : 15 deg. C
Operation Altitude : <1000 m.

Generator Neutral Ground Earth Resistance:

Post Glover Resistance Inc.
7620 V Line to Neutral
5,4 A 1,4 Ohm 10 sn.
Num.: 140608 U-L 9504

Excitation Generator:

Machine Num. : 62245 A-3E
Production Date : 1996
Cooling : Air-cooled
Output Current : 1065 A
Ambient Temp. : 15 deg. C
Speed : 3000 rpm
Insulation Class : F
Operation mode : Continuous
Field Voltage : 48 V
Field Current : 6,5 A
Standarts : IEC 34.3

Hydraulic Starter:

Pump Manufacturer : Rexroth
Model Num. : AA 4 V 250 FEL 2 R 2020
Serial Num. : USA 42834
Motor Manufacturer : Marathon Electric
Model Num. : 2 C 44577 FS 6556 A NW
Serial Num. : 42422600-3/7-04
Operating Voltage : 380 V
Rated Power : 190 kW
Rated Current : 282 A
Max. Temp. : 40 deg. C

Load Gear:

Manufacturer : LUFKIN
Model : NFVQ 24196
Power : 70000 HP
Input Speed : 3627 rpm
Output Speed : 3000 rpm
Spesification : API 613 3 RD
Oil Viscosity : ISO VG62

Compressor:

Number of Stages : 19
Compression Ratio : 1/30

You can find below total running hours of Units as of 23.11.2015.

GTG-1 (191-696) Engine Running Hours: 16.607

Package Running Hours : 114.525

GTG-1 has dual fuel system.(Natural Gas / Naphtha)Both of them can be used.

GTG-1 HSE will be done after 8.393 running hours, MOI after 33.393 running hours.

GTG-1 has 732 fired starts, 692 normal stops.

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No	Date	Engine S/N	Package Hours	Engine Hours	Subject	Tot Start	Type	Highlights	Unit Status
1	14-12-2006	191-541	4,475	4,475	Semi Annual	104	Planned Maint	<ul style="list-style-type: none"> ■ VIGV drain line plug hasn't been removed from the drain line. The drain plug has been removed and the drain line took out from the package. ■ Generally the blades are in good condition. On HPC stage 14 observed leading edge erosion and deposit. Also found one impact mark on HPC stage number 13. ■ Removed 8 fuel nozzles and visually inspected. No anomaly Noted ■ HPT Section Inspection performed at Port S7-1, Port S7-2 and P48 Port. Stage 1 and 2 HPT Nozzle and Blades are in serviceable condition for continuous operation. 	Serviceable
2	20-04-2007	185-169	6,648	6,648	Engine Repl Report -Lease Installation (185-169)	156	Lease	Engine removal due to implementation of SB 220 , 225 and others as per the Contract.	-
3	06-06-2007	191-541		4,475	Houston depot report		Planned Maint	<ul style="list-style-type: none"> ■ LPC blades were found to have normal service wear. ■ HPC stage 13 blade was found to have minor nicks and a minor ding located at leading edge, within serviceable limits per GEK 105059. ■ HPC stage 14 blades were found to have minor nicks, within serviceable limits per GEK 105059; remaining HPC blades were found to have normal service wear. ■ HPT stages 1 and 2 blades were found to have normal service wear. ■ LPT was found to have normal service wear. ■ SB184, SB220 and SB225 were accomplished. 	
4	02-07-2007	185-169			Engine Repl Report -Lease Remove (185-169)		Lease	191-541 in service	-
5	11-07-2011	191-541			Bently Nevada Troubleshooting		Service	<p>Purpose of Visit: To check and solve for the Bentley Nevada 3500 problem for "ALM_MSTR179, 178,177,176,234" alarms.</p> <p>Work Performed: Connected and communicated with Bentley Nevada 3500 hardware via using software. Detected no signal at #5 rack module.</p>	
6	30-12-2007	191-541	13,654	12,159	Semi Annual	258	Planned Maint	<ul style="list-style-type: none"> ■ LPC: Stage In good condition. ■ HPC: Stage 1 Mid-span shroud tips with carboloy wear pads, no wear noted all clean free from damage. Stage 2-14 free from all signs of damage no defect noted either. ■ Combustor: In good condition. ■ Due to T48 Spread issue, positions fo some fuel nozzles were changed. ■ HPT/N Stage 1 Nozzle: No deformation or clog noted on cooling holes, they are all intact. No burn through or any other signs of anomalies has been detected. ■ HPT/R Stage. 1 &2 rotor: Look intact as a whole. Noted very minor TBC delamination on especially stg 1 blades leading edeges, no burn through located. Roots were clean and serviceable. ■ HPT/N Stage 2 Nozzle: Leading and Trailing edge of the vanes seem to be good and free of damage no burnthrough, clogged or deteriorated cooling holes noted either. ■ LPT: Stages 1 thru 4 all clean and free from all signs of damages. 	Serviceable
7	23-06-2008	191-541	17,701	16,206	Semi Annual		Planned Maint	<ul style="list-style-type: none"> ■ LPC: Stages 0-4 In good condition. ■ HPC: Stage 1 Mid-span shroud tips with carboloy wear pads, no wear noted all clean free from damage. Stage 2-14 free from all signs of damages no accumulation of deposits or defect noted either. ■ Combustor: Found very minor discoloration on the very first inner liners and missing/erosion observed on trumpet plates all within serviceable limits. ■ Ten (10) Fuel Nozzles # 6,7,8,9,10,19,20,21,22,23 were removed, visually inspected no wear or anomalies noted. ■ HPT/N Stage 1 Nozzle: No deformation or clog noted on cooling holes, they are all intact. No burn through or any other signs of anomalies has been detected. ■ HPT/R Stage. 1 &2 rotor: Look intact as a whole. Noted very minor TBC delamination on especially stg 1 blades leading edges, no burn through located. Roots were clean and serviceable. ■ HPT/N Stage 2 Nozzle: checked the half on the BSI port side. Leading and Trailing edge of the vanes seem intact and free from damage no burn-through, clogged or deteriorated cooling holes noted at all. ■ LPT/R: Stages 1 thru 4 BSI'ed, then the stage 5 visually inspected noted them all clean and free from all signs of damages. 	Serviceable

8	30-12-2008	191-541	21,721	20,226	Semi Annual	288	Planned Maint	<ul style="list-style-type: none"> ■ LPC: Stages 0-4 is clean free from all signs of damages no oil leakage dirt/deposit noted on the blades, all look intact. ■ HPC: Stage 1 Mid-span shroud tips with carboloy wear pads, no wear noted all clean free from damage. ■ Stage 2-14: all stages are clean and tidy, free from nicks, dents, cracks, case rubbing and/or other defect. ■ Combustor: Observed minor discoloration on the very first inner liners and missing/erosion on trumpet plates all within serviceable limits, other than noting to report. ■ Ten (6) Fuel Nozzles # 1,6,12,16,20 24 were removed, visually inspected no wear or anomalies noted ■ HPT/N Stage 1 Nozzle: No deformation or clog noted on cooling holes, they are all intact. No burn through or any other signs of anomalies has been detected. ■ HPT/R Stage. 1 &2 rotor: Look intact as a whole. Noted very minor TBC delamination on especially stage 1 blades leading edges and tip edge wear noted that wasn't extend through the tip cap, all cooling holes are clean, no burn through located, they all found very good condition, clean and serviceable. ■ HPT/N Stage 2 Nozzle: checked the half on the BSI port side. Leading and Trailing edge of the vanes seem intact and free from damage no burn-through, clogged or deteriorated cooling holes noted at all. ■ LPT/R: Stages 1 thru 4 BSI'ed, then the stage 5 visually inspected noted them all clean and free from all signs of damages. 	Serviceable
9	07-07-2009	191-541	23,673	22,178	Semi Annual		Planned Maint	<ul style="list-style-type: none"> ■ HPC Section HPC stages 0 thru 14, all found clean no rubbing, dent, nick or any kind of damage noted both concave and convex side of the blades look very good and no deposits noted on them. ■ HPT Section HPT Stage 1 Blades, Nozzles and Shrouds were BSI'ed no evidence of clogged cooling holes, bucking, cracks, damage or burn though noted. Located tip erosion as shown below pictures. and inspected, all okay. ■ Found burn-through/erosion on splash plates circumferentially exposing 3 to 4 in row of the parent metal cooling holes, generated Citrus case on it and per engineering request engine can be released for continuous operation to cut shorten the BSI interval to every 1000 fired hours until HSE. Other than rest of them are very good and intact no defect noted. ■ Fuel nozzles (# 2, 5, 8, 11, 14, 17, 20, 23, 27, & 30) were visually inspected. Located wear and crack on F/N # 11 and replaced with new one. ■ LPC Section Inspected stages 0 thru 4 clean and tidy no dirt, deposits or any leakage noted. ■ LPT Section LPT was BSI'ed through its ports, entered the exhaust nozzle and visually inspected the stage 5 blades there has been no signs of damage noted they are all clean and serviceable. 	Serviceable (BSI every 1000 hours)
10	17-08-2009	191-541			Tech Problem Report	441	Service	Based on the BSI pictures and engineering advise, the unit is servicable for another 1000 fired hours until HSE.	Serviceable (BSI every 1000 hours)
11	21-10-2009	191-541	27,855	26,360	HOT SECTION	446	Planned Maint	Hot Section Removal and Installation: LPT Module Removal WP2710 HPT Module Replacement WP2610 HPT Nozzle Replacement WP2711 Combustion Chamber Replacement WP2810	Serviceable
12	24-04-2010	191-541	31,430	29,935	Semi Annual	593	Planned Maint	<ul style="list-style-type: none"> ■ HPC Section HPC stages 1 thru 14, just noted wear on stage 1 blades and their carboloy wear pad and rest of stages found clean no rubbing, dent, nick or any kind of damage, corrosion and dirt noted both concave and convex side of the blades look intact and no disposition noted on them. ■ HPT Section HPT Stage 1 Blades, Nozzles and Shrouds were BSI'ed no evidence of clogged cooling holes, bucking, cracks, damage or burn though noted, no tip erosion noted at all just very small TBC peeling noted on their leading edge tip corner. ■ Inspected nine 9 Fuel Nozzles (# 3, 6, 9, 16, 19, 22, 25, & 29) ■ Applied BSI on Trumpet plates Combustor assembly, inner/outer liners, Swirler Cups, Primary Swirlers, Dome Plates, Ventiruiies for burnthrough/erosion on splash plates circumferentially all areas are found intact and freed from any kind of discrepancies. ■ LPC Section Inspected stages 0 thru 4 all found intact, clean and tidy no dirt, deposits, damage or any leakage noted. ■ LPT Section LPT was BSI'ed through its ports, entered the exhaust nozzle and visually inspected the stage 5 blades there has been no signs of damage noted they are all clean and serviceable. 	Serviceable
13	02-06-2010	191-541			HPC Stage 1 Blades Replacement		Planned Maint	HPC Stage 1 Blades removal per Ref Manual WP: 2413 00 and SL6000-05-03R3 HPC Stages 3,4,5 Bushing Replacement as per WP2411	Serviceable

14	03-07-2010	191-541			Field Report		Service	The purpose of this visit was to perform partial Borescope Inspection on HPC stages 1 thru 5 and LPC stage 0 thru 4 to determine if the Water-Wash compound is efficient enough or not. Based on the BSI finding we deem that the current Water-wash compound are more effective than the previous ones so it was decided to continue to use this one as advertised in the manual.	Serviceable
15	11-02-2011	191-541			Tech Problem Report		Service	GEN-RGB Alignment has been carried out.	Serviceable
16	11-02-2011	191-541	36,400		Semi Annual		Planned Maint	<ul style="list-style-type: none"> ■ LPC, HPC, HPT and LPT blades are free from rubbing, dent, nick or any kind of damage, corrosion. ■ HPT Stg.2 nozzle vane damage was identified. It is within serviceable limits. ■ Two T48 sensors were replaced. 	Serviceable
17	30-10-2011	191-541	40,436		Semi Annual	717	Planned Maint	<ul style="list-style-type: none"> ■ HPC Section HPC stages 0 thru 14, all found clean no rubbing, dent, nick or any kind of damage noted both concave and convex side of the blades look very good and no deposits noted on them. ■ HPT Section HPT Stage 1 Blades, Nozzles and Shrouds were BSI'ed no evidence of clogged cooling holes, bucking, cracks, damage, burn though or tip erosion noted at all. ■ Combustor removed nine (2 Fuel Nozzles from # 2, & 28 applied BSI on Trumpet plates Combustor assembly, inner/outer liners, Swirler Cups, Primary Swirlers, Dome Plates, Ventiruires for burn-through/erosion on splash plates circumferentially all areas are found intact and freed from any kind of discrepancies. ■ LPC Section Inspected stages 0 thru 4 are intact but black deposits noted at stages 0, 1 & 2 rest of the stages are clean and tidy no case rubbing, damage or any leakage noted. ■ LPT Section LPT was BSI'ed through its ports, entered the exhaust nozzle and visually inspected the stage 5 blades there has been no signs of damage noted they are all clean and serviceable. 	Serviceable
18	07-04-2012	191-541	43,728	42,233	Turbine Stall (191-541)	782	Failure	Stall event during normal operation. (HPC stage 3 blade liberation - common event in the fleet)	Unserviceable
19	30-05-2012	191-541	43,728		Turbine Stall Rheden report			Damage status report. Engine to be admitted to Major Overhaul. Lease engine will be installed.	
20	01-06-2012	191-541			Site survey inspection			No engine inside the package during the site survey.	-
21	12-06-2012	191-724	45,242	43,747	Lease Engine Start (191-724)	782	Lease		Serviceable
22	10-07-2012	191-724			Lease engine problem		Lease	The purpose of this visit was to troubleshoot " VSV Feedback Fail A " & "T48 spread issue." VSV calibration and fuel nozzle swap were performed.	Serviceable
23	14-11-2012	191-541			Major overhaul depot report				Serviceable
24	08-11-2012	191-541	46,885	43,747	191-541 started			Major Overhaul complete. Engine is running again.	Serviceable
25	20-01-2013	191-541	48,290	43,657	LP Sprint nozzle replacement			LP sprint nozzle were replaced as per sprint hours.	Serviceable
26	11-08-2013	191-541	51,433	46,800	Semi Annual			<ul style="list-style-type: none"> ■ HPC Section HPC stages 1 thru 14, just noted soot-like dirt on fist four (4) stages, all (4) stages are found free from any signs of damage, rubbing and no wear noted on stage 1 blades and their carboloy wear pad also the rest of stages found clean no rubbing, dent, nick or any kind of damage, corrosion and dirt noted both concave and convex side of the blades look intact and no anomalies noted on them. ■ HPT Section HPT Stage 1 Blades, Nozzles and Shrouds were BSI'ed no evidence of clogged cooling holes, bucking, cracks, damage or burn though noted, no tip erosion or TBC peeling noted on their leading edge tip corner. ■ Removed ten Fuel Nozzles (# 3, 6, 9, 11, 12, 16, 22, 23, 26, & 29) , all okay. ■ Applied BSI on Trumpet plates Combustor assembly, inner/outer liners, Swirler Cups, Primary Swirlers, Dome Plates, Ventiruires for burn-through/erosion on splash plates circumferentially all areas are found intact and freed from any kind of damages. ■ LPC Section Inspected stages 0 thru 4 all found intact just noted soot-like dirt on their concave & convex side of those blades other than no dirt, deposits, damage or any leakage noted. ■ LPT Section LPT was BSI'ed through its ports they are clean and tidy, entered the exhaust nozzle and visually inspected the stage 5 blades there has been no signs of damage. SL- LM6000-IND-11-01-R1 LPT Stage 5 Blade 	Serviceable
27	01-12-2013	191-541		48,776	Gas valve replacement		Service	FCV-6201 was replaced due to feedback difference.	Serviceable
28	11-12-2013	191-541		49,005	Gas valves replacement		Service	FCV-6201 and SOV-6208 were replaced due to fuel control problem.	Serviceable

29	24-03-2014	191-541	55,833	51,200	Semi Annual
30	07-10-2014	191-541	60,286	55,653	Semi Annual
31	02-12-2014	191-541	61,560	56,927	Engine Inspection after CPU communication failure
32	15-01-2015	191-541			VSV Bushing replacement

	Planned Maint	<ul style="list-style-type: none"> ■ HPT stage one and two inspected, only small amount of TBC peeling observed on the all HPT area and minor erosion/discoloration on the shrouds observed. Some minor Craze cracks on the second stage nozzle convex side and one minor crack on one of the second stage nozzle trailing edge found that is less than 0.40 inch (10.16 mm) from outer platform. Also one small crack observed on the second stage nozzle outer platform trailing edge they are serviceable per GEK 105061 volume II WP 4015 00 table 5. All other HPT section found intact. ■ Combustor assembly, inner/outer liners, trumpet plates, Swirler Cups, Primary Swirlers, Dome Plates, Venturi and first stage HPTN Leading Edge inspected through all CRF BSI ports with flex scope for burn-through, cracks, erosion, discoloration, wear and missing metal, all areas are found intact and freed from any kind of damages. Only minor erosion on the overhang surface of trumpet/splash plates and discoloration observed. ■ HPC stages one thru 14 inspected, noted soot-like dirt on fist four (4) stages, minor wear noted on stage 1 blade carboloy wear pads. Also minor nicks observed on the stage 14 and 13 blades all in serviceable limit. All others found intact and freed from sign of any damage. ■ Fuel Nozzles (3 each) were removed for BSI visually inspected no anomalies noted reinstalled in their places. ■ LPT was BSI'ed through its ports, they are clean and tidy, entered the exhaust nozzle, and visually inspected the stage 5 blades there has been no signs of damage. SL- LM6000-IND-11-01-R1 LPT Stage 5 Blade Inspection has been accomplished no anomalies noted, all blades are passed the GO-NO GO checks. 	Serviceable
1080	Planned Maint	<ul style="list-style-type: none"> ■ HPC stage 5 bushing replacement as per WP1412 ■ BSI carried out HPC, from 1st stage to throughout 14th stage the rotor blades, found intact free from any sign of damages.# 13 one and 14 two blades have minor nicks on leading of the blade. Also black dirt was observed on first four stage blades. ■ BSI carried out HPT, 1st stage HP turbine blades are inspected through HPT 1st stage BSI port the blades leading and trailing edges, found intact free from any sign of damages only minor erosion/ discoloration observed on the shroud.Only one or two blade have missing TBC. ■ 2st stage HP turbine blades are inspected through HPT 2st stage BSI port the blades leading and trailing edges, Some minor craze cracks on the second stage nozzle convex side and one minor crack on one of the second stage nozzle trailing edge found that is less than 0.40 inch (10.16 mm) from outer platform. Small crack observed on the second stage nozzle outer platform trailing edge they are serviceable per GEK 105061 volume II WP 4015 00 table 5. ■ 4 Fuel nozzle (#2,#12,#21,#29) for BSI and inpected no wear was observed. 	Serviceable
1134	Service	<p>All stages are from any signs of damages.</p> <ul style="list-style-type: none"> - Noted soot-like deposits and dirt HPC stage 1 thru 6. - No case rubbing and/or tip curve noted at all. - Moved to combustor, checked its Swirler, dome plates inner outer liners and, no burn-through, erosion or cracks noted all areas clean and intact. - Applied BSI to HPT Stage 1 & 2 Nozzles, Blades also no clogged cooling holes or burn-through noted. - Applied BSI to LPT and LPC also noted all stages are clean and free from any signs of damages, nothing to report. 	Serviceable
	Planned Maint	<ul style="list-style-type: none"> ■ HPC stage 3 and 4 bushing replacement as per WP1412 	Serviceable

33	28-03-2015	191-541	64,022	59,389	Semi Annual (17136 hours after MO)	1157	Planned Maint	<ul style="list-style-type: none"> ■ HPC inspected, some minor nicks and dents observed on stage 7, on stage 9, on stage 11, and on stage 14 rotor blades, which are all in serviceable limits per GEK 105061 volume II WP 4015 00. ■ Discoloration and minor erosion observed on the all HPT area. Minor rubbing signs and discoloration on the first and second stage shrouds observed. HPT rotor stage one and two inspected, rotor blades leading and trailing edges, found intact, freed from any sign of damages only minor erosion/ discoloration observed on the shroud and a few blades of first stage have missing TBC. ■ Erosion and discoloration observed on some of the HPT first stage nozzle leading edge concave and convex sides which are all serviceable per GEK 105059 volume II WP 4015 00. Some minor craze cracks on the second stage nozzle convex and concave sides, one minor crack on one of the second stage nozzle trailing edge that is less than 0.40 inch (10.16 mm) from outer platform and Small crack observed on the second stage nozzle outer platform trailing edge observed which are all serviceable per GEK 105059 volume II WP 4015 00. ■ Missing material observed on the trailing edges of the two of HPT Stage 2 nozzles all of them are serviceable per GEK 105059 volume II WP 4015 00. All other HPT section found intact and freed from damage. ■ All fuel nozzles removed and inspected, minor rubbing signs and wear observed on the area A and area B of the some of the fuel nozzles. All of them, less than 0.015 inch (0.38 mm) and less than 180° of circumference, serviceable as per GEK 105059 volume II WP 4015 00. ■ Also minor bore wear observed on the primary swirlers, all bore material thickness above 50 percent of original material thickness and serviceable as per GEK 105059 volume II WP 4015 00. 	Serviceable
34	22-09-2015	191-541	67,993	63,340	Semi Annual (21107 hours after MO)	1177	Planned Maint	Engine condition is almost the same with previous SAI report.	Serviceable
35	23-02-2016	191-541	70,761	66,128	Gas valve replacement		Failure	FCV-6201 was replaced due to feedback difference.	Serviceable