

Gas turbines - Procurement - Part 9:  
Reliability, availability, maintainability and  
safety (ISO 3977-9:1999,IDT)

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- ISO 3977-9:1999,IDT

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Voorbeeld  
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# INTERNATIONAL STANDARD

**ISO**  
**3977-9**

First edition  
1999-12-15

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## **Gas turbines — Procurement —**

Part 9:

### **Reliability, availability, maintainability and safety**

*Turbines à gaz — Spécifications pour l'acquisition —*

*Partie 9: Fiabilité, disponibilité, maintenabilité et sécurité*



Reference number  
ISO 3977-9:1999(E)

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Preview

forbidding

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this part of ISO 3977 may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

International Standard ISO 3977-9 was prepared by Technical Committee ISO/TC 192, *Gas turbines*.

ISO 3977 consists of the following parts, under the general title *Gas turbines — Procurement*:

- *Part 1: General introduction and definitions*
- *Part 2: Standard reference conditions and ratings*
- *Part 3: Design requirements*
- *Part 4: Fuels and environment*
- *Part 5: Gas turbine applications*
- *Part 6: Combined cycles*
- *Part 7: Technical information*
- *Part 8: Inspection, testing, installation and commissioning*
- *Part 9: Reliability, availability, maintainability and safety*

# Gas turbines — Procurement —

## Part 9: Reliability, availability, maintainability and safety

### 1 Scope

The purpose of this part of ISO 3977 is to provide a basis for exchange of information about reliability, availability, maintainability and safety between gas turbine manufacturers, users, consultants, regulatory bodies, insurance companies and others. It defines terms and definitions used within this part of ISO 3977 and also describes component life expectancy, repairs and criteria for determining overhaul intervals.

This part of ISO 3977 is applicable to all elements of the gas turbine, especially, but not limited to, the following:

- compressor
- turbine
- combustion system
- intercooler
- regenerator or recuperator
- air ducting system
- exhaust ducting system
- air intake system
- control system
- fuel system
- lubrication system
- cooling water system
- rotor bearings
- gears
- coupling
- starting equipment
- baseplate/foundation
- enclosures and ventilation system.

## 2 Normative reference

The following normative document contains provisions which, through reference in this text, constitute provisions of this part of ISO 3977. For dated references, subsequent amendments to, or revisions of, this publication do not apply. However, parties to agreements based on this part of ISO 3977 are encouraged to investigate the possibility of applying the most recent edition of the normative document indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 2314:1989, *Gas turbines — Acceptance tests.*

## 3 Terms and definitions

For the purposes of this part of ISO 3977, the following terms and definitions apply.

### 3.1 actual unit starts AUS

number of times the unit was actually synchronized or run from the shut-down situation up to the required speed

### 3.2 age

actual number of calendar years the unit has been in commercial service

### 3.3 ageing

loss of performance of a gas turbine due to wear and tear experienced in normal operation which is not recoverable by compressor cleaning, turbine cleaning, filter cleaning, etc.

NOTE It is normally the result of increased seal clearances due to vibration and wear, loss of profile and increased blade surface roughness due to corrosion, erosion, etc.

### 3.4 attempted unit starts

number of attempts to synchronize the unit or run up to the required speed after being shut down

NOTE Repeated failures to start for the same cause within the allowable specified starting time period, without attempting corrective action, are considered a single attempt.

### 3.5 available

state in which a unit is capable of providing service, whether or not it is actually in service, regardless of the capacity level that can be provided

### 3.6 available hours AH

time, in hours, during which the unit is available for service

### 3.7 availability factor AF

probability that a unit, major equipment or component will be usable at a point in time, based on the past experience with that specific gas turbine:

$$AF = 1 - \frac{FOH + POH}{PH} = \frac{AH}{PH}$$



where

FOH is forced outage hours

POH is planned outage hours

PH is period hours

### 3.8 availability rate

**AR**

$$AR = \frac{SH}{SH + OH}$$

where

SH is service hours

OH is outage hours

### 3.9 average run time

**ART**

$$ART = \frac{SH}{AUS}$$

### 3.10 base load rated output

normally expected or guaranteed output of the gas turbine when operating at the specified conditions and at the base-rated turbine temperature level (or other limit imposed by the manufacturer) and in a new and clean condition

### 3.11 chemical vapour deposition

**CVD**

method of producing a coating, based on a chemical reaction between a gaseous phase of the coating material and the heated surface of the substrate

NOTE See coating (3.13).

### 3.12 chromizing

coating by a chromium overlay

NOTE Also known as chromating [see coating (3.13)].

### 3.13 coating

in general, a consumable and generally replaceable overlay provided to protect the base material against corrosion and/or erosion

EXAMPLE The following are types of coatings which may be provided:

- chemical vapour deposition (CVD)
- chromizing
- diffusion chromizing
- physical vapour deposition (PVD)

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- plasma spray
- atmospheric plasma spray (APS)
- vacuum plasma spray (VPS).

**3.14**  
**cold testing**

all functional tests conducted on the installation site up to and including cranking the gas turbine by means of the starter but before firing the gas turbine

**3.15**  
**compressor surge**

unstable condition characterized by low-frequency fluctuations in mass flow of the working fluid in the compressor and in the connecting ducts

**3.16**  
**condition monitoring**

assessment of the condition of a gas turbine or its components by measuring those parameters which, over time, have been established to correlate with an incipient failure condition, and where the monitoring action is non-intrusive with respect to the equipment

NOTE Any subsequent maintenance activity which is based upon a diagnosis of parts condition over time and executed in accordance with the monitored degree of deterioration, is referred to as "on-condition maintenance".

**3.17**  
**corrosion**

chemical reaction and change of the gas turbine material due to corrosive elements in the working fluid

**3.18**  
**damage**

sudden unforeseen physical loss of the ability of a component or equipment to fulfil a required function

**3.19**  
**design life**

usable operating life for which a component or equipment has been designed, including a safety margin against failure

NOTE Where routine repairs are designed to sustain component life, such as recoating, crack repairs, etc., the design life is the total life beyond which repairs are no longer feasible.

**3.20**  
**diffusion chromizing**

enrichment of base metal with chromium by a diffusion process to increase the hot corrosion resistance

NOTE See coating (3.13).

**3.21**  
**emergency start**

start of a gas turbine in any emergency with the objective of producing power in the shortest possible time, without the realms of the gas turbine operating possibilities

**3.22**  
**emergency shut down**

**ESD**  
shut down of a gas turbine in an emergency with the objective of taking the machine out of operation in the shortest possible time

**3.23****equivalent availability factor****EAF**

$$\text{EAF} = \frac{\text{PH} - (\text{EUDH} + \text{EPDH} + \text{ESEDH})}{\text{PH}} \times 100 \%$$

**3.24****equivalent forced derated hours****EFDH**

product of the forced derated hours (FDH) and the size of hours reduction, divided by the net maximum capacity (NMC)

**3.25****equivalent forced derated hours during reserve shutdowns****EFDHRS**

output reduction factor given by the ratio of output reduction and net maximum capacity (NMC)

**3.26****equivalent operating hours** $T_{\text{eq}}$ 

weighted operating events affecting the life of the machine forming an equivalent operating time to determine inspection intervals or life expectancy

**EXAMPLE**

$$T_{\text{eq}} = a_1 n_1 + a_2 n_2 + \sum_{i=1}^n t_i + f \times w \times (b_1 t_1 + b_2 t_2)$$

where

$a_1$  is the weighting factor for each start;

$n_1$  is the number of fired starts;

$a_2$  is the weighting factor for fast loadings;

$n_2$  is the number of fast loadings;

$t_i$  is the equivalent operation hours for rapid temperature changes, e.g. due to step load changes or load rejections;

$n$  is the number of rapid temperature changes;

$t_1$  is the operating hours with output up to base-load rating;

$b_1$  is the weighting factor for base-load duty;

$t_2$  is the operating hours with output between base- and peak-load ratings;

$b_2$  is the weighting factor for peak-load duty;

$f$  is the weighting factor for contaminated, out of specification or non-specifiable fuels;

$w$  is the weighting factor for injected water or steam;

**NOTE** Other factors can be considered.

**3.27****equivalent planned derated hours****EPDH**

product of the planned derated hours (PDH) and the size of reduction, divided by the net maximum capacity (NMC)

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**3.28**  
**equivalent scheduled derated hours**  
**ESDH**

product of the scheduled derated hours (SDH) and the size of reduction, divided by the net maximum capacity (NMC)

**3.29**  
**equivalent seasonal derated hours**  
**ESEDH**

net maximum capacity (NMC) minus the net dependable capacity derated hours (NDC), multiplied by the available hours (AH) and divided by the net maximum capacity (NMC)

**3.30**  
**equivalent unplanned derated hours**  
**EUDH**

product of the unplanned derated hours (UDH) and the size of reduction, divided by the net maximum capacity (NMC)

unplanned = forced + maintenance (NERC)

**3.31**  
**erosion**

abrasive wear of material by mechanical impact of solid particles in the working fluid

**3.32**  
**fired start**

any start which achieves full ignition and applies heat to the gas path components

NOTE For fired hours, see service hours (3.98).

**3.33**  
**failure**

sudden and unexpected ending of the ability of a component or equipment to fulfil its function

**3.34**  
**failure to start**  
**FS**

inability to bring a unit through a qualifying starting attempt to the in-service state within a specified period due to equipment supplied in the contract

NOTE 1 Repeated failures within the specified period are to be counted as a single starting failure. Test starts and failures to start due to equipment not furnished under the contract shall not be counted as starting attempts, failures or successes.

NOTE 2 As a general assurance of readiness, if a unit has not experienced a successful start during the prior 30 days, then the starting attempt is considered as a "test start" and is not counted.

NOTE 3 Procedural errors that do not constitute equipment failure involving repair are not counted as failures-to-start.

NOTE 4 For calculation, FS = number of failures to start.

**3.35**  
**forced derating**

unplanned component failure (immediate, delayed, postponed) or another condition that requires the load on the unit be reduced immediately or before the next weekend

**3.36**  
**forced derated hours**  
**FDH**

sum of all hours experienced during forced deratings

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