

HR1025 HR1030 HR1040

*Progressive
and fully-modulating
gas - light oil burners*

MANUAL OF INSTALLATION - USE - MAINTENANCE

CIB UNIGAS

BURNERS - BRUCIATORI - BRULERS - BRENNER - QUEMADORES - ГОРЕЛКИ

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APPENDIX

WARNINGS

THIS MANUAL IS SUPPLIED AS AN INTEGRAL AND ESSENTIAL PART OF THE PRODUCT AND MUST BE DELIVERED TO THE USER.

INFORMATION INCLUDED IN THIS SECTION ARE DEDICATED BOTH TO THE USER AND TO PERSONNEL FOLLOWING PRODUCT INSTALLATION AND MAINTENANCE.

THE USER WILL FIND FURTHER INFORMATION ABOUT OPERATING AND USE RESTRICTIONS, IN THE SECOND SECTION OF THIS MANUAL. WE HIGHLY RECOMMEND TO READ IT.

CAREFULLY KEEP THIS MANUAL FOR FUTURE REFERENCE.

1) GENERAL INTRODUCTION

- The equipment must be installed in compliance with the regulations in force, following the manufacturer's instructions, by qualified personnel.
- Qualified personnel means those having technical knowledge in the field of components for civil or industrial heating systems, sanitary hot water generation and particularly service centres authorised by the manufacturer.
- Improper installation may cause injury to people and animals, or damage to property, for which the manufacturer cannot be held liable.
- Remove all packaging material and inspect the equipment for integrity.

In case of any doubt, do not use the unit - contact the supplier.

The packaging materials (wooden crate, nails, fastening devices, plastic bags, foamed polystyrene, etc), should not be left within the reach of children, as they may prove harmful.

- Before any cleaning or servicing operation, disconnect the unit from the mains by turning the master switch OFF, and/or through the cut-out devices that are provided.
- Make sure that inlet or exhaust grilles are unobstructed.
- In case of breakdown and/or defective unit operation, disconnect the unit. Make no attempt to repair the unit or take any direct action.

Contact qualified personnel only.

Units shall be repaired exclusively by a servicing centre, duly authorised by the manufacturer, with original spare parts.

Failure to comply with the above instructions is likely to impair the unit's safety.

To ensure equipment efficiency and proper operation, it is essential that maintenance operations are performed by qualified personnel at regular intervals, following the manufacturer's instructions.

- When a decision is made to discontinue the use of the equipment, those parts likely to constitute sources of danger shall be made harmless.
- In case the equipment is to be sold or transferred to another user, or in case the original user should move and leave the unit behind, make sure that these instructions accompany the equipment at all times so that they can be consulted by the new owner and/or the installer.
- For all the units that have been modified or have options fitted then original accessory equipment only shall be used.
- This unit shall be employed exclusively for the use for which it is meant. Any other use shall be considered as improper and, therefore, dangerous.

The manufacturer shall not be held liable, by agreement or otherwise, for damages resulting from improper installation, use and failure to comply with the instructions supplied by the manufacturer.

2) SPECIAL INSTRUCTIONS FOR BURNERS

- The burner should be installed in a suitable room, with ventilation openings complying with the requirements of the regulations in force, and sufficient for good combustion.
- Only burners designed according to the regulations in force should be used.
- This burner should be employed exclusively for the use for which it was designed.
- Before connecting the burner, make sure that the unit rating is the same as delivery mains (electricity, gas oil, or other fuel).
- Observe caution with hot burner components. These are, usually, near to the flame and the fuel pre-heating system, they become hot during the unit operation and will remain hot for some time after the burner has stopped.

When the decision is made to discontinue the use of the burner, the user

shall have qualified personnel carry out the following operations:

- a Remove the power supply by disconnecting the power cord from the mains.
- b) Disconnect the fuel supply by means of the hand-operated shut-off valve and remove the control handwheels from their spindles.

Special warnings

- Make sure that the burner has, on installation, been firmly secured to the appliance, so that the flame is generated inside the appliance firebox.
- Before the burner is started and, thereafter, at least once a year, have qualified personnel perform the following operations:
 - a set the burner fuel flow rate depending on the heat input of the appliance;
 - b set the flow rate of the combustion-supporting air to obtain a combustion efficiency level at least equal to the lower level required by the regulations in force;
 - c check the unit operation for proper combustion, to avoid any harmful or polluting unburnt gases in excess of the limits permitted by the regulations in force;
 - d make sure that control and safety devices are operating properly;
 - e make sure that exhaust ducts intended to discharge the products of combustion are operating properly;
 - f on completion of setting and adjustment operations, make sure that all mechanical locking devices of controls have been duly tightened;
 - g make sure that a copy of the burner use and maintenance instructions is available in the boiler room.
- In case of a burner shut-down, reset the control box by means of the RESET pushbutton. If a second shut-down takes place, call the Technical Service, **without trying to RESET further**.
- The unit shall be operated and serviced by qualified personnel only, in compliance with the regulations in force.

3) GENERAL INSTRUCTIONS DEPENDING ON FUEL USED

3a) ELECTRICAL CONNECTION

- For safety reasons the unit must be efficiently earthed and installed as required by current safety regulations.
 - It is vital that all safety requirements are met. In case of any doubt, ask for an accurate inspection of electrics by qualified personnel, since the manufacturer cannot be held liable for damages that may be caused by failure to correctly earth the equipment.
 - Qualified personnel must inspect the system to make sure that it is adequate to take the maximum power used by the equipment shown on the equipment rating plate. In particular, make sure that the system cable cross section is adequate for the power absorbed by the unit.
 - No adaptors, multiple outlet sockets and/or extension cables are permitted to connect the unit to the electric mains.
 - An omnipolar switch shall be provided for connection to mains, as required by the current safety regulations.
 - The use of any power-operated component implies observance of a few basic rules, for example:
 - do not touch the unit with wet or damp parts of the body and/or with bare feet;
 - do not pull electric cables;
 - do not leave the equipment exposed to weather (rain, sun, etc.) unless expressly required to do so;
 - do not allow children or inexperienced persons to use equipment;
 - The unit input cable shall not be replaced by the user.
- In case of damage to the cable, switch off the unit and contact qualified personnel to replace.
- When the unit is out of use for some time the electric switch supplying all the power-driven components in the system (i.e. pumps, burner, etc.) should be switched off.

3b) FIRING WITH GAS, LIGHT OIL OR OTHER FUELS

GENERAL

- The burner shall be installed by qualified personnel and in compliance with regulations and provisions in force; wrong installation can cause injuries to people and animals, or damage to property, for which the manufacturer cannot be held liable.
- Before installation, it is recommended that all the fuel supply system pipes be carefully cleaned inside, to remove foreign matter that might impair the burner operation.
- Before the burner is commissioned, qualified personnel should inspect the following:
 - a the fuel supply system, for proper sealing;
 - b the fuel flow rate, to make sure that it has been set based on the firing rate required of the burner;
 - c the burner firing system, to make sure that it is supplied for the designed fuel type;
 - d the fuel supply pressure, to make sure that it is included in the range shown on the rating plate;
 - e the fuel supply system, to make sure that the system dimensions are adequate to the burner firing rate, and that the system is equipped with all the safety and control devices required by the regulations in force.
- When the burner is to remain idle for some time, the fuel supply tap or taps should be closed.

SPECIAL INSTRUCTIONS FOR USING GAS

Have qualified personnel inspect the installation to ensure that:

- a the gas delivery line and train are in compliance with the regulations and provisions in force;
- b all gas connections are tight;
- c the boiler room ventilation openings are such that they ensure the air supply flow required by the current regulations, and in any case are sufficient for proper combustion.
- Do not use gas pipes to earth electrical equipment.
- Never leave the burner connected when not in use. Always shut the gas valve off.
- In case of prolonged absence of the user, the main gas delivery valve to the burner should be shut off.

Precautions if you can smell gas

- a do not operate electric switches, the telephone, or any other item likely to generate sparks;
- b immediately open doors and windows to create an air flow to purge the room;
- c close the gas valves;
- d contact qualified personnel.
- Do not obstruct the ventilation openings of the room where gas appliances are installed, to avoid dangerous conditions such as the development of toxic or explosive mixtures.

DIRECTIVES AND STANDARDS

Gas burners

European directives:

- Directive 2009/142/EC - Gas Appliances;
- Directive 2006/95/EC on low voltage;
- Directive 2004/108/EC on electromagnetic compatibility

Harmonised standards :

- UNI EN 676 (Gas Burners;
- CEI EN 60335-1(Household and similar electrical appliances - Safety. Part 1: General requirements;
- EN 50165 (Electrical equipment of non-electric appliances for household and similar purposes. Safety requirements.

Light oil burners

European directives:

- Directive 2006/95/EC on low voltage;
- Directive 2004/108/EC on electromagnetic compatibility

Harmonised standards :

- CEI EN 60335-1(Household and similar electrical appliances - Safety. Part 1: General requirements;
- EN 50165 (Electrical equipment of non-electric appliances for household and similar purposes. Safety requirements.

National standards :

- UNI 7824: Monobloc nebulizer burners for liquid fuels. Characteristics and test methods

Heavy oil burners

European directives:

- Directive 2006/95/EC on low voltage;
- Directive 2004/108/EC on electromagnetic compatibility

Harmonised standards :

- CEI EN 60335-1 Household and similar electrical appliances - SafetyPart 1: General requirements;
- EN 50165 Electrical equipment of non-electric appliances for household and similar purposes. Safety requirements.

National standards :

- UNI 7824: Monobloc nebulizer burners for liquid fuels. Characteristics and test methods

Gas - Light oil burners

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PART I: INSTALLATION

GENERAL FEATURES

This series represents monobloc gas burners made in die-cast aluminium housing, that can burn either gas or light oil, thanks to the adjustable combustion head which allows a good performance with both fuels. They can be provided in progressive or fully-modulating version.

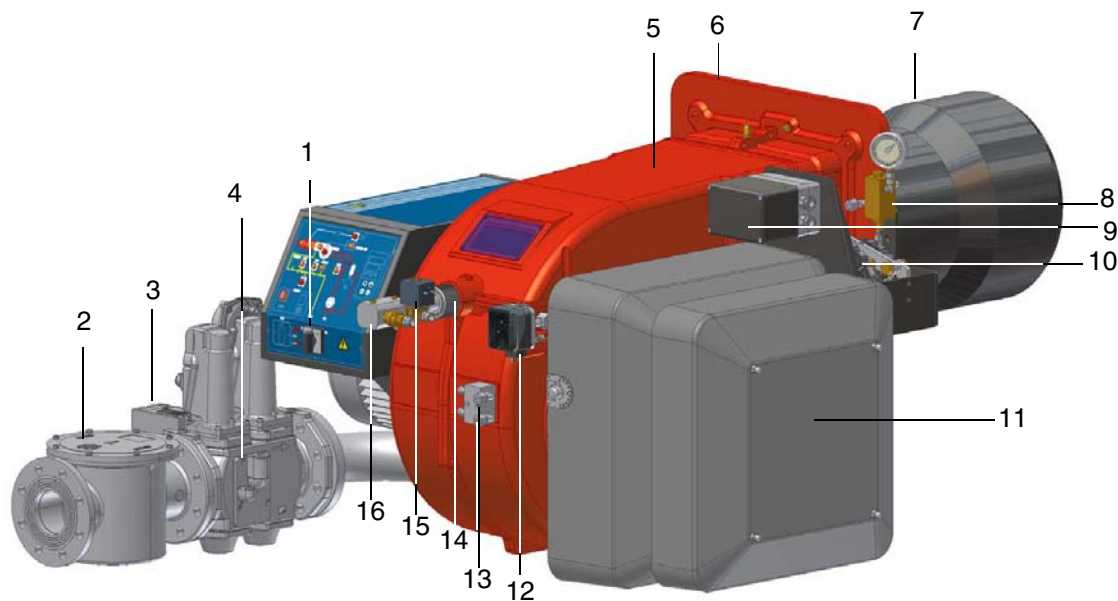


Fig. 1

- 1 Mimic panel with startup switch
- 2 Gas filter
- 3 Gas proving system
- 4 Gas valve group
- 5 Cover
- 6 Flange
- 7 Blast tube-Combustion head group
- 8 Oil pressure governor
- 9 Actuator
- 10 Adjusting cams
- 11 Air intake
- 12 Air pressure switch
- 13 Oil manifold
- 14 Head adjusting ring nut
- 15 Oil solenoid valve
- 16 Oil gun

Gas operation: the gas coming from the supply line, passes through the valves group provided with filter and stabiliser. This one forces the pressure in the utilisation limits. The actuator (12) moves proportionally the air damper and the gas butterfly valve. It drives an adjusting cam (13) with variable shape. This one allows the optimisation of the gas flue values, as to get an efficient combustion.

Light oil operation: the fuel coming from the supply line, is pushed by the pump (10) to the nozzle and then into the combustion chamber, where the mixture between fuel and air takes place and consequently the flame.

In the burners, the mixture between fuel and air, to perform clean and efficient combustion, is activated by atomisation of oil into very small particles. This process is achieved making pressurised oil passing through the nozzle.

The pump (8) main function is to transfer oil from the tank to the nozzle in the desired quantity and pressure. To adjust this pressure, pumps are provided with a pressure regulator (except for some models for which a separate regulating valve is provided). Other pumps are provided with two pressure regulators: one for the high and one for low pressure (in double-stage systems with one nozzle).

The adjustable combustion head can improve the burner performance. The combustion head (7) determines the energetic quality and the geometry of the flame. Fuel and comburent are routed into separated ways as far as the zone of flame generation (combustion chamber).

The control panel (1), placed on the burner front side, shows each operating stage.

How to interpret the burner "Performance curve"

To check if the burner is suitable for the boiler to which it must be installed, the following parameters are needed:

- furnace input, in kW or kcal/h ($\text{kW} = \text{kcal/h} / 860$);
- backpressure (data are available on the boiler's ID plate or in the user's manual).

Example:

Furnace input: 600kW

Backpressure: 4mbar

In the "Performance curve" diagram (Fig. 2), draw a vertical line matching the furnace input value and an horizontal line matching the backpressure value. The burner is suitable if the intersection point A is inside the performance curve.

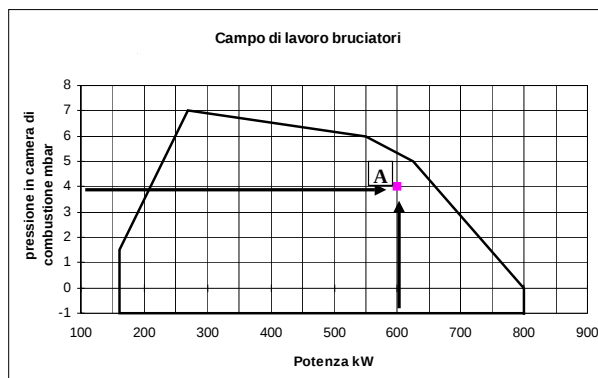


Fig. 2

Data are referred to standard conditions: atmospheric pressure at 1013mbar, ambient temperature at 15°C

Checking the proper gas train size To check the proper gas train size, it is necessary to the available gas pressure value upstream the burner's gas valve. Then subtract the backpressure. The result is called **p_{gas}**. Draw a vertical line matching the furnace input value (600kW, in the example), quoted on the x-axis, as far as intercepting the network pressure curve, according to the installed gas train (DN65, in the example). From the interception point, draw an horizontal line as far as matching, on the y-axis, the value of pressure necessary to get the requested furnace input. This value must be lower or equal to the **p_{gas}** value, calculated before.

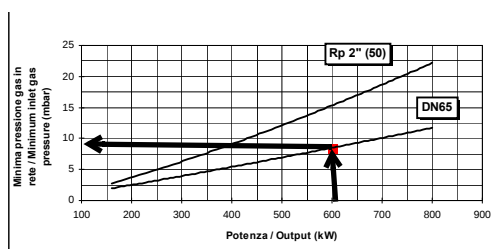


Fig. 3

Burner model identification

Burners are identified by burner type and model. Burner model identification is described as follows.

Type	HR1025	Model	MG.	PR.	S.	.*.	A.	1.	80
	(1)		(2)	(3)	(4)	(5)	(6)	(7)	(8)
(1) BURNER TYPE	HR1025 - HR1030 - HR1040								
(2) FUEL	M - Natural gas G - Light oil								
(3) OPERATION (Available versions)	PR - Progressive MD - Fully modulating								
(4) BLAST TUBE	S - Standard								
(5) DESTINATION COUNTRY	*see burner ID plate								
(6) BURNER VERSION	A - Standard								
(7) EQUIPMENT	1 = 2 valves + gas proving system 8 = 2 valves + gas proving system + max. gas pressure switch								
(8) GAS CONNECTION see Specifications	50 = Rp2 65 = DN65 80 = DN80 100 = DN100 125 = DN125								

Specifications

BRUCIATORE TIPO		HR1025 MG.....50	HR1025 MG.....xx	HR1030 MG.....65	HR1030 MG.....xx	HR1040 MG.....xx
Output	min. - max. kW	2550 - 6700	2550 - 8700	2550 - 9500	2550 - 10600	2550 - 13000
Fuel		Natural gas - Light oil				
Category		(see next paragraph)				
Gas rate min.-max.	min.- max. (Stm ³ /h)	274 - 709	274 - 935	270 - 1005	270 - 1122	270 - 1376
Pressure	mbar	(see Note 2)				
Light oil rate	min.-max. kg/h	215 - 564	215 - 730	215 - 800	215 - 893	215 - 1095
Oil viscosity	cSt @ 40 °C	2 - 7.4				
Oil density	kg/m ³	840				
Oil train inlet pressure	bar	2 max				
Power supply		400V 3N ~ 50Hz				
Total power consumption	kW	23	23	26.5	26.5	36
Electric motor	kW	18.5	18.5	22	22	30
Pump motor	kW	4	4	4	4	5.5
Protection		IP40				
Operation		Progressive - Fully modulating				
Gas train 50	ØValves / Connection	50 / Rp 2	-	-	-	-
Gas train 65	ØValves / Connection	-	2"1/2 / DN65	2"1/2 / DN65	2"1/2 / DN65	-
Gas train 80	ØValves / Connection	-	3" / DN80	-	3" / DN80	3" / DN80
Gas train 100	ØValves / Connection	-	4" / DN100	-	4" / DN100	4" / DN100
Gas train 125	ØValves / Connection	-	-	-	-	5" / DN125
Operating temperature	°C	-10 ÷ +50				
Storage Temperature	°C	-20 ÷ +60				
Working service*		Intermittent				

NOTE: Choosing the nozzle for light oil, consider Hi equal to 42.74 MJ/kg.

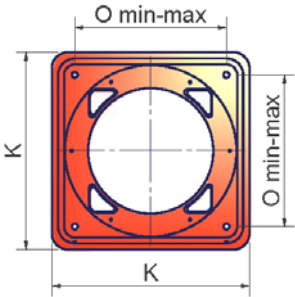
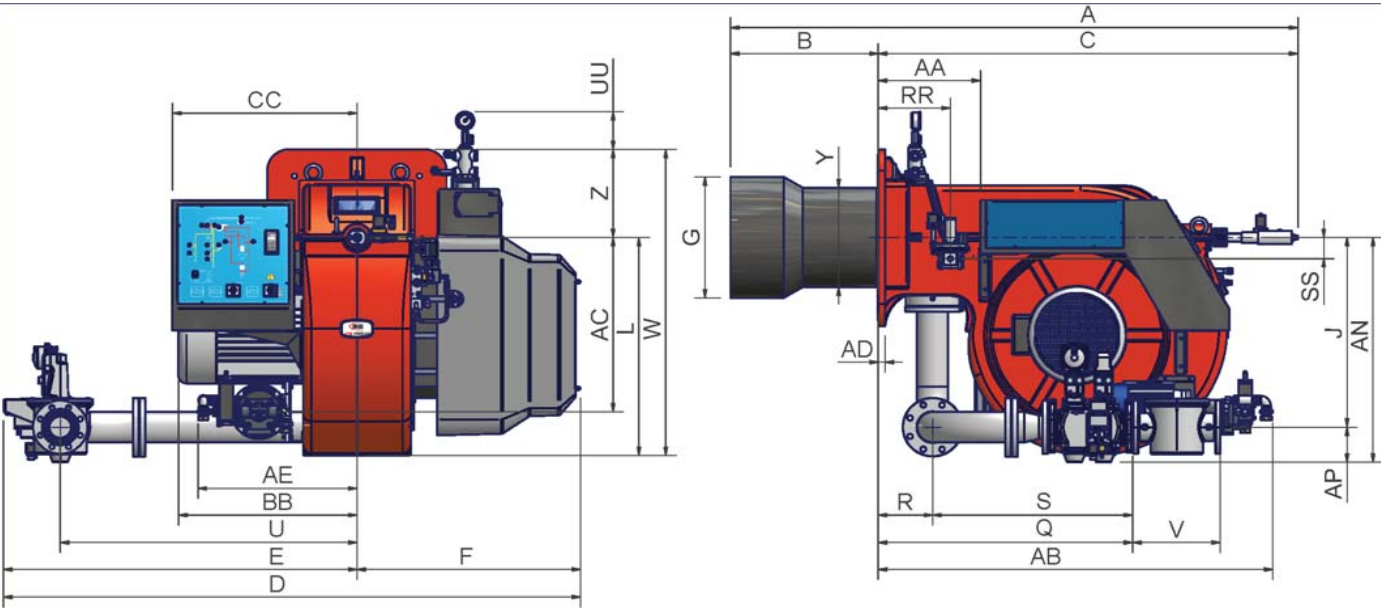
Note1:	all gas flow rates are referred to Stm ³ /h (1013 mbar absolute pressure, 15 °C temperature) and are valid for G20 natural gas (net calorific value H _i = 34.02 MJ/Stm ³).
Note2:	Maximum gas pressure = 500mbar (with Dungs MBC/Siemens VGD gas valves). Minimum gas pressure = see gas curves.

*** NOTE ON THE BURNER WORKING SERVICE:** for safety reasons, one controlled shutdown must be performed every 24 hours of continuous operation.

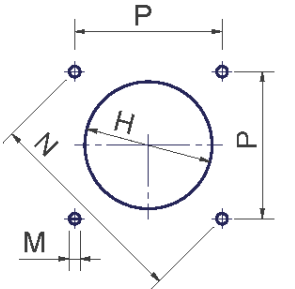
Country and usefulness gas categories

GAS CATEGORY	COUNTRY																									
	AT	ES	GR	SE	FI	IE	HU	IS	NO	CZ	DK	GB	IT	PT	CY	EE	LV	SI	MT	SK	BG	LT	RO	TR	CH	
I _{2H}																										
I _{2E}	LU	PL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I _{2E(R) B}	BE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I _{2L}	NL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I _{2ELL}	DE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I _{2Er}	FR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Overall dimensions (mm)



Burner flange

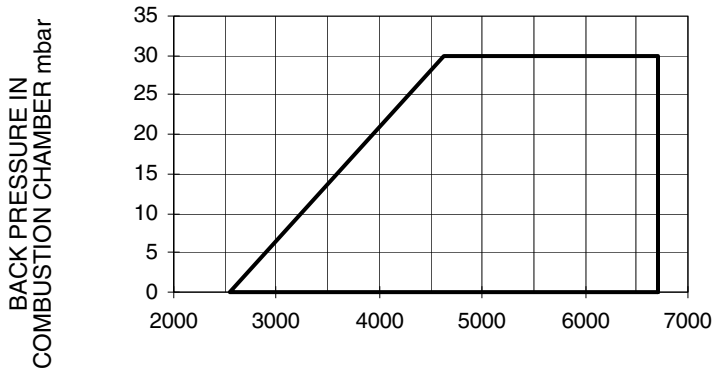
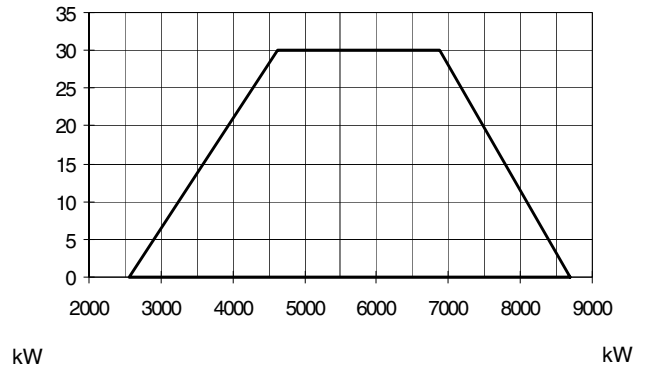
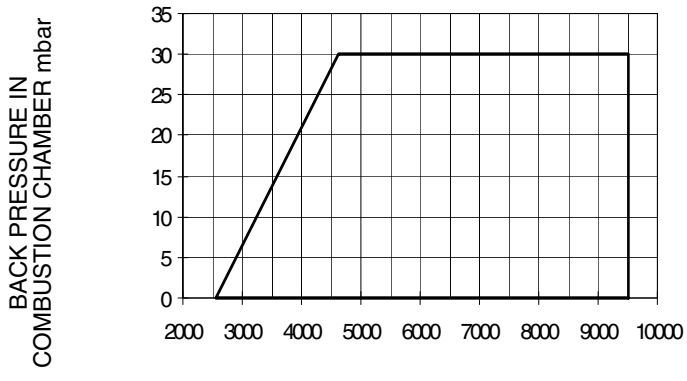
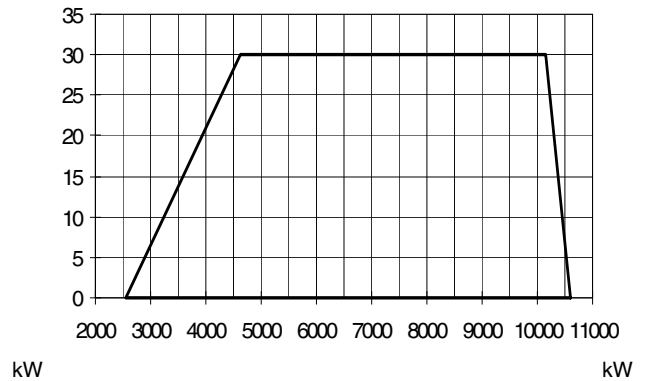
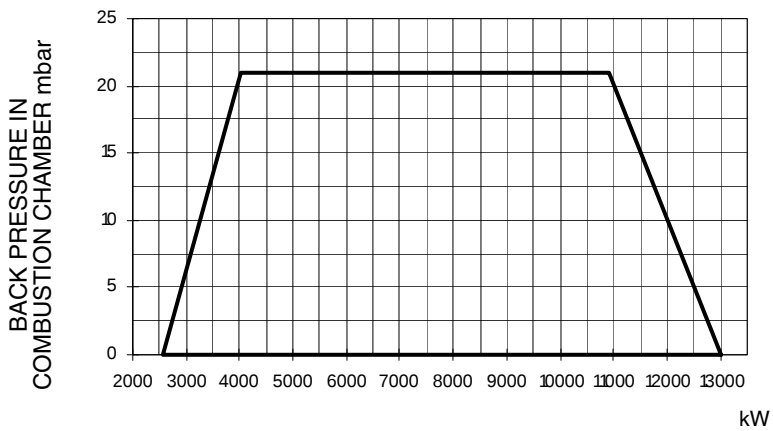


Recommended boiler drilling jig

	DN*	A	AA	AB	AC	AD	AE	AN	AP	B	BB	C	CC	D	E	F	G	H	J	K	L	M	N	O	P	Q	R	RR	S	SS	U	UU	V	W	Y	Z
HR1025	50	2088	377	1452	650	25	585	810	100	544	641	1544	680	2142	1320	822	400	450	710	660	815	M16	651	460	460	1036	200	265	836	80	1092	142	216	1145	379	330
HR1025	65	2088	377	1452	650	25	585	828	118	544	641	1544	680	2121	1299	822	400	450	710	660	815	M16	651	460	460	914	200	265	714	80	1092	142	292	1145	379	330
HR1025	80	2088	377	1452	650	25	585	842	132	544	641	1544	680	2123	1301	822	400	450	710	660	815	M16	651	460	460	936	200	265	736	80	1092	142	322	1145	379	330
HR1025	100	2088	377	1452	650	25	585	855	145	544	641	1544	680	2139	1317	822	400	450	710	660	815	M16	651	460	460	842	200	265	642	80	1092	142	382	1145	379	330
HR1030	65	2088	377	1452	650	25	585	828	118	544	657	1544	680	2121	1299	822	454	504	710	660	815	M16	651	460	460	914	200	265	714	80	1092	142	292	1145	372	330
HR1030	80	2088	377	1452	650	25	585	842	132	544	657	1544	680	2123	1301	822	454	504	710	660	815	M16	651	460	460	936	200	265	736	80	1092	142	322	1145	372	330
HR1030	100	2088	377	1452	650	25	585	855	145	544	657	1544	680	2139	1317	822	454	504	710	660	815	M16	651	460	460	842	200	265	642	80	1092	142	382	1145	372	330
HR1040	80	2106	377	1452	650	25	585	842	132	544	657	1562	680	2123	1301	822	514	564	710	660	815	M16	651	460	460	936	200	265	736	80	1192	142	322	1145	408	330
HR1040	100	2106	377	1452	650	25	585	855	145	544	657	1562	680	2139	1317	822	514	564	710	660	815	M16	651	460	460	842	200	265	642	80	1192	142	382	1145	408	330
HR1040	125	2106	377	1452	650	25	585	885	175	544	657	1562	680	2254	1432	822	514	564	710	660	815	M16	651	460	460	954	200	265	754	80	1192	142	480	1145	408	330

*DN = gas valves size

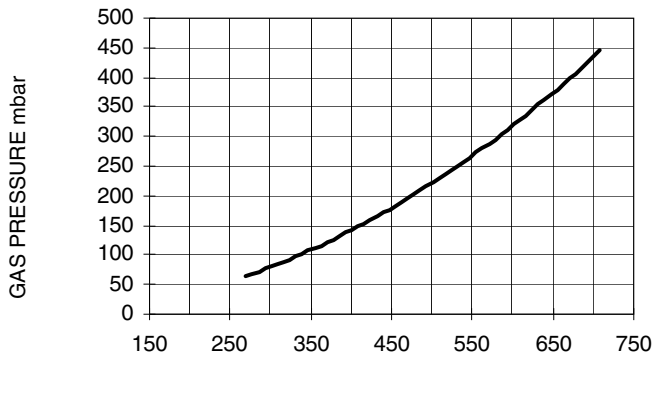
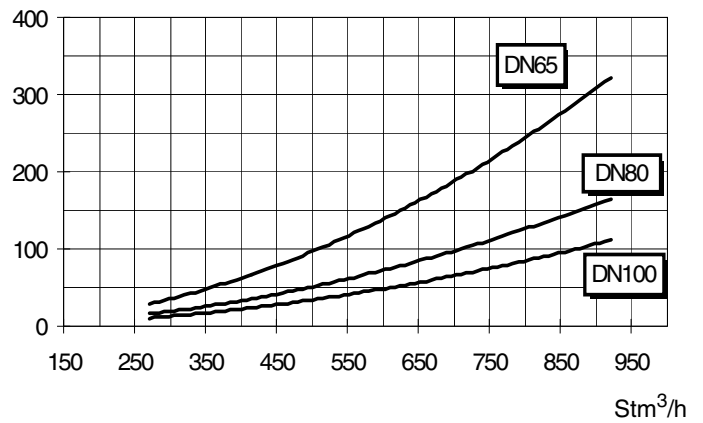
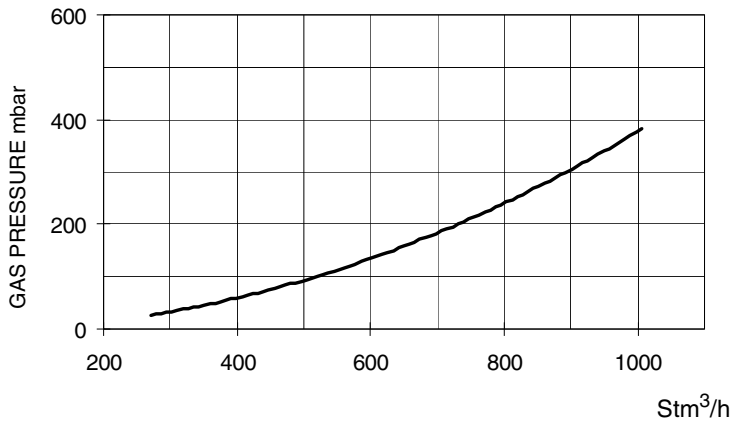
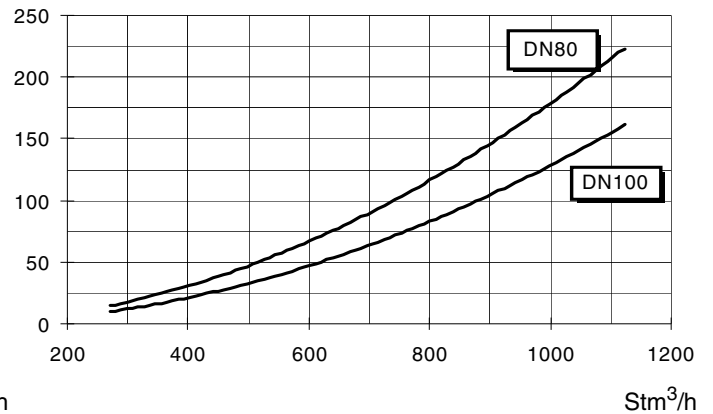
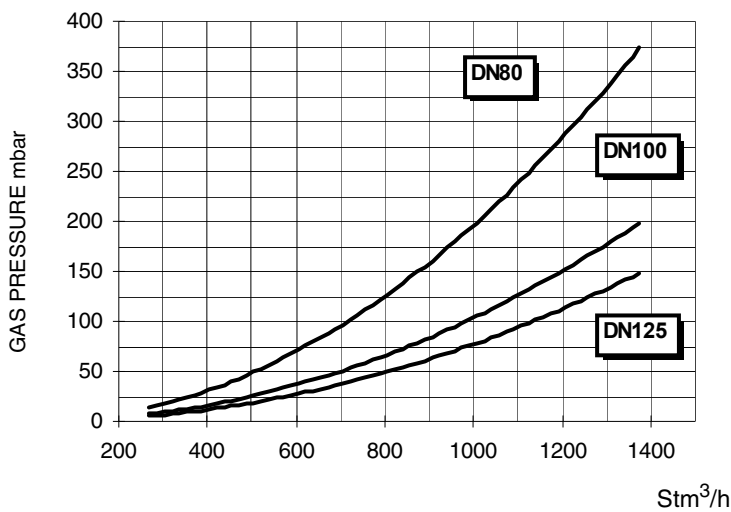
NOTE: the overall dimensions are referred to burners provided with Siemens VGD valves.

Performance Curves**HR1025 2"****HR1025 DN65 - DN80 - DN100****HR1030 DN65****HR1030 DN80 - DN100****HP1040**

To get the input in kcal/h, multiply value in kW by 860.

Data are referred to standard conditions: atmospheric pressure at 1013mbar, ambient temperature at 15°C.

NOTE: The performance curve is a diagram that represents the burner performance in the type approval phase or in the laboratory tests, but does not represent the regulation range of the machine. On this diagram the maximum output point is usually reached by adjusting the combustion head to its "MAX" position (see paragraph "Adjusting the combustion head"); the minimum output point is reached setting the combustion head to its "MIN" position. During the first ignition, the combustion head is set in order to find a compromise between the burner output and the generator specifications, that is why the minimum output may be different from the Performance curve minimum.

Pressure in the network - gas rate curves**HR1025 2"****HR1025****HR1030 DN65****HR1030****HR1040**

Caution: the gas rate value is quoted on the x-axis, the related network pressure is quoted on the y-axis (pressure value in the combustion chamber is not included). To know the minimum pressure at the gas train inlet, necessary to get the requested gas rate, add the pressure value in the combustion chamber to the value read on the y-axis.

MOUNTINGS AND CONNECTIONS

Packing

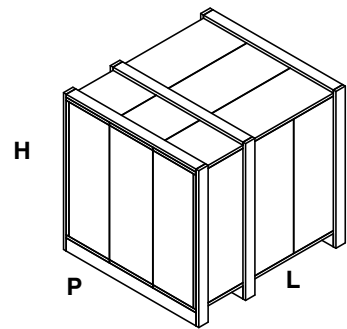
The burners are despatched wooden cages whose dimensions:

- 2270mm x 1720mm x 1320mm (L x P x H)

Packing cases of this kind are affected by humidity and are not suitable for stacking. The following are placed in each packing case:

- burner with gas train detached;
- gasket to be inserted between the burner and the boiler;
- flexible oil pipes;
- oil filter;
- envelope containing this manual

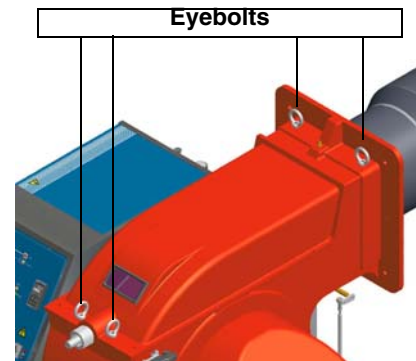
To get rid of the burner's packing, follow the procedures laid down by current laws on disposal of materials. To get rid of the burner's packing, follow the procedures laid down by current laws on disposal of materials.



Handling the burner

	ATTENTION! the lifting and moving operations must be carried out by specialised and trained personnel. If these operations are not carried out perfectly, there is the residual risk of the burner to overturn and fall down.
	As for moving the burner, use means suited for the weight to sustain (see paragraph "Technical specifications").

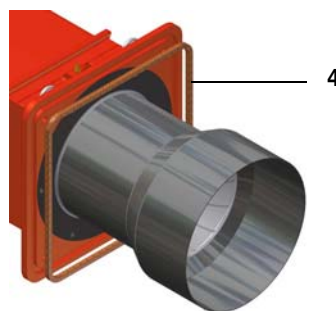
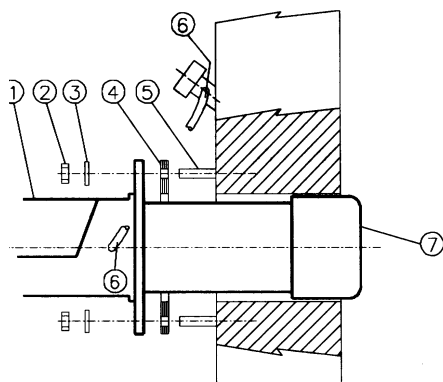
The burner is provided with eyebolts, for handling operations.



Fitting the burner to the boiler

To perform the installation, proceed as follows:

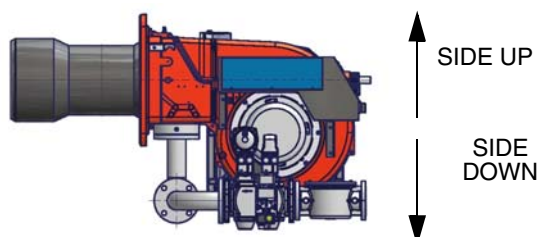
- 1 drill the furnace plate as described in paragraph ("Overall dimensions");
- 2 place the burner towards the furnace plate: lift and move the burner by means of its eyebolts placed on the top side (see "Lifting and moving the burner");
- 3 screw the stud bolts (5) in the plate holes, according to the burner's drilling plate described on paragraph "Overall dimensions";
- 4 place the ceramic fibre plait on the burner flange;
- 5 install the burner into the boiler;
- 6 fix the burner to the stud bolts, by means of the fixing nuts, according to the picture below.
- 7 After fitting the burner to the boiler, ensure that the gap between the blast tube and the refractory lining is sealed with appropriate insulating material (ceramic fibre cord or refractory cement).



Keys

- 1 Burner
- 2 Fixing nut
- 3 Washer
- 4 Ceramic fibre plait
- 5 Stud bolt
- 7 Blast tube

The burner is designed to work positioned according to the picture below. For different installations, please contact the Technical Department.



Matching the burner to the boiler

The burners described in this manual have been tested with combustion chambers that comply with EN676 regulation and whose dimensions are described in the diagram. In case the burner must be coupled with boilers with a combustion chamber smaller in dia-

meter or shorter than those described in the diagram, please contact the supplier, to verify that a correct matching is possible, with respect of the application involved. To correctly match the burner to the boiler verify the necessary input and the pressure in combustion chamber are included in the burner performance curve; otherwise the choice of the burner must be revised consulting the burner manufacturer. To choose the blast tube length follow the instructions of the boiler manufacturer. In absence of these consider the following:

- Cast-iron boilers, three pass flue boilers (with the first pass in the rear part): the blast tube must protrude no more than 100 mm into the combustion chamber.
- Pressurised boilers with flame reversal: in this case the blast tube must penetrate at least 50 - 100 mm into combustion chamber in respect to the tube bundle plate.

The length of the blast tubes does not always allow this requirement to be met, and thus it may be necessary to use a suitably-sized spacer to move the burner backwards or to design a blast tube that suits the utilisation (please, contact the manufacturer).

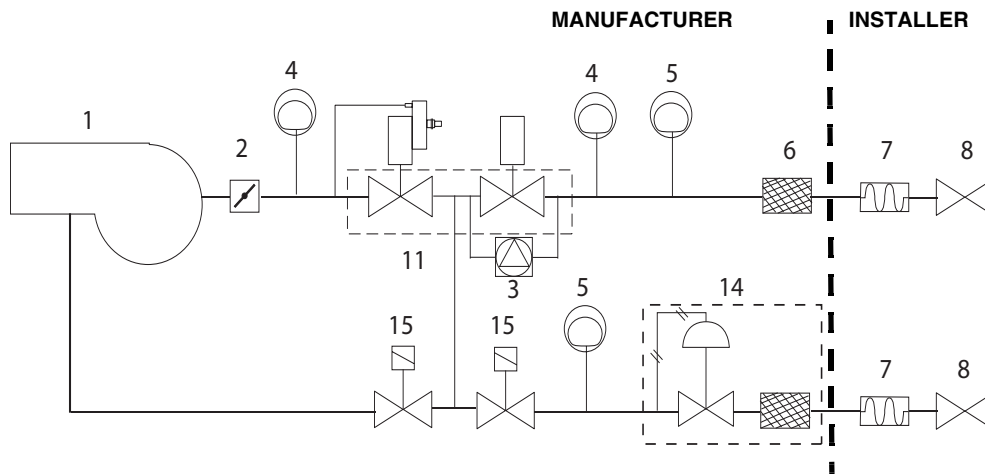
Gas train connections

The diagrams show the components of the gas train included in the delivery and which must be fitted by the installer. The diagrams are in compliance with the current laws.

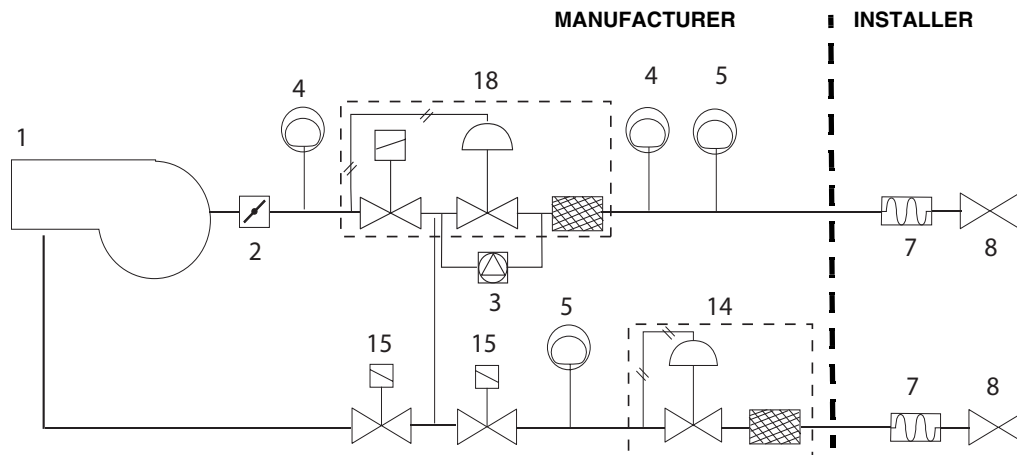


ATTENTION: BEFORE EXECUTING THE CONNECTIONS TO THE GAS PIPE NETWORK, BE SURE THAT THE MANUAL CUTOFF VALVES ARE CLOSED. READ CAREFULLY THE "WARNINGS" CHAPTER AT THE BEGINNING OF THIS MANUAL.

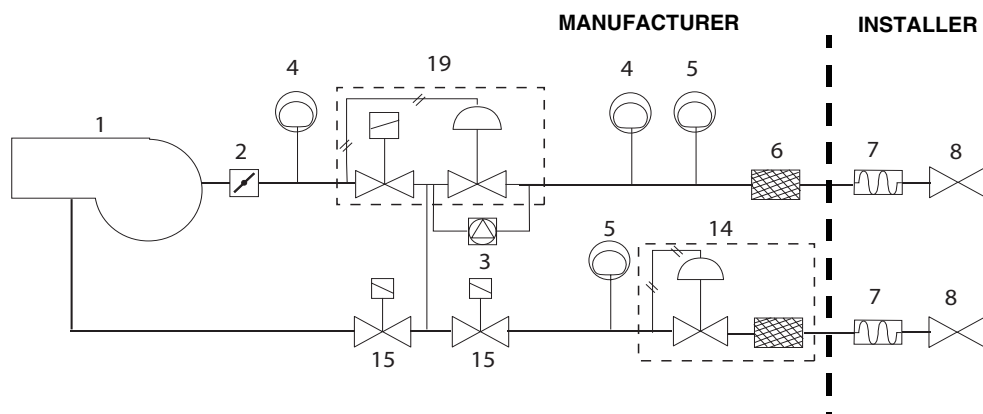
Gas train - 1: Gas train with valves group VGD 20/40 with built-in gas pressure governor + VPS504 gas proving system



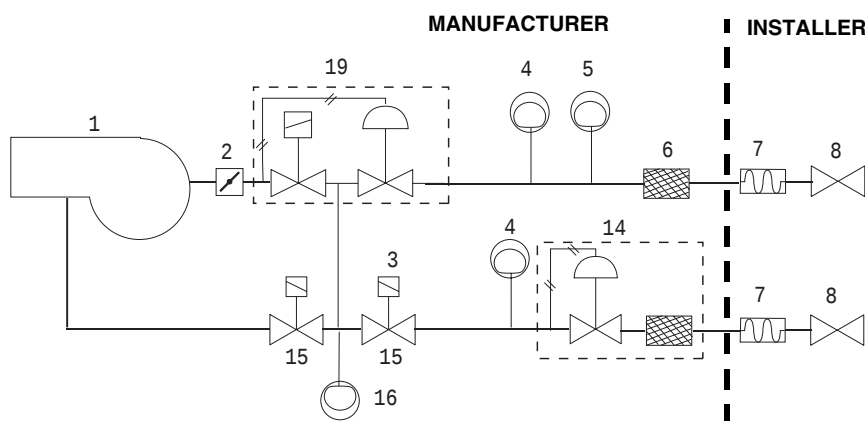
Gas train - 2 (2"): Gas train with valves group MBC 1200SE (2 valves + gas filter + pressure governor + pressure switch) + VPS504 gas proving system



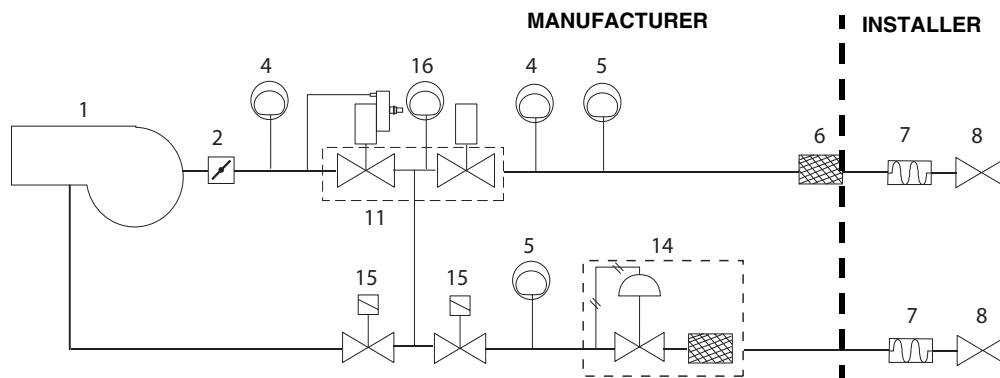
Gas train 3(DN65/80/100): Gas train with valves group MBC 1900/3100/5000SE (2 valves + gas filter + pressure governor + pressure switch) + VPS504 gas proving system



Gas train 4(DN100): Gas train with valves group MBC 1900/3100/5000SE (2 valves + gas filter + pressure governor + pressure switch) + LDU11 gas proving system



Gas train 4(DN125): Gas train with valves group VGD40 (2 valves + gas filter + pressure governor + pressure switch) + LDU11 gas proving system



Key

- | | |
|---|---------------------------------------|
| 1 Burner | 8 Manual cutoff valve |
| 2 Butterfly valve | 11 VGD Valves group |
| 4 Maximum gas pressure switch (option*) | 14 Pressure governor with filter |
| 5 Minimum gas pressure switch | 15 Pilot gas valve |
| 6 Gas filter | 16 Gas leakage pressure switch (PGCP) |
| 7 Bellows unit | 19 MBC Valves group (DN80/100) |

* Note: the high gas pressure switch can be mounted either upstream or downstream the gas valve but upstream the butterfly gas valve (see item no.4 in the scheme above).

The pilot gas train is already installed to the burner, the following connections must be executed:

- connection from the filter with stabiliser to the gas supply network
- connection from the valve to the main gas train, by means of the pipe provided with the burner.

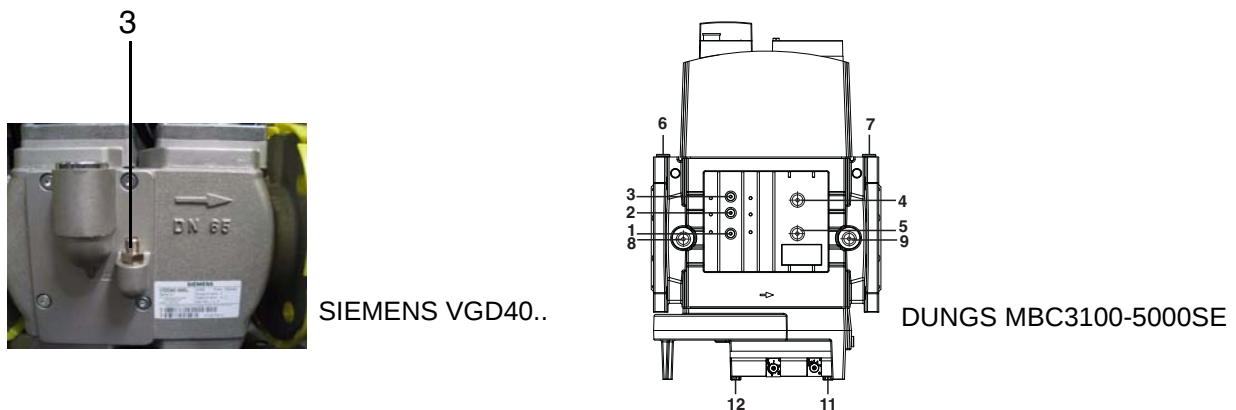
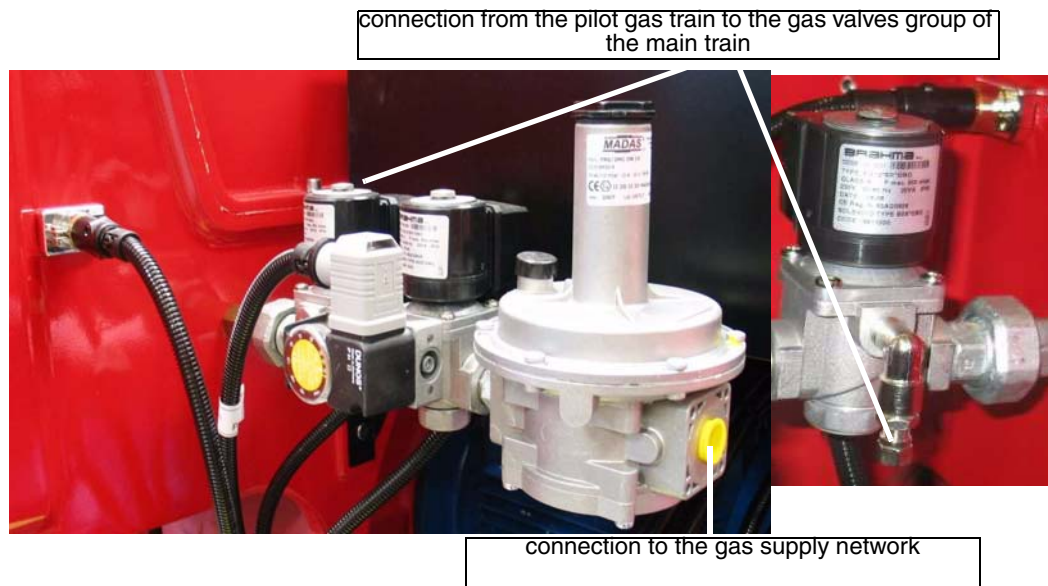


Fig. 4 - pipe port (3) for connecting the pilot gas train to the valves group of the main gas train

Assembling the main gas grain

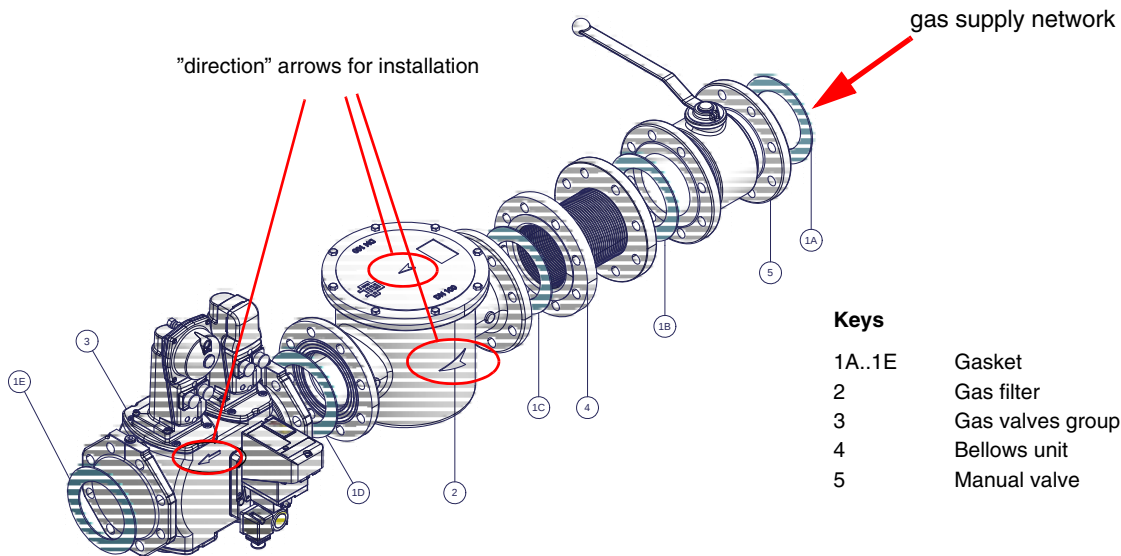


Fig. 5 - Example of gas train

To mount the gas train, proceed as follows:

1-a) in case of threaded joints: use proper seals according to the gas used;

1-b) in case of flanged joints: place a gasket (no. 1A..1E - Fig. 5) between the elements

NOTE: the bellows unit, the manual valve and the gaskets are not part of the standard supply.



ATTENTION: once the gas train is mounted according to the diagram on Fig. 5, the gas proving test must be performed, according to the procedure set by the laws in force.



ATTENTION: it is recommended to mount filter and gas valves to avoid that extraneous material drops inside the valves, during maintenance and cleaning operation of the filters (both the filters outside the valves group and the ones built-in the gas valves).

The procedures of installation for the gas valves are shown in the next paragraphs, according to the gas train used:

- threaded gas trains with Multibloc Dungs MBC..SE 1200 or Siemens VGD20..
- flanged gas trains with Multibloc Dungs MBC..SE 1900-3100-5000 or Siemens VGD40..

MULTIBLOC DUNGS MBC300-700-1200SE (Threaded valves group)

Mounting

1. Mount flange onto tube lines. Use appropriate sealing agent (see Fig. 6)
2. Insert MBC...SE. Note position of O rings (see Fig. 7).
3. Tighten screws A – H
4. After installation, perform leakage and functional test.
5. Disassembly in reverse order

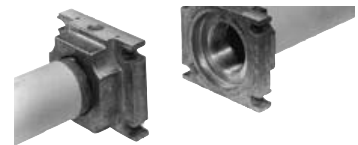
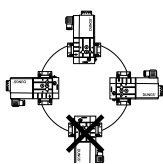
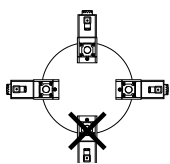


Fig. 6

MOUNTING

POSITIONS



OPTION

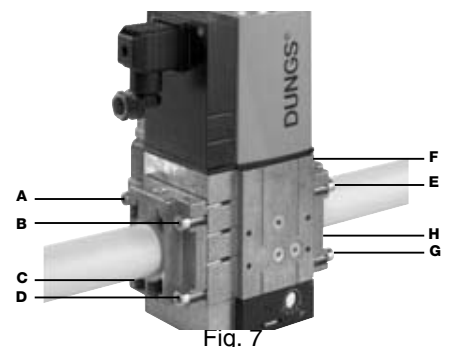
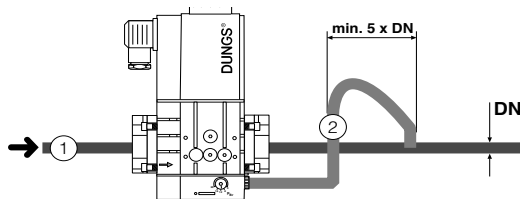


Fig. 7

MULTIBLOCDUNGS MBC1900-3100-5000SE (Flanged valves group)**Mounting**

1. Insert setscrews A
 2. Insert seals
 3. Insert setscrews B
 4. Tighten setscrews A + B.
- Ensure correct seating of the seal!
6. After installation, perform leakage and functional test.
 7. Disassembly in reverse order.

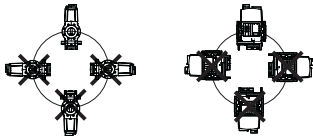
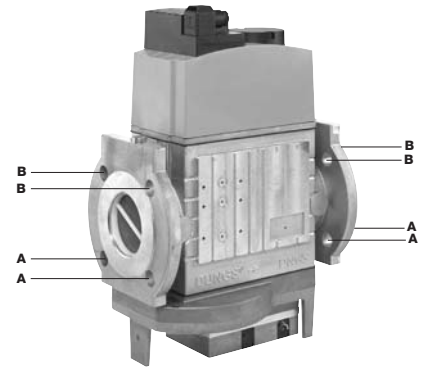
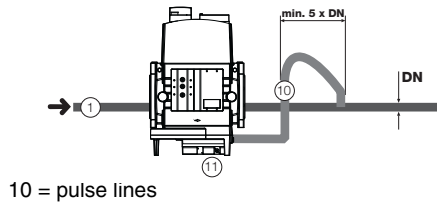
Mounting positions**OPTION**

Fig. 8

Siemens VGD20.. and VGD40.. gas valves - with SKP2.. (pressure governor)**Mounting**

- When mounting the VGD.. double gas valve, two flanges are required (as for VGD20.. model, the flanges are threaded);
- to prevent cuttings from falling inside the valve, first fit the flanges to the piping and then clean the associated parts;
- install the valve;
- the direction of gas flow must be in accordance with the direction of the arrow on the valve body;
- ensure that the bolts on the flanges are properly tightened;
- ensure that the connections with all components are tight;
- make certain that the O-rings and gaskets between the flanges and the double gas valve are fitted.
- Connect the reference gas pipe (**TP** in figure; 8mm-external size pipe supplied loose), to the gas pressure nipples placed on the gas pipe, downstream the gas valves: gas pressure must be measured at a distance that must be at least 5 times the pipe size.

Leave the blowhole free (**SA** in figure). Should the spring fitted not permit satisfactory regulation, ask one of our service centres for a suitable replacement.

⚠ Caution: the SKP2 diaphragm **D** must be vertical (see Fig. 11).

⚠ WARNING: removing the four screws **BS** causes the device to be unserviceable!

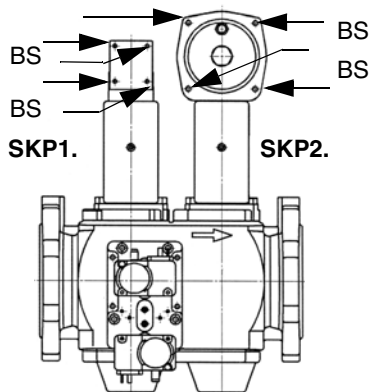


Fig. 9

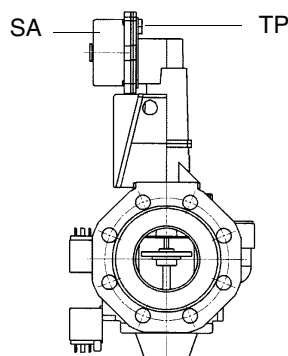


Fig. 10

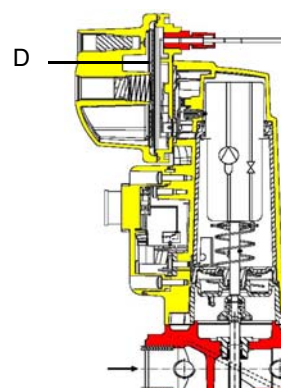


Fig. 11

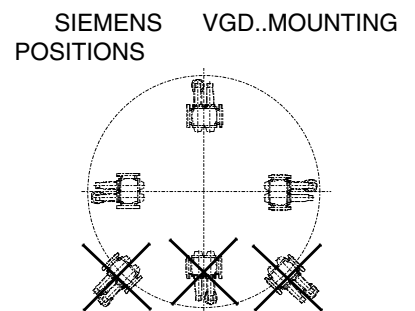


Fig. 12

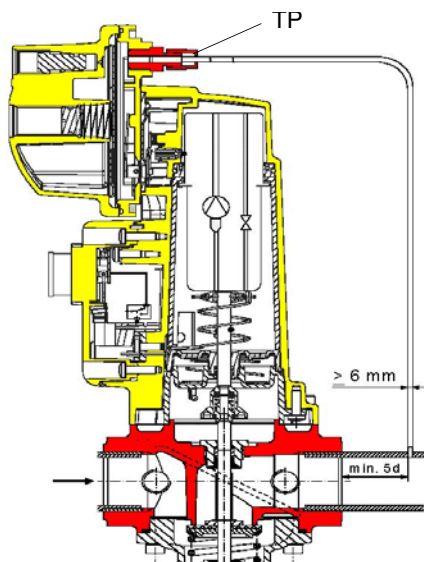
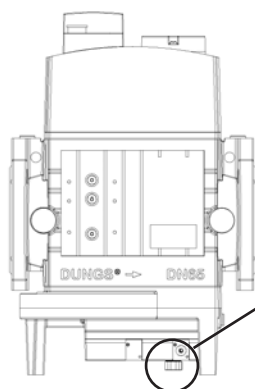


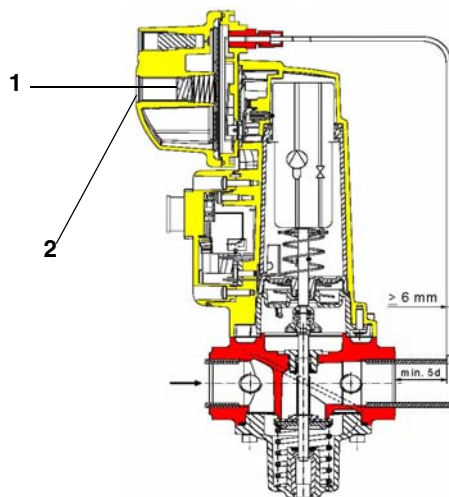
Fig. 13

Pressure adjusting range

The pressure adjusting range, downstream the gas valves group, changes according to the spring provided with the valve group.



DUNGS MBC..SE



Siemens SKP actuator

Keys

1 spring

2 cap

DUNGS MBC valves:

Performance range (mbar)	4 - 20	20 - 40	40 - 80	80 - 150
Spring colour	-	red	black	green

Siemens VGD valves with SKP actuator :

Performance range (mbar)	0 - 22	15 - 120	100 - 250
Spring colour	neutral	yellow	red

Once the train is installed, connect electrically all its elements: gas valves group, pressure switches, gas proving system.



ATTENTION: once the gas train is mounted according to the diagram on Fig. 5, the gas proving test must be performed, according to the procedure set by the laws in force.

The diagram illustrates a water supply system with two pumps and two storage tanks. On the left, a large storage tank is connected to a pump (3) via a pipe. The pump (3) is connected to a network of pipes. One branch leads to a second storage tank (top right) via a pipe with a valve (1) and a check valve (4). Another branch leads to a second pump (5) via a pipe with a valve (2) and a check valve (4). The second pump (5) is connected to a third storage tank (bottom right) via a pipe with a valve (1) and a check valve (4). The system is shown with various pipes, valves, and check valves, indicating a complex water distribution network.

- 1 Manual valve
- 2 Light oil filter
- 3 Light oil feeding pump
- 4 One way valve
- 5 Flexible hoses
- 6 Relief valve

18

Installation diagram of light oil pipes



PLEASE READ CAREFULLY THE "WARNINGS" CHAPTER AT THE BEGINNING OF THIS MANUAL.

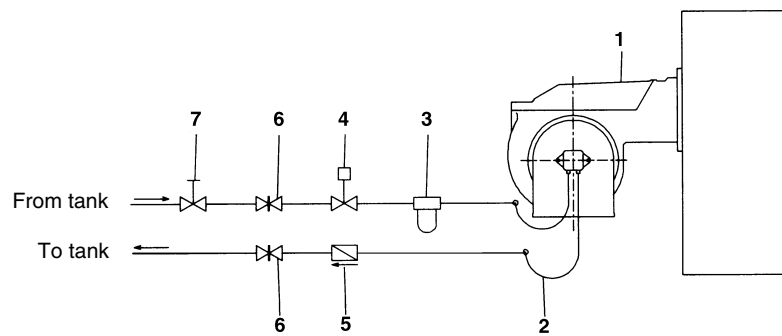


Fig. 17 - Double-pipe system

The burner is supplied with filter and flexible hoses, all the parts upstream the filter and downstream the return flexible hose, must be installed by the customer. As far as the hoses connection, see the related paragraph.

Key

- 1 Burner
- 2 Flexible hoses (fitted)
- 3 Light oil filter (fitted)
- 4 Automatic interceptor (*)
- 5 One-way valve (*)
- 6 Gate valve
- 7 Quick-closing gate-valve (outside the tank or boiler rooms)

(*) Only for installations with gravity, siphon or forced circulation feed systems. If the device installed is a solenoid valve, a timer must be installed to delay the valve closing.

The direct connection of the device without a timer may cause pump breaks.

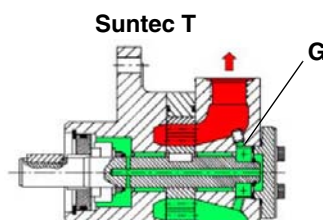
The pumps that are used can be installed both into single-pipe and double-pipe systems.

Single-pipe system: a single pipe drives the oil from the tank to the pump's inlet. Then, from the pump, the pressurised oil is driven to the nozzle: a part comes out from the nozzle while the other part goes back to the pump. In this system, the by-pass plug, if provided, must be removed and the optional return port, on the pump's body, must be sealed by steel plug and washer.

Double-pipe system: as for the single pipe system, a pipe that connects the tank to the pump's inlet is used besides another pipe that connects the pump's return port to the tank, as well. The excess of oil goes back to the tank: this installation can be considered self-bleeding. If provided, the inside by-pass plug must be installed to avoid air and fuel passing through the pump.

Burners come out from the factory provided for double-stage systems. They can be suited for single-pipe system (recommended in the case of gravity feed) as described before. To change from a 1-pipe system to a 2-pipe-system, insert the by-pass plug **G** (as for ccw-rotation- referring to the pump shaft).

Caution: Changing the direction of rotation, all connections on top and side are reversed.
pipeline length in meters.



Bleed

Bleeding in two-pipe operation is automatic: it is assured by a bleed flat on the piston. In one-pipe operation, the plug of a pressure gauge port must be loosened until the air is evacuated from the system.

About the use of fuel pumps

- Make sure that the by-pass plug is not used in a single pipe installation, because the fuel unit will not function properly and damage to the pump and burner motor could result.
- Do not use fuel with additives to avoid the possible formation over time of compounds which may deposit between the gear teeth, thus obstructing them.
- After filling the tank, wait before starting the burner. This will give any suspended impurities time to deposit on the bottom of the tank, thus avoiding the possibility that they might be sucked into the pump.
- On initial commissioning a "dry" operation is foreseen for a considerable length of time (for example, when there is a long suction line to bleed). To avoid damages inject some lubrication oil into the vacuum inlet.

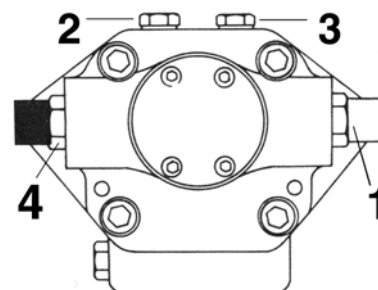
- Care must be taken when installing the pump not to force the pump shaft along its axis or laterally to avoid excessive wear on the joint, noise and overloading the gears.
- Pipes should not contain air pockets. Rapid attachment joint should therefore be avoided and threaded or mechanical seal junctions preferred. Junction threads, elbow joints and couplings should be sealed with removable seal component. The number of junctions should be kept to a minimum as they are a possible source of leakage.
- Do not use PTFE tape on the suction and return line pipes to avoid the possibility that particles enter circulation. These could deposit on the pump filter or the nozzle, reducing efficiency. Always use O-Rings or mechanical seal (copper or aluminium gaskets) junctions if possible.
- An external filter should always be installed in the suction line upstream of the fuel unit.

Light oil pumps

Suntec T..	
Viscosity	3 - 75 cSt
Oil temperature	0 - 150 °C
Minimum suction pressure	- 0.45 bar to prevent gasing
Maximum suction pressure	5 bar
Rated speed	3600 rpm max.

Key

- 1 Inlet G3/4
- 2 Pressure gauge port G1/4
- 3 Vacuum gauge port to measure the inlet vacuum G1/4
- 4 To pressure adjusting valve G3/4



"Note: pump with "C" rotation.

Suntec TV Pressure governor

Pressure adjustment

Remove cap-nut 1 and the gasket 2, unscrew the lock nut 4. To increase pressure, twist adjusting screw 3 clockwise.

To decrease the pressure, twist screw counterclockwise. Tight the lock nut 4, refit the gasket 2 and the cap nut 1.

Key

- 1 Cap nut
- 2 Gasket
- 3 Adjusting screw
- 4 Lock nut
- 5 Gasket

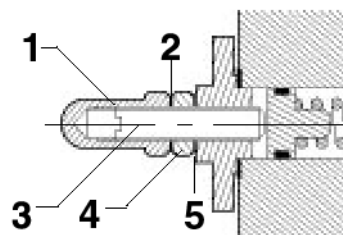
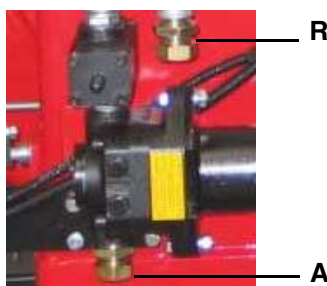


Fig. 18

Assembling the light oil flexible hoses

To connect the flexible light oil hoses to the pump, proceed as follows, according to the pump provided:

- 1 remove the closing nuts **A** and **R** on the inlet and return connections of the pump;
- 2 screw the rotating nut of the two flexible hoses on the pump **being careful to avoid exchanging the inlet and return lines**: see the arrows marked on the pump that show the inlet and the return (see previous paragraph).



Electrical connections

	Respect the basic safety rules. make sure of the connection to the earthing system. do not reverse the phase and neutral connections. fit a differential thermal magnet switch adequate for connection to the mains.
	ATTENTION: before executing the electrical connections, pay attention to turn the plant's switch to OFF and be sure that the burner's main switch is in 0 position (OFF) too. Read carefully the chapter "WARNINGS", and the "Electrical connections" section.

	WARNING: The burner is provided with a jumper between terminals 6 and 7; in the event of connecting the high/low flame thermostat remove this jumper before connecting the thermostat.
	IMPORTANT: while connecting electric supply wires to burner's terminal block be sure that ground wire should be longer than phase and neutral ones.

- Remove the cover of the electrical board mounted on the burner.
- Execute the electrical connections to the power supply terminal board as shown here following, check the direction of rotation of the fan motor and pump motor (see next paragraph) and refit the electrical board cover.

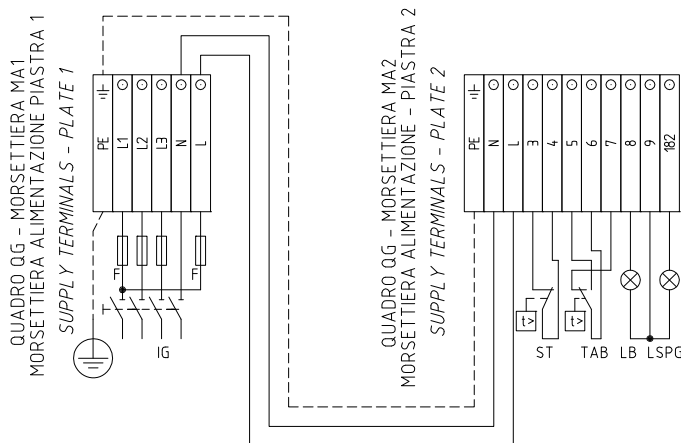


Fig. 19 - Progressive burners

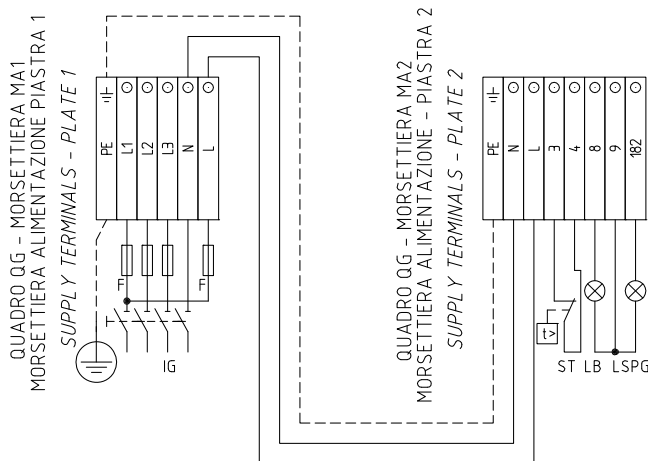


Fig. 22 - Fully modulating burners

Probes connection

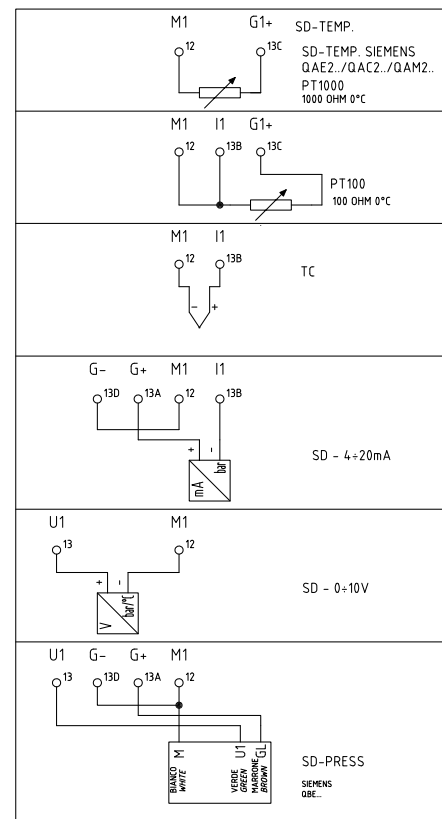


Fig. 20

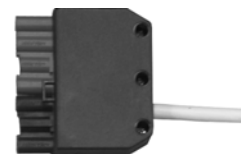


Fig. 21

As for a complete description of electrical diagrams, see pag. 45.

Probes connections by means of the 7-pin plug (Fig. 21) - see Fig. 20 for connections

Rotation of fan motor and pump motor

Once the electrical connection of the burner is executed, remember to check the rotation of the motor. The motor should rotate according to the indication on the body. In the event of wrong rotation, reverse the three-phase supply and check again the rotation of the motor.

	CAUTION: adjust the thermal cut-out according to the motor rated current value.
--	--

Combustion head gas pressure curves depending on the flow rate

Curves are referred to pressure = 0mbar in the combustion head!

The curves referred to the gas pressure in the combustion head, depending on the gas flow rate, are referred to the burner properly adjusted (percentage of residual O_2 in the flues as shown in the "Recommended combustion values" table and CO in the standard limits). During this stage, the combustion head, the gas butterfly valve and the actuator are at the maximum opening. Refer to Fig. 23, showing the correct way to measure the gas pressure, considering the values of pressure in combustion chamber, surveyed by means of the pressure gauge or taken from the boiler's Technical specifications.

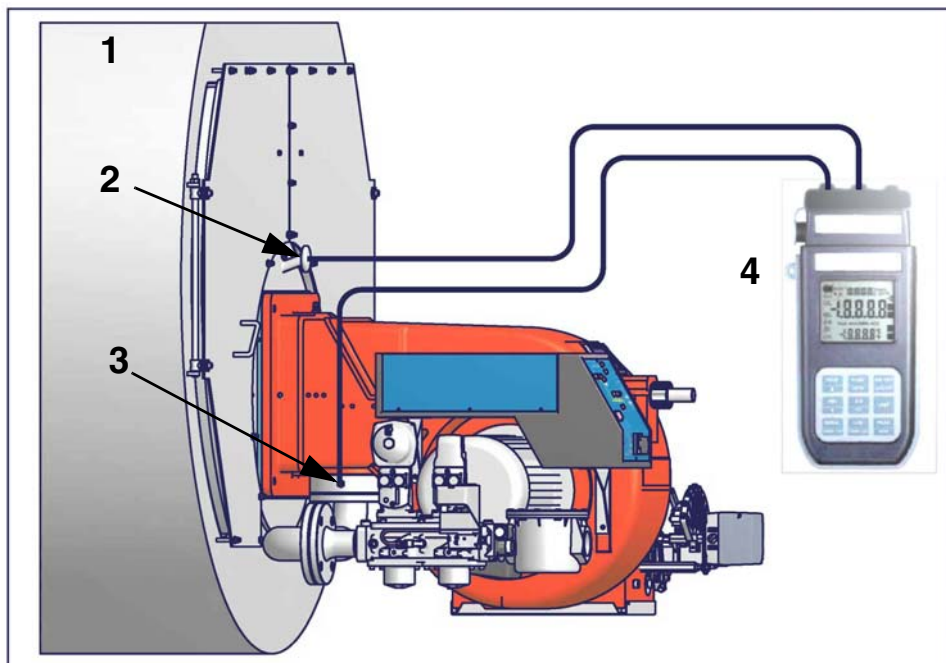


Fig. 23

Key

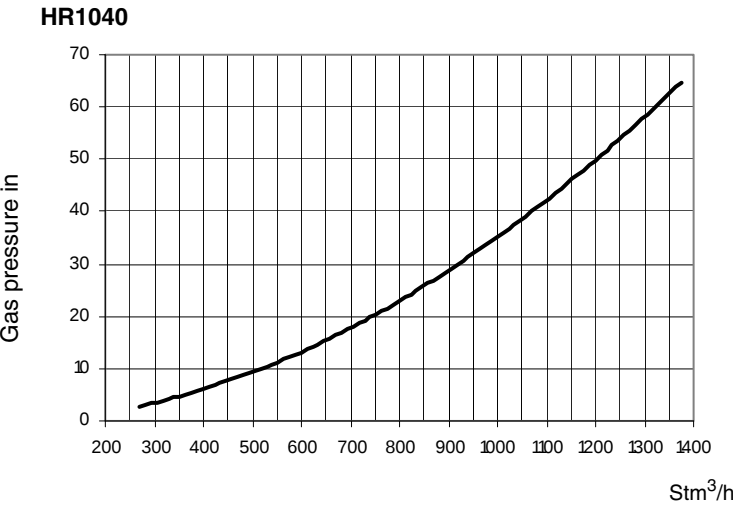
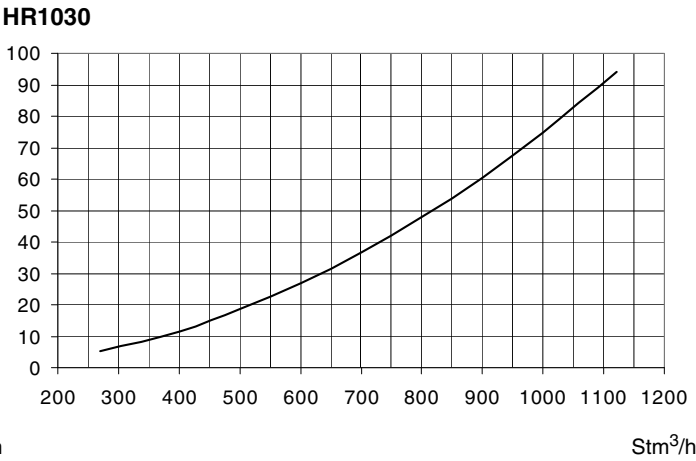
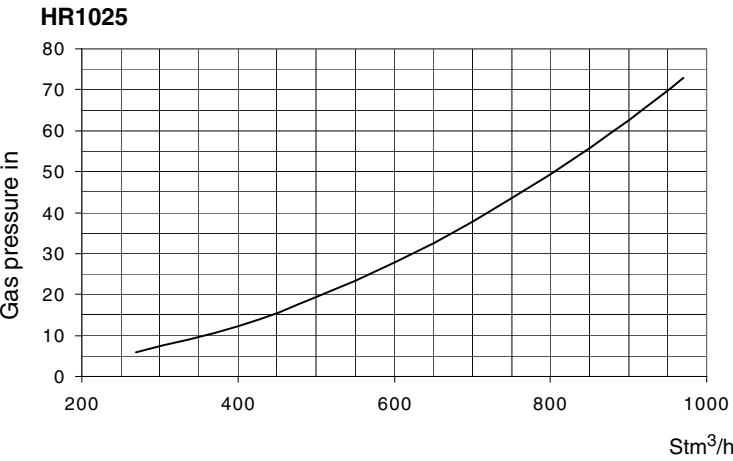
- 1 Generator
- 2 Pressure outlet on the combustion chamber
- 3 Gas pressure outlet on the butterfly valve
- 4 Differential pressure gauge

Measuring the gas pressure in the combustion head

In order to measure the pressure in the combustion head, insert the pressure gauge probes: one into the combustion chamber's pressure outlet (Fig. 23-2) to get the pressure in the combustion chamber and the other one into the butterfly valve's pressure outlet of the burner (Fig. 23-3). On the basis of the measured differential pressure, it is possible to get the maximum flow rate: in the pressure - rate curves (showed on the next paragraph), it is easy to find out the burner's output in Stm^3/h (quoted on the x axis) from the pressure measured in the combustion head (quoted on the y axis). The data obtained must be considered when adjusting the gas flow rate.

NOTE: THE PRESSURE-RATE CURVES ARE GIVEN AS INFORMATION ONLY; FOR A PROPER SETTING OF THE GAS RATE, PLEASE REFER TO THE GAS METER READING.

Pressure in combustion head - gas rate curves



ADJUSTMENTS

In order to adjust the burner, first adjust it in the gas operation and then in the light oil operation (see next paragraphs).

	ATTENTION: before starting the burner up, be sure that the manual cutoff valves are open and check that the pressure upstream the gas train complies the value quoted on paragraph "Technical specifications". Be sure that the mains switch is closed.
	ATTENTION: During commissioning operations, do not let the burner operate with insufficient air flow (danger of formation of carbon monoxide); if this should happen, make the fuel decrease slowly until the normal combustion values are achieved.
	WARNING: NEVER LOOSE THE SEALED SCREWS! OTHERWISE, THE DEVICE WARRANTY WILL BE INVALIDATE!

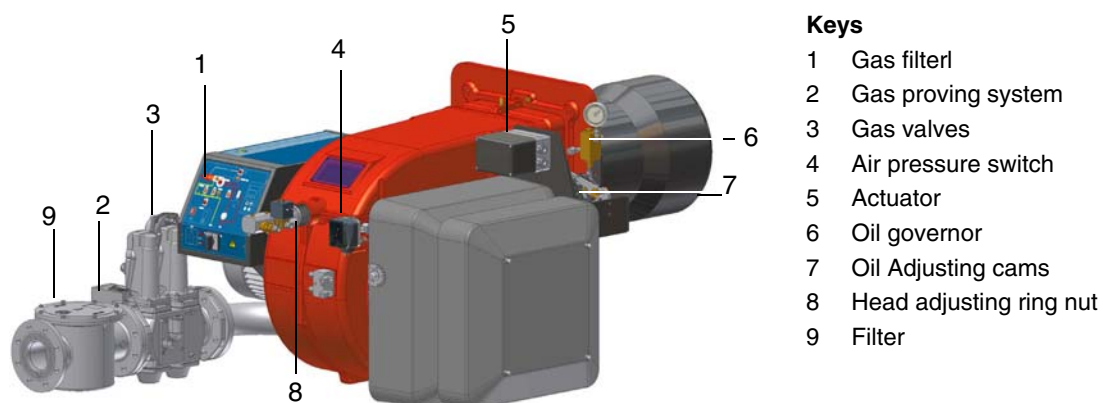
	IMPORTANT! the combustion air excess must be adjusted according to the in the following chart:
---	---

Recommended combustion parameters		
Fuel	Recommended (%) CO ₂	Recommended (%) O ₂
Natural gas	9 ÷ 10	3 ÷ 4.8
Light oil	11.5 ÷ 13	2.9 ÷ 4.9

Adjustments - brief description

Adjust the air and gas flow rates at the maximum output ("high flame") first, by means of the air damper and the adjusting cam respectively.

- Check that the combustion parameters are in the suggested limits.
- Check the flow rate measuring it on the counter or, if it was not possible, verifying the combustion head pressure by means of a differential pressure gauge, see "Measuring the gas pressure in the combustion head" on page 22.
- Then, adjust the combustion values corresponding to the points between maximum and minimum: set the shape of the adjusting cam foil. The adjusting cam sets the air/gas ratio in those points, regulating the opening-closing of the throttle gas valve.
- Set, now, the low flame output, acting on the low flame microswitch of the actuator in order to avoid the low flame output increasing too much or that the flues temperature gets too low to cause condensation in the chimney.



Keys

- 1 Gas filter
- 2 Gas proving system
- 3 Gas valves
- 4 Air pressure switch
- 5 Actuator
- 6 Oil governor
- 7 Oil Adjusting cams
- 8 Head adjusting ring nut
- 9 Filter

Fig. 24

Gas Filter

The gas filters remove the dust particles that are present in the gas, and prevent the elements at risk (e.g.: burners, counters and regulators) from becoming rapidly blocked. The filter is normally installed upstream from all the control and on-off devices.

VPS504 Gas proving system

The VPS504 check the operation of the seal of the gas shut off valves. This check is carried out as soon as the boiler thermostat gives a start signal to the burner, creating, by means of the diaphragm pump inside it, a pressure in the test space of 20 mbar higher than the supply pressure.

When wishing to monitor the test, install a pressure gauge ranged to that of the pressure supply point PA.

If the test cycle is satisfactory, after a few seconds the consent light LC (yellow) comes on. In the opposite case the lockout light LB (red) comes on.

To restart it is necessary to reset the appliance by pressing the illuminated pushbutton LB.

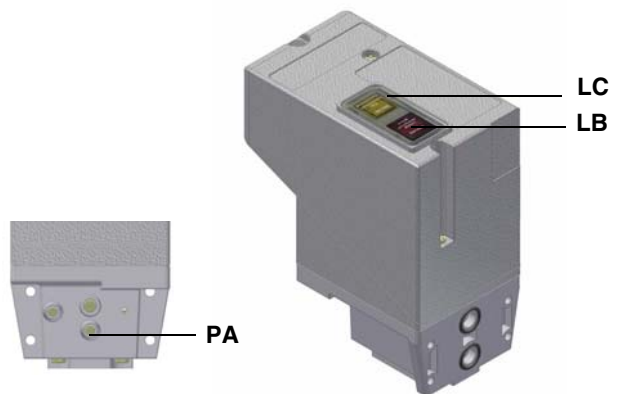


Fig. 25

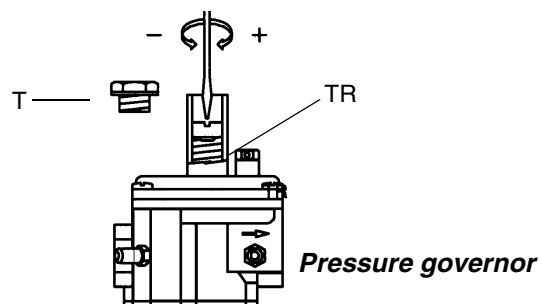
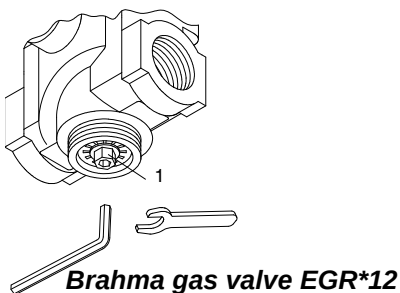
Adjusting the pilot gas flow rate Gas pressure adjusting pilot valve Brahma EG12*R and pressure governor

To change the pilot gas valve flow rate, proceed as follows:

- 1 remove the protection on the bottom of the valve, moving it counterclockwise (see next picture);
- 2 rotate clockwise the nut 1 as shown in to close the valve or counterclockwise to open.

To perform a finest adjustment, act directly on the pressure governor as follows (see next picture):

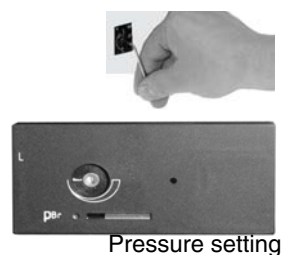
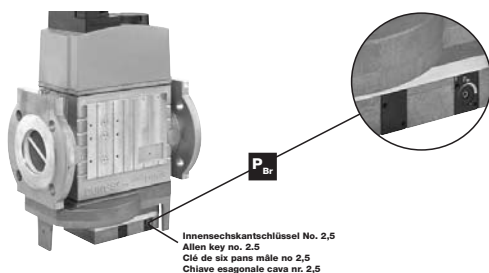
- 3 remove the cap **T**: to increase the gas pressure at the outlet use a screwdriver on the screw **TR** as shown in the pictures below. Screw to increase the pressure, unscrew to decrease; once the regulation is performed, replace cap **T**.



Adjustment procedure for gas operation

To change the burner setting during the testing in the plant, follow the next procedure.

On the DUNGS MBC..SE gas valves group, set the pressure regulator to 1/3 of its stroke, using a 2.5 allen key.



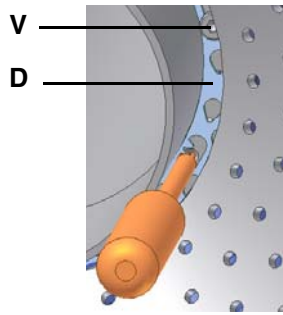
The burner is factory-set with the **D** adjusting plate holes fully open, and the combustion head at its MAX position, so it is fit to work at the maximum output.



CAUTION: perform these adjustments once the burner is turned off and cooled.

To adjust the gas flow distribution between the centre and the outer part of the combustion head, partially close the holes, as follows:

- 1 loosen the three **V** screws that fix the adjusting plate **D**;
- 2 insert a screwdriver on the adjusting plate notches and let it move CW/CCW as to open/close the holes;
- 3 once the adjustmet is performed, fasten the **V** screws.

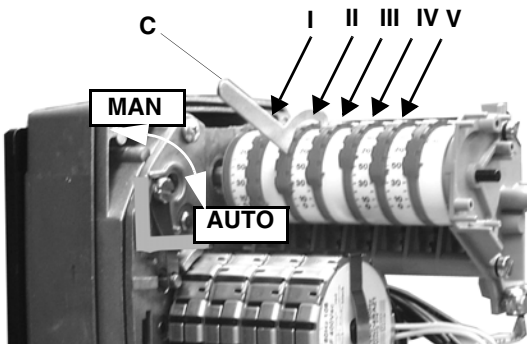


open holes



close holes

- 1 turn the burner on by selecting GAS fuel by means of the burner **CM** switch (it is placed on the burner control panel - see page 35)



Siemens SQM10

Actuator cams

- I High flame
- II Stand-by and Ignition
- III Low flame (gas)
- IV Low flame (oil)
- V Stroke limitation
- C Tool for cams adjustment



Siemens SQM40

Actuator cams

- I High flame
- II Stand-by and Ignition
- III Low flame (gas)
- IV Low flame (oil)
- VI Stroke limitation

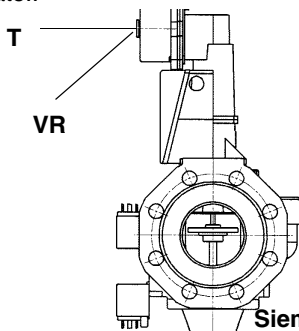
Note: to move the cams, use a screwdriver.



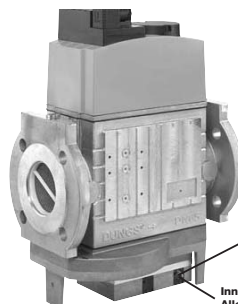
- 2 check the fan motor rotation (see page 21).
- 3 Before starting the burner up, drive the high flame actuator microswitch matching the low flame one (in order to let the burner operates at the lowest output) to safely achieve the high flame stage.
- 4 Start the burner up by means of the thermostat series, closing terminals 3 and 4; wait until the pre-purge time comes to an end and that the burner starts up;
- 5 drive the burner to high flame stage, by means of the thermostat **TAB** (as far as fully-modulating burners, see the related paragraph).
- 6 Then move progressively the microswitch to higher values until it reaches the high flame position; always check the combustion values and eventually adjusting the gas by means of the valves group governor and the air by means of the adjusting cam **CA** (see next steps).
- 7 go on adjusting air and gas flow rates: check, continuously, the flue gas analysis, as to avoid combustion with little air; dose the air according to the gas flow rate change following the steps quoted below;
- 8 acting on the pressure stabiliser of the valves group, adjust the **gas flow rate in the high flame stage** as to meet the values requested by the boiler/utilisation:

- **Siemens VGD valves group:** remove cap **T** and act on the **VR** adjusting screw to increase or decrease the pressure and consequently the gas rate; screwing **VR** the rate increases, unscrewing it decreases (see next figure).

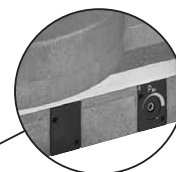
- **Dungs MBC..SE valves group:** act on its pressure governor to increase or decrease the pressure and consequently the gas rate.:



Siemens VGD..



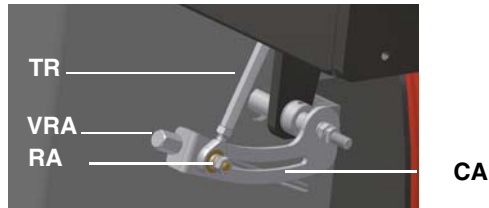
Innensechskantschlüssel No. 2,5
Allen key no. 2.5
Clé de six pans mâle no 2,5
Chiave esagonale cava nr. 2,5



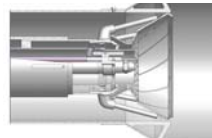
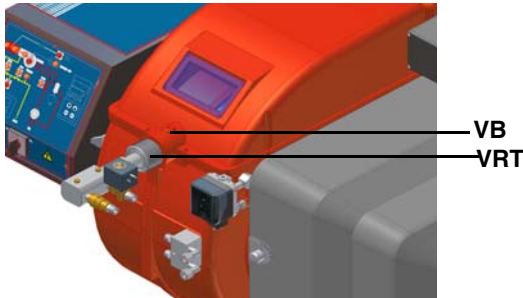
Dungs MBC..SE

- 9 To adjust the **air flow rate in the high flame stage**, loose the **RA** nut and screw **VRA** as to get the desired air flow rate: moving the rod **TR** towards the air damper shaft, the air damper opens and consequently the air flow rate increases, moving it far from the shaft the air damper closes and the air flow rate decreases.

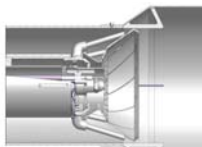
Note: once the procedure is performed, be sure that the blocking nut **RA** is fasten. Do not change the position of the air damper rods.



- 10 Only if necessary, change the combustion head position: to let the burner operate at an output lower than its maximum output, loose the **VB** screw and move progressively back the combustion head towards the MIN position, by turning clockwise the **VRT** ring nut. Fasten **VB** screw when the adjustment is accomplished.



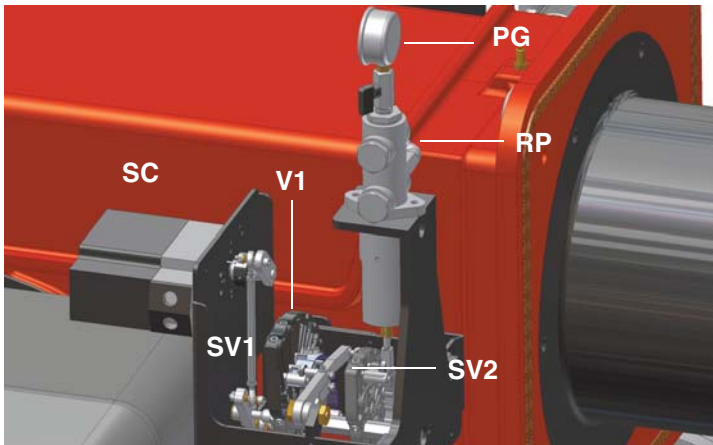
"MAX" head position



"MIN" head position

Attention! if it is necessary to change the head position, repeat the air and gas adjustments described above.

- 11 the air and gas rate are now adjusted at the maximum power stage, go on with the point to point adjustment on the **SV1** (gas side) adjusting cam as to reach the minimum output point.



Gas throttle valve open



Gas throttle valve closed

- 12 as for the point-to-point regulation, move the gas low flame microswitch (cam III) a little lower than the maximum position (90°);
- 13 set the **TAB** thermostat to the minimum (as far as fully-modulating burners, see the related paragraph) in order that the actuator moves progressively towards the low flame position;
- 14 move cam III to the minimum to move the actuator towards the low flame until the two bearings find the adjusting screw that refers to the lower position: screw **V1** to increase the rate, unscrew to decrease.
- 15 Move again cam III towards the minimum to meet the next screw on the adjusting cam and repeat the previous step; go on this way as to reach the desired low flame point.
- 16 Now adjust the pressure switches (see next paragraph).

Calibration of air and gas pressure switches

The **air pressure switch** locks the control box if the air pressure is not the one requested. If it happens, unlock the burner by means of the control box unlock pushbutton, placed on the burner control panel.

The **gas pressure switches** check the pressure to avoid the burner operate when the pressure value **VR** is not in the requested pressure range.



Calibration of air pressure switch

To calibrate the air pressure switch, proceed as follows:

- Remove the transparent plastic cap.
- Once air and fuel setting have been accomplished, startup the burner.
- During the pre-purge phase of the operation, turn slowly the adjusting ring nut **VR** in the clockwise direction (to increase the adjusting pressure) until the burner lockout, then read the value on the pressure switch scale and set it to a value reduced by 15%.
- Repeat the ignition cycle of the burner and check it runs properly.
- Refit the transparent plastic cover on the pressure switch.

Calibration of low gas pressure switch

As for the gas pressure switch calibration, proceed as follows:

- Be sure that the filter is clean.
- Remove the transparent plastic cap.
- While the burner is operating at the maximum output, test the gas pressure on the pressure port of the minimum gas pressure switch.
- Slowly close the manual cutoff valve (placed upstream the pressure switch, see gas train installation diagram), until the detected pressure is reduced by 50%. Pay attention that the CO value in the flue gas does not increase: if the CO values are higher than the limits laid down by law, slowly open the cutoff valve as to get values lower than these limits.
- Check that the burner is operating correctly.
- Clockwise turn the pressure switch adjusting ring nut (as to increase the pressure value) until the burner stops.
- Slowly fully open the manual cutoff valve.
- Refit the transparent plastic cover on the pressure switch.

Adjusting the high gas pressure switch (when provided)

To calibrate the high pressure switch, proceed as follows:

- 1 remove the plastic cover;
- 2 measure the gas pressure in the network, when flame is off;
- 3 by means of the adjusting ring nut **VR**, set the value read on step 2, increased by the 30%;
- 4 replace the plastic cover.

PGCP Gas leakage pressure switch (with Siemens LDU burner control/Siemens LMV Burner Management System)

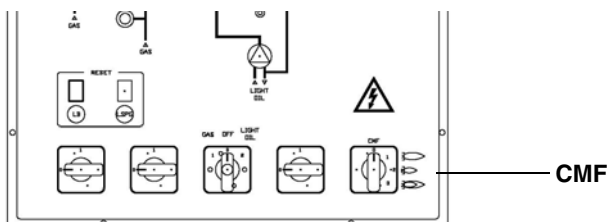
- remove the pressure switch plastic cover;
- adjust the PGCP pressure switch to the same value set for the minimum gas pressure switch;
- replace the plastic cover.

Fully modulating burners

To adjust the fully-modulating burners, use the **CMF** switch on the burner control panel (see next picture), instead of the **TAB** thermostat as described on the previous paragraphs about the progressive burners. Go on adjusting the burner as described before, paying attention to use the CMF switch instead of **TAB**.

The **CMF** position sets the operating stages: to drive the burner to the high-flame stage, set CMF=1; to drive it to the low-flame stage, set CMF=2.

To move the adjusting cam set CMF=1 or 2 and then CMF=0.



- CMF = 0 stop at the current position
- CMF = 1 high flame operation
- CMF = 2 low flame operation
- CMF = 3 automatic operation

Adjustment for light oil operation

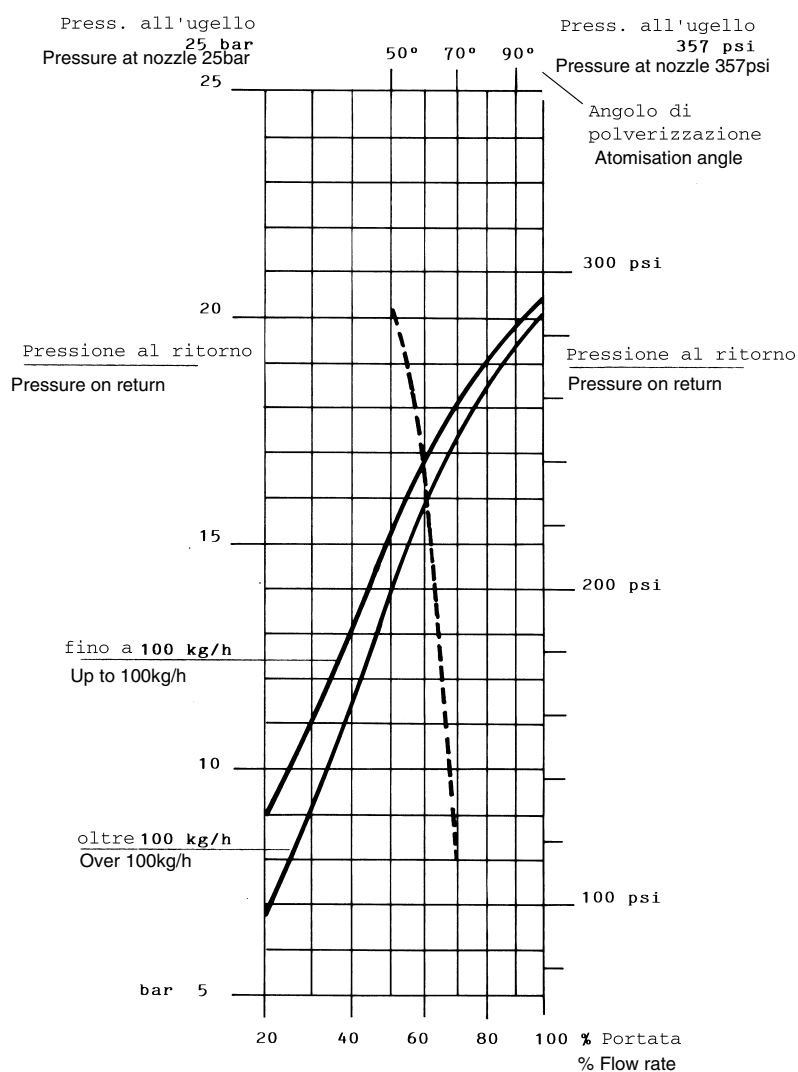
The light oil flow rate can be adjusted choosing a by-pass nozzle that suits the boiler/utilisation output and setting the delivery and return pressure values according to the ones quoted on the chart below and the diagram on Fig. 26-Fig. 27 (as far as reading the pressure values, see next paragraphs).

NOZZLE	DELIVERY PRESSURE bar	RETURN PRESSURE MAX. bar	RETURN PRESSURE MIN. bar
FLUIDICS WR2	25	19 - 20	7 (recommended)
BERGONZO B	25	18 - 21	7 (recommended)

Tab. 1

DIMENSIONS	FLOW RATE kg/h	
	Min	Max
40	13	40
50	16	50
60	20	60
70	23	70
80	26	80
90	30	90
100	33	100
115	38	115
130	43	130
145	48	145
160	53	160
180	59	180
200	66	200
225	74	225
250	82	250
275	91	275
300	99	300
330	109	330
360	119	360
400	132	400
450	148	450
500	165	500
550	181	550
600	198	600
650	214	650
700	231	700
750	250	750
800	267	800

Fig. 26



-----Atomisation angle according to the return pressure
 _____ % Flow rate

Example: as for over 100kg/h nozzles, the 80% of the nozzle flow rate can be obtained with a return pressure at about 18bar (see Fig. 26).

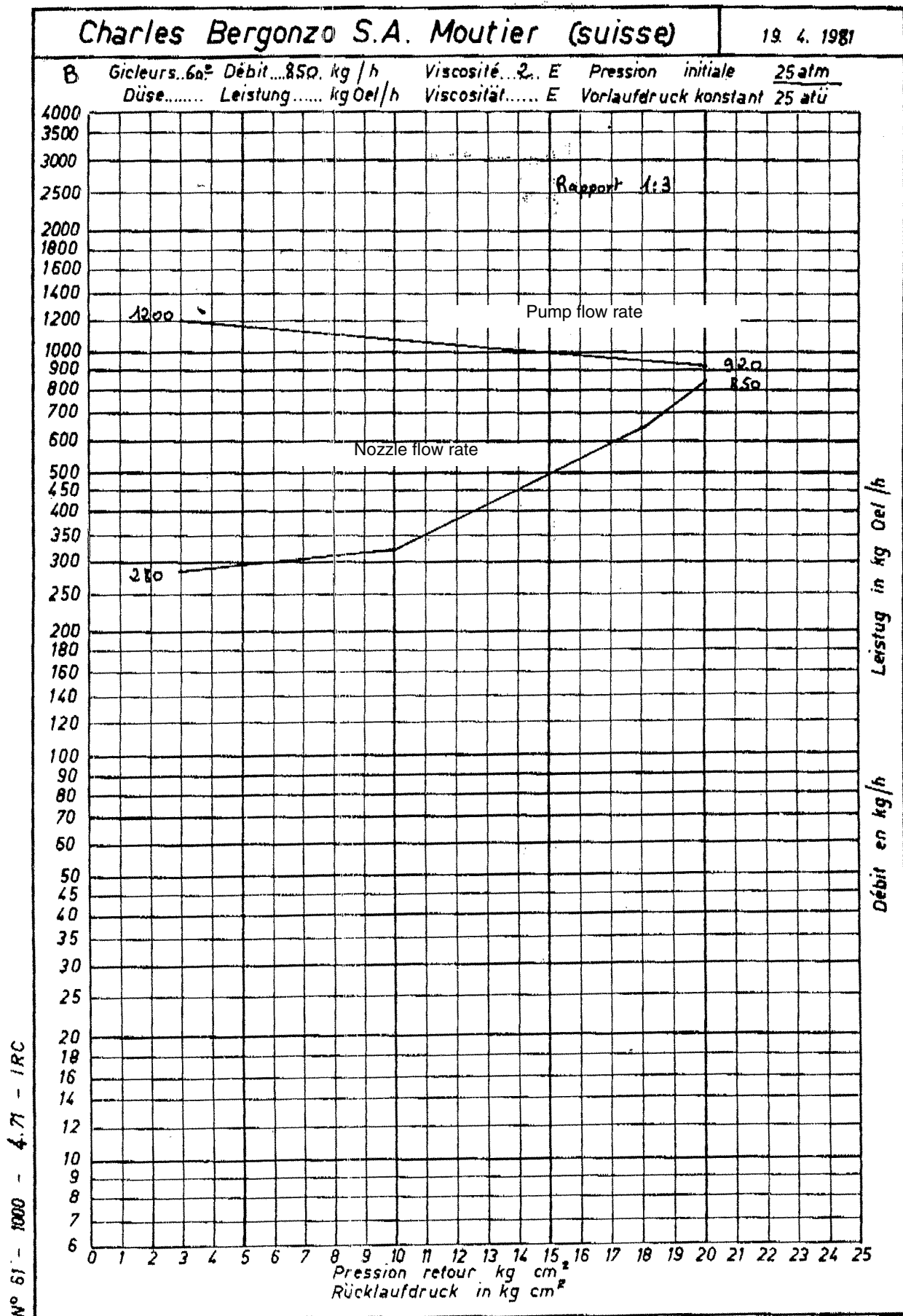
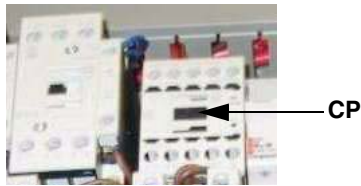


Fig. 27 - Bergonzo B nozzle - example with 850kg/h nozzle

- 1 Once the air and gas flow rates are adjusted, turn the burner off, turn the burner on again by means of the **CM** selector to switch to the heavy oil operation (OIL, on the burner control panel (see page 35).
- 2 with the electrical panel open, prime the oil pump acting directly on the related **CP** contactor (see next picture): check the pump motor rotation and keep pressing for some seconds until the oil circuit is charged;



- 3 bleed the air from the **M** pressure gauge port (Fig. 28) by loosening the cap without removing it, then release the contactor.

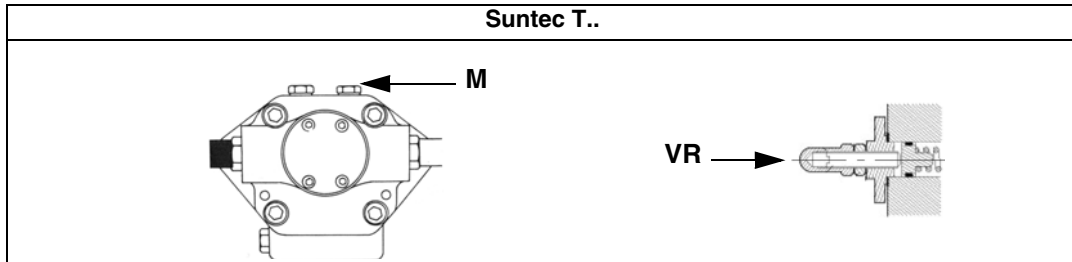
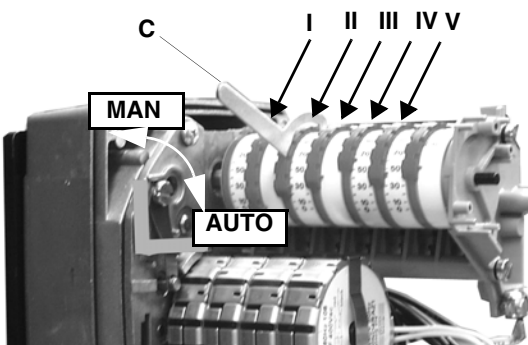


Fig. 28

- 4 Before starting the burner up, drive the high flame actuator microswitch matching the low flame one (in order to let the burner operate at the lowest output) to achieve safely the high flame stage .
- 5 record the high flame value set during the gas operation adjustments (see previous paragraphs);
- 6 Start the burner up by means of the thermostat series, closing terminals 3 and 4; wait until the pre-purge time comes to an end and that the burner starts up;
- 7 drive the burner to high flame stage, by means of the thermostat **TAB**, (as far as fully-modulating burners, see the related paragraph).
- 8 Then move progressively the microswitch to higher values until it reaches the high flame position; always check the combustion values and eventually adjusting the oil pressure (see next step).



Siemens SQM10

Actuator cams

- I High flame
- II Stand-by and Ignition
- III Low flame (gas)
- IV Low flame (oil)
- V Stroke limitation
- C Tool for cams adjustment



Siemens SQM40

Actuator cams

- I High flame
- II Stand-by and Ignition
- III Low flame (gas)
- IV Low flame (oil)
- VI Stroke limitation

Note: to move the cams, use a screwdriver.

- 9 the nozzle supply pressure is already factory-set and must not be changed. Only if necessary, adjust the supply pressure as follows (see related paragraph); insert a pressure gauge into the port shown on Fig. 30 and act on the pump adjusting screw **VR** (see Fig. 28 and further description on page 20) as to get the nozzle pressure at 25bar (according to the nozzle model provided-see page 29).

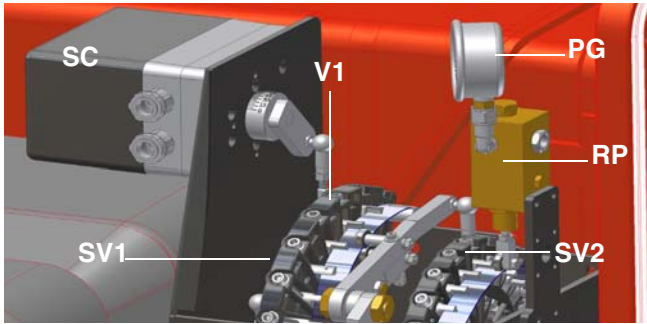


Fig. 29

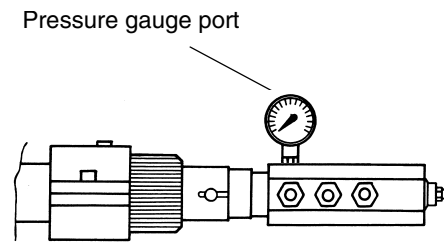


Fig. 30

- 10 in order to get the maximum oil flow rate, adjust the pressure (reading its value on the **PG** pressure gauge) without changing the air flow rate set during the gas operation adjustments (see previous paragraph): checking always the combustion parameters, the adjustment is to be performed by means of the **SV2** adjusting cam screw (see Fig. 29) when the cam has reached the high flame position.
- 11 as for the point-to-point regulation in order to set the cam foil shape, move the oil low flame microswitch (cam IV) a little lower than the maximum position (90°);
- 12 set the **TAB** thermostat to the minimum (as far as fully-modulating burners, see the related paragraph) in order that the actuator moves progressively towards the low flame position;
- 13 move cam IV (oil low flame) towards the minimum to move the actuator towards the low flame until the two bearings find the adjusting screw that refers to a lower position: screw **V2** to increase the rate, unscrew to decrease, in order to get the pressure as showed on chart/diagram on "Adjustment for light oil operation" on page 30, according to the requested rate.
- 14 Move again cam V towards the minimum to meet the next screw on the adjusting cam and repeat the previous step; go on this way as to reach the desired low flame point.
- 15 The low flame position must never match the ignition position that is why cam **IV** must be set 20°- 30° more than the ignition position.
- 16 Set cam V ("stroke limitation cam") 5° higher than the lowest "low flame cam" (cam III or cam IV).
- 17 Turn the burner off; then start it up again. If the adjustment is not correct, repeat the previous steps.
- 18 Replace the actuator and control panel covers.

As far as fully-modulating burners, see paragraph "Fully modulating burners" on page 28.

Oil circuit

The fuel is pushed into the pump 1 to the nozzle 3 at the delivery pressure set by the pressure governor. The solenoid valve 2 stops the fuel immission into the combustion chamber. The fuel flow rate that is not burnt goes back to the tank through the return circuit. The spill-back nozzle is feded at constant pressure, while the return line pressure is adjusted by means of the pressure governor controlled by an actuator coupled to an adjusting cam. The fuel amount to be burnt is adjusted by means of the burner actuator according to the adjustments set (see previous paragraph).

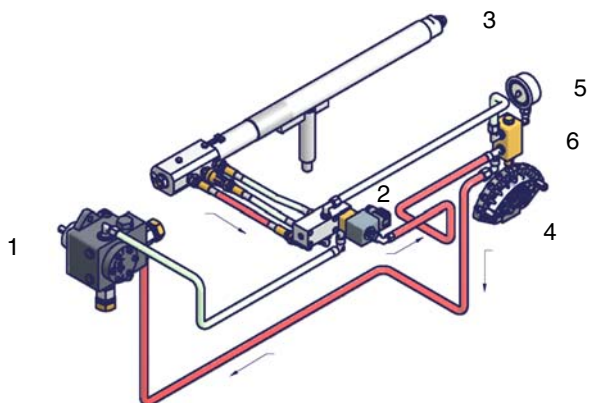


Fig. 31 - Stand-by

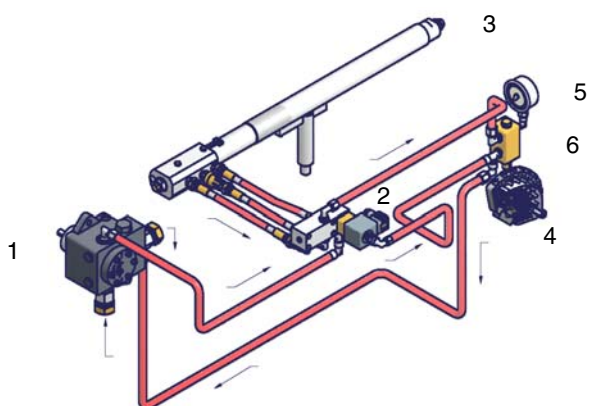


Fig. 32 - Prepurge

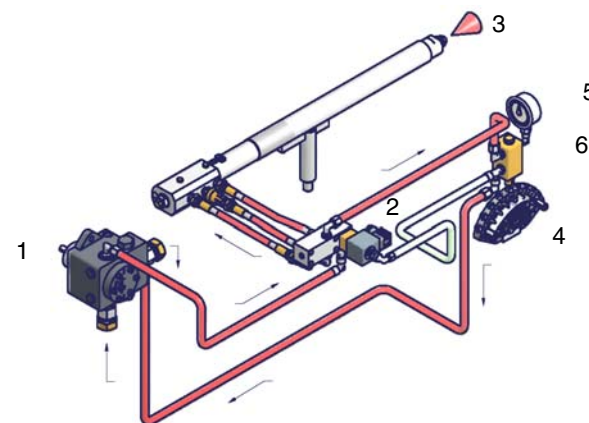


Fig. 33 - Low flame

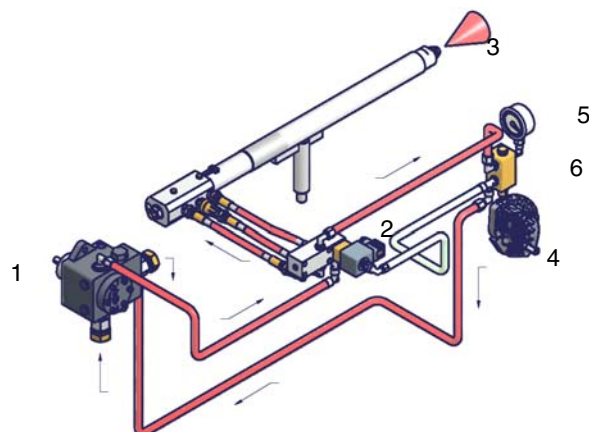


Fig. 34 - High flame

Key

- 1 Oil pump
- 2 Oil solenoid valve
- 3 Nozzle
- 4 Adjusting cam
- 5 Pressure gauge
- 6 Pressure governor

PART II: OPERATION

LIMITATIONS OF USE

THE BURNER IS AN APPLIANCE DESIGNED AND CONSTRUCTED TO OPERATE ONLY AFTER BEING CORRECTLY CONNECTED TO A HEAT GENERATOR (E.G. BOILER, HOT AIR GENERATOR, FURNACE, ETC.), ANY OTHER USE IS TO BE CONSIDERED IMPROPER AND THEREFORE DANGEROUS.

THE USER MUST GUARANTEE THE CORRECT FITTING OF THE APPLIANCE, ENTRUSTING THE INSTALLATION OF IT TO QUALIFIED PERSONNEL AND HAVING THE FIRST COMMISSIONING OF IT CARRIED OUT BY A SERVICE CENTRE AUTHORIZED BY THE COMPANY MANUFACTURING THE BURNER.

A FUNDAMENTAL FACTOR IN THIS RESPECT IS THE ELECTRICAL CONNECTION TO THE GENERATOR'S CONTROL AND SAFETY UNITS (CONTROL THERMOSTAT, SAFETY, ETC.) WHICH GUARANTEES CORRECT AND SAFE FUNCTIONING OF THE BURNER.

THEREFORE, ANY OPERATION OF THE APPLIANCE MUST BE PREVENTED WHICH DEPARTS FROM THE INSTALLATION OPERATIONS OR WHICH HAPPENS AFTER TOTAL OR PARTIAL TAMPERING WITH THESE (E.G. DISCONNECTION, EVEN PARTIAL, OF THE ELECTRICAL LEADS, OPENING THE GENERATOR DOOR, DISMANTLING OF PART OF THE BURNER).

NEVER OPEN OR DISMANTLE ANY COMPONENT OF THE MACHINE.

OPERATE ONLY THE MAIN SWITCH, WHICH THROUGH ITS EASY ACCESSIBILITY AND RAPIDITY OF OPERATION ALSO FUNCTIONS AS AN EMERGENCY SWITCH, AND ON THE RESET BUTTON.

IN CASE OF A BURNER SHUT-DOWN, RESET THE CONTROL BOX BY MEANS OF THE RESET PUSHBUTTON. IF A SECOND SHUT-DOWN TAKES PLACE, CALL THE TECHNICAL SERVICE, WITHOUT TRYING TO RESET FURTHER.

WARNING: DURING NORMAL OPERATION THE PARTS OF THE BURNER NEAREST TO THE GENERATOR (COUPLING FLANGE) CAN BECOME VERY HOT, AVOID TOUCHING THEM SO AS NOT TO GET BURNT.

OPERATION



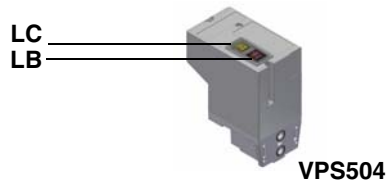
ATTENTION: before starting the burner up, be sure that the manual cutoff valves are open and check that the pressure upstream the gas train complies the value quoted on paragraph “Technical specifications”. Read carefully the “WARNINGS” chapter in this manual.

- Choose the typer of fuel by turning the **A** switch, on the burner control panel.
CAUTION: if the fuel chosen is light oil, be sure the cutoff valves on the feed and return pipes are open.
- Check the control box is not locked (signalling light **O**, on); if so, reset it by means of the pushbutton **C**.
- Check the series of thermostats and pressure switches turn the burner to on.

Gas operation

- Check the gas feeding pressure is sufficient (signalling lamp **G** on).

Burners provided with gas proving system: the gas proving system test begins; when the test is performed the proving system LED turns on. At the end of the test, the burner starting cycle begins: in case of leakage in a valve, the gas proving system stops the burner and the lamp **E** turns on. Reset it, by means of the reset pushbutton on the device, in burners with VPS504 (pushbutton **LB** in picture), or by the **D** pushbutton on the burner panel if this one is fitted with LDU11 proving system.



NOTE: if the burner is fitted with Dungs VPS504, the pre-purge phase starts once the gas proving system is successfully performed. Since the pre-purge phase must be carried out with the maximum air rate, the control box drives the actuator opening and when the maximum opening position is achieved, the pre-purge time counting starts.

- At the end of the pre-purge time, the actuator drives the complete closing (ignition with gas position) and, as this is achieved the ignition transformer is energised (LED **L** is on); the ignitor gas valves and the main gas valves open.
- Few seconds after the valves opening, the transformer is de-energised and lamp **L** turns off.
- The burner is now operating, meanwhile the actuator goes to the high flame position and, after some seconds, the two-stage operation begins; the burner is driven automatically to high flame or low flame, according to the plant requirements.

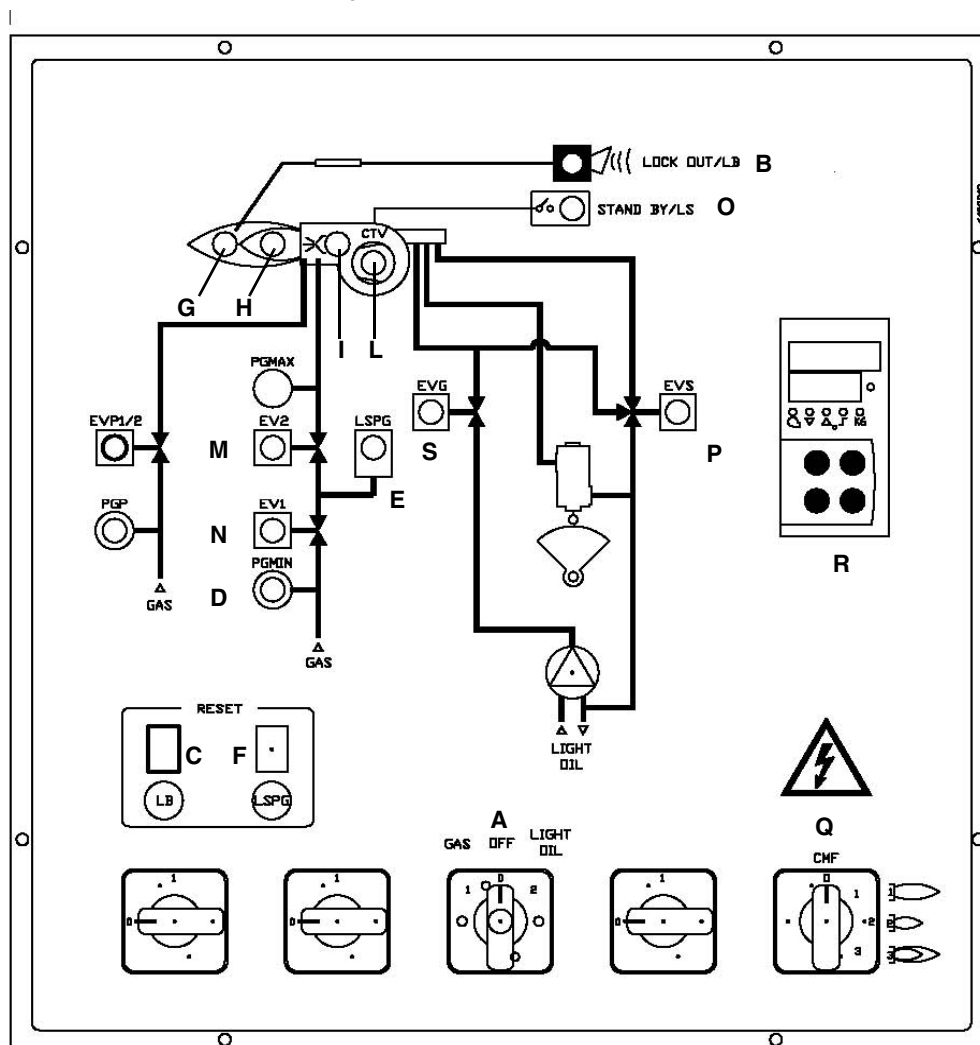
Operation in high or low flame is signalled by lamp **N** on the frontal panel.

Light oil operation

- The fan motor starts and the pre-purge phase as well. Since the pre-purge phase must be carried out at the maximum air rate, the control box drives the actuator opening and when the maximum opening position is reached, the pre-purge time counting starts.
- At the end of the pre-purge time, the actuator is in the light oil ignition position: the ignition transformer is energised (lamp **L** on); the ignitor gas valves and the light oil valves open. Few seconds after the valves opening, the transformer is de-energised and lamp **L** turns off.
- The burner is now operating, meanwhile the actuator goes to the high flame position; after some seconds, the two-stage operation begins; the burner is driven automatically to high flame or low flame, according to the plant requirements.

Operation in high or low flame is signalled by LED **N** on the burner control panel.

Fig. 35 - - Burner control panel



Keys

- A Main switch ON-OFF
- B Burner lockout signalling lamp
- C Reset button for burner control device
- D Gas pressure switch consent signalling lamp
- E Gas valves leakage control device lockout signalling lamp
- F Reset pushbutton for valves leakage control device (only for burners fitted with Siemens LDU11)
- G High flame operation signalling lamp
- H Low flame operation signalling lamp
- I Ignition transformer in operation signalling lamp
- L Overload tripped intervention signalling lamp
- M Gas valve EV2 in operation signalling lamp
- N Gas valve EV1 in operation signalling lamp
- O Burner in Stand-by lamp
- P Light oil EVG in operation signalling lamp
- Q AUTO-MAN automatic control for burner output (only on fully modulating burners)
- R Siemens RWF40.00 regulator (only on fully modulating burners)

PART III: MAINTENANCE

At least once a year carry out the maintenance operations listed below. In the case of seasonal servicing, it is recommended to carry out the maintenance at the end of each heating season; in the case of continuous operation the maintenance is carried out every 6 months.



WARNING: ALL OPERATIONS ON THE BURNER MUST BE CARRIED OUT WITH THE MAINS DISCONNECTED AND THE FUEL MANUAL CUTOFF VALVES CLOSED!

ATTENTION: READ CAREFULLY THE “WARNINGS” CHAPTER AT THE BEGINNING OF THIS MANUAL..

ROUTINE MAINTENANCE

- Check and clean the gas filter cartridge, if necessary replace it (see next paragraphs);
- Check and clean the fuel filter cartridge, replace if necessary.
- Check and clean the filter inside the light oil pump: filter must be thoroughly cleaned at least once in a season to ensure correct working of the fuel unit. To remove the filter, unscrew the four screws on the cover. When reassemble, make sure that the filter is mounted with the feet toward the pump body. If the gasket between cover and pump housing should be damaged, it must be replaced. An external filter should always be installed in the suction line upstream of the fuel unit.
- Check the fuel hoses for possible leaks.
- Remove, check and clean the combustion head (see page 38);
- Check ignition electrodes, clean, adjust and, if necessary, replace them (see page 38);
- Check and carefully clean the **UV** detector, replace it if necessary; if in doubt, check the detection current, once the burner starts up (see on page 40).
- Remove and clean the fuel nozzle  (**Important: cleaning must be performed using solvent, not metal tools!**). At the end of maintenance operations after the burner reassembly, light the flame and check its shape, replacing the nozzle whenever a questionable flame shape appears. Whenever the burner is used intensely, we recommend preventively replacing the nozzle at the start of each heating season.
- Clean and grease sliding and rotating parts.



ATTENTION: when servicing, if it was necessary to disassemble the gas train parts, remember to execute the gas proving test, once the gas train is reassembled, according to the procedure imposed by the law in force.

Light oil filter maintenance

For correct and proper servicing, proceed as follows:

- 1 cutoff the required pipe section;
- 2 unscrew the filter cup;
- 3 remove the filtering cartridge, wash it with gasoline; if necessary, replace it; check the tightening O-rings and replace them if necessary;
- 4 replace the cup and restore the pipe line.



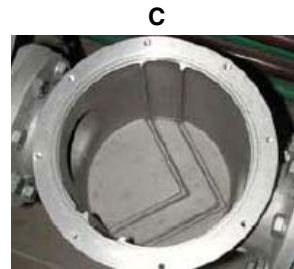
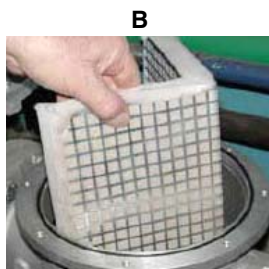
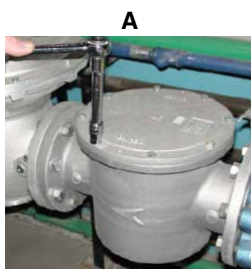
Gas filter maintenance



ATTENTION: Before opening the filter, close the manual cutoff valve downstream the filter and bleed the gas; check that inside the filter there is no pressurised gas.

To clean or remove the filter, proceed as follows:

- 1 remove the cap unscrewing the fixing screws (A);
- 2 remove the filtering cartridge (B), clean it using water and soap, blow it with compressed air (or replace it, if necessary)
- 3 replace the cartridge in its proper position taking care to place it inbetween the guides as not to hamper the cap replacement;
- 4 be sure to replace the Or ring into its place (C) and replace the cover fastening by the proper screws (A).



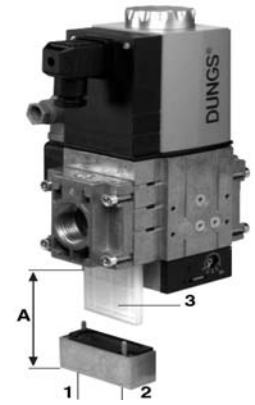
Inspection and replacement of the MULTIBLOC DUNGS MBC..SE filter (Threaded valves group)

Inspect the filter at least once a year.

- Change the filter, if pressure value between pressure connections 1 and 2 is greater than 10 mbar.
- Change the filter, if pressure value between pressure connections 1 and 2 is twice as high compared to the last inspection.

1. Interrupt gas supply: close ball valve
 2. Remove screws 1-2
 3. Replace the filter insert 3
 4. Screw in screws 1-2 without use force to fasten.
 5. Perform leakage and function test.
 6. Pay attention that dirt does not fall inside the valve.
- Space requirements for fitting filter, A: from 150 to 230 mm.

Fig.36

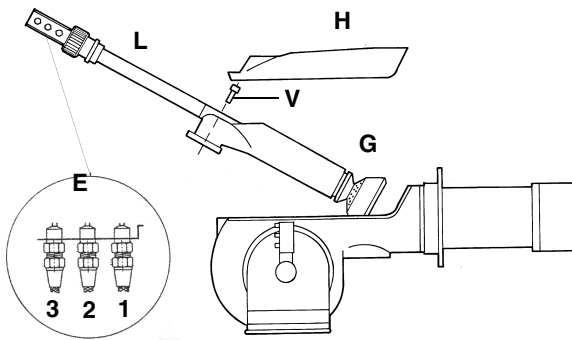


Removing the combustion head

- 1 Remove the top **H**.
- 2 Remove the **UV** detector out of its housing: disconnect electrode cables and the light oil flexible hoses.
- 3 Loosen the screws **V** holding the gas manifold **G**, loosen the two connectors **E** and remove the assembly as shown.

Note: to replace the combustion head, reverse the operations described above.

- 4 Clean the combustion head by means of a vacuum cleaner; scrape off the scale by means of a metallic brush.



Key

- 1 Inlet
- 2 Return
- 3 Gun opening
- E Oil piping connections
- H Cover
- L Oil gun

Adjusting the ignition electrode



ATTENTION: avoid the ignition electrode to contact metallic parts (blast tube, head, etc.), otherwise the boiler's operation would be compromised. Check the electrode position after any intervention on the combustion head.

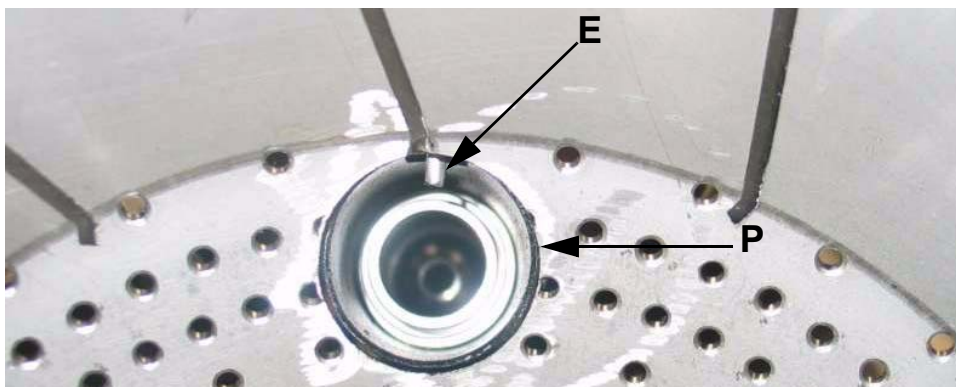
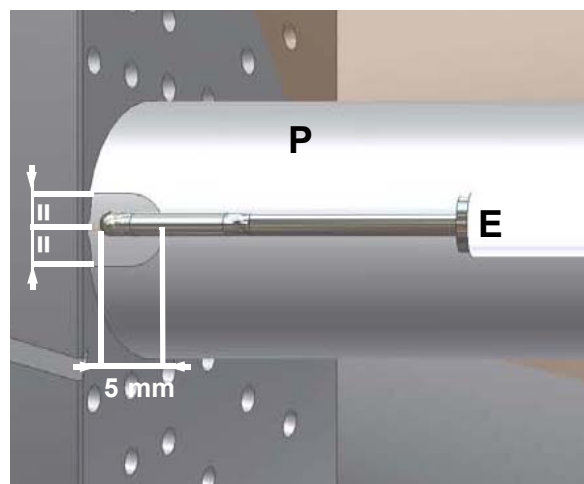
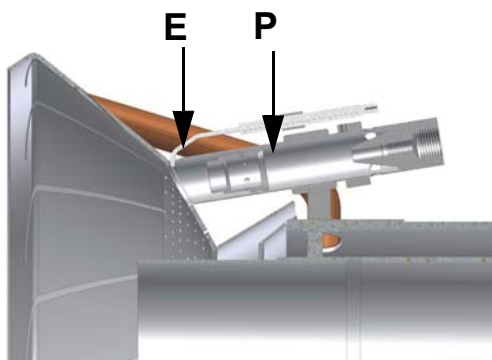


Fig. 37 - Detailed view of the diffuser with pilot (P) and ignition electrode (E)

Observe the values quoted on Fig. 38.



Detailed view of the combustion head with pilot (P) and ignition electrode (E)

Fig. 38

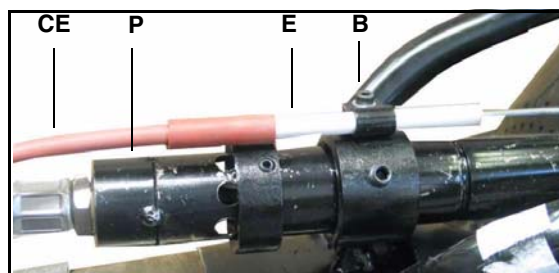
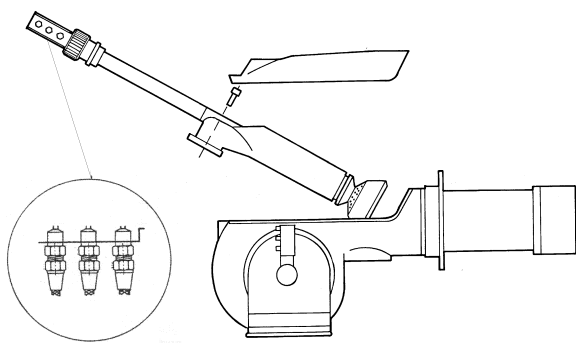
Replacing the ignition electrode



ATTENTION: avoid the ignition electrode to contact metallic parts (blast tube, head, etc.), otherwise the boiler's operation would be compromised. Check the electrode position after any intervention on the combustion head.

To replace the ignition electrode, proceed as follows:

- 1 remove the burner cover
- 2 disconnect the electrode (E) cable (CE);
- 3 remove the combustion head (see par. "Removing the combustion head");
- 4 loose screw (B) that fasten the ignition electrode (E) to the burner pilot (P);
- 5 remove the electrode and replace it, referring to the values quoted on Fig. 38;



Removing the oil gun, replacing the nozzle and the electrodes



ATTENTION: avoid the electrodes to get in touch with metallic parts (blast tube, head, etc.), otherwise the boiler operation would be compromised. Check the electrodes position after any intervention on the combustion head.

To remove the oil gun, proceed as follows:

- 1 remove the combustion head as described on the previous paragraph;
- 2 loosen the **VL** screw and remove the oil gun and the electrodes: check the oil gun, replace it if necessary;
- 3 after removing the oil gun, unscrew the nozzle and replace it if necessary;

Caution: adjust the nozzle position according to the air pipe, by means of the **VU** screw, once the **VL** screw is fastened.

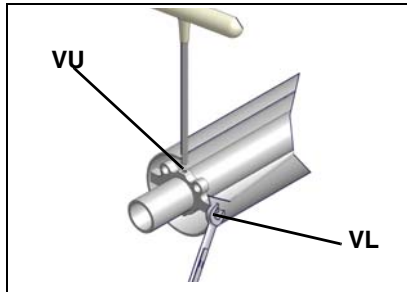


Fig. 39

Cleaning and replacing the detection photocell

To clean/replace the detection photocell, proceed as follows:

- 1 Disconnect the system from the electrical power supply.
- 2 Shut off the fuel supply
- 3 remove the photocell from its slot (see picture);
- 4 clean the bulbe if dirty, taking care not to touch it with bare hands;
- 5 if necessary, replace the bulb;
- 6 replace the photocell into its slot.



Checking the detection current

To check the detection current follow the diagram on Fig. 40. If the signal is less than the value indicated, check the position of the detection electrode or detector, the electrical contacts and, if necessary, replace the electrode or the detector.

Control box	Minimum detection signal
Siemens LFL1.3..	70 μ A (with UV detector)

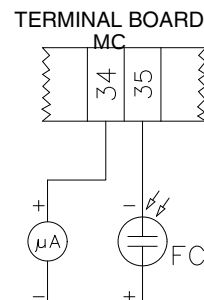


Fig. 40 - Detection with detector QRA...

Seasonal stop

To stop the burner in the seasonal stop, proceed as follows:

- 1 turn the burner main switch to 0 (Off position)
- 2 disconnect the power mains
- 3 close the fuel valve of the supply line

Burner disposal

In case of disposal, follow the instructions according to the laws in force in your country about the "Disposal of materials".

TROUBLESHOOTING

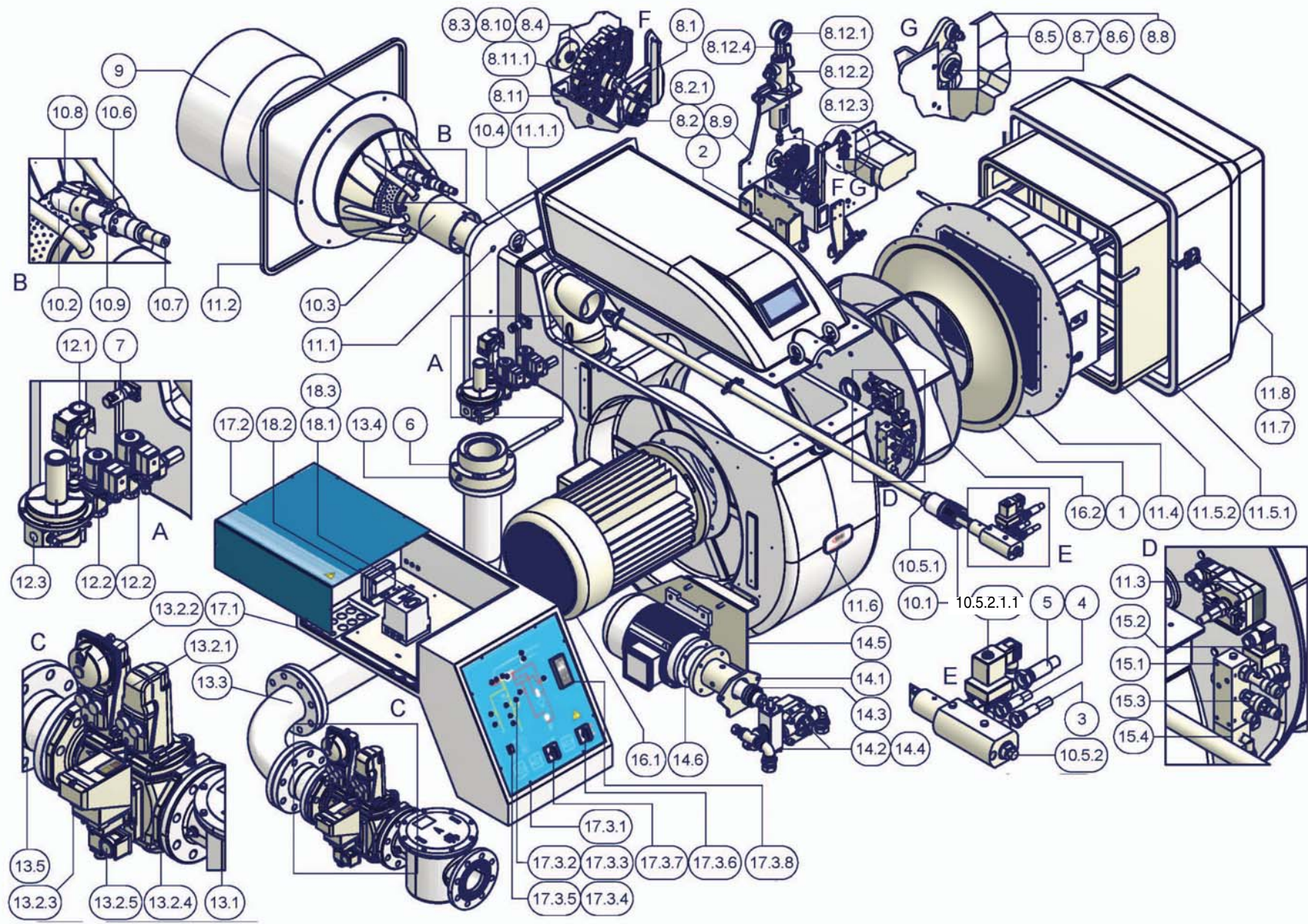
CAUSE / TROUBLE	BURNER DOESN'T START	CONTINUES PRE-PURGE PHASE	DOESN'T START AND GOES TO LOCKOUT	DOESN'T START AND REPEATS CYCLE	STARTS AND REPEATS CYCLE	DOESN'T SWITCH TO HIGH FLAME	LOCKOUT DURING OPERATION	SHUTS OFF AND REPEATS CYCLE DURING OPERATION	NOISY FUEL PUMP
MAIN SWITCH OPEN	●								
LINE FUSES BROKEN	●								
LACK OF GAS	●								
FAULTY GAS PRESSURE SWITCH	●								
FAULTY HIGH PRESSURE SWITCH	●								
FAN THERMAL CUTOFF INTERVENTION	●								
AUXILIARIES FUSE INTERVENTION	●								
FAULTY AIR PRESSURE SWITCH	●		●				●		
FAULTY CONTROL BOX	●	●	●				●		
FAULTY ACTUATOR		●							
AIR PRESSURE SWITCH UNCALIBRATED OR FAULTY							●		
GAS PRESSURE SWITCH UNCALIBRATED			●	●	●			●	
IGNITION TRANSFORMER DEFECTIVE			●						
ELECTRODES BAD POSITION			●						
GAS BUTTERFLY UNCALIBRATED			●						
GAS GOVERNOR DEFECTIVE				●	●			●	
HI-LO FLAME THERMOSTAT DEFECTIVE						●			
ACTUATOR CAM UNCALIBRATED						●			
PHOTOCELL DIRTY OR BAD POSITION							●		
FUEL LOW PRESSURE			●						
FAULT ON LIGHT OIL SOLENOID VALVES			●						
FUEL FILTERS DIRTY									●

BURNER EXPLODED VIEW

ITEM	DESCRIPTION
1	AIR INLET CONE
2	SPACER
3	FLEXIBLE HOSE
4	FLEXIBLE HOSE
5	FLEXIBLE HOSE
6	BUTTERFLY GAS VALVE
7	PHOTOCELL
8.1	LEVERAGE
8.2	ADJUSTING CAM
8.2.1	ADJUSTING CAM FOIL
8.3	ADJUSTING CAM SHAFT
8.4	BUSH
8.5	ACTUATOR
8.6	INDEX LABEL
8.7	ACTUATOR SHAFT
8.8	BRACKET
8.9	BRACKET
8.10	BUSH
8.11	ADJUSTING CAM
8.11.1	ADJUSTING CAM FOIL
8.12.1	PRESSURE GAUGE
8.12.2	PRESSURE GOVERNOR
8.12.3	OIL GOVERNOR CYLINDER
8.12.4	MANUAL VALVE
9	STANDARD BLAST TUBE
10.1	RING NUT
10.2	IGNITOR
10.3	COMBUSTION HEAD
10.4	GAS MANIFOLD

ITEM	DESCRIPTION
10.5.1	ADJUSTING BUSH
10.5.2	STANDARD COMPLETE OIL GUN
10.5.2.1.1	SOLENOID VALVE
10.6	IGNITION CABLE
10.7	GAS FLEXIBLE HOSE
10.8	IGNITION ELECTRODE
10.9	BUSH
11.1	BURNER HOUSING
11.1.1	COVER
11.2	CERAMIC FIBRE PLAIT
11.3	AIR PRESSURE SWITCH
11.4	AIR DAMPER
11.5.1	SILENCER
11.5.2	AIR DAMPER SILENCER
11.6	NAME PLATE
11.7	INDEX LABEL
11.8	AIR DAMPER INDEX
12.1	GAS PRESSURE
12.2	GAS SOLENOID VALVE
12.3	GAS GOVERNOR WITH FILTER
13.1	GAS FILTER
13.2.1	"SKP" ACTUATOR
13.2.2	"SKP" ACTUATOR
13.2.3	GAS PROVING SYSTEM
13.2.4	GAS VALVE HOUSING
13.2.5	GAS PRESSURE
13.3	FLANGED REVERSIBLE CURVE
13.4	REVERSIBLE PIPE
13.5	FLANGED PIPE

ITEM	DESCRIPTION
14.1	BRACKET
14.2	PUMP
14.3	COUPLING
14.4	PRESSURE GOVERNOR
14.5	PLATE
14.6	MOTOR
15.1	OIL MANIFOLD
15.2	SOLENOID VALVE
15.3	ONE-WAY VALVE
15.4	OIL MANIFOLD
16.1	MOTOR
16.2	FAN WHEEL
17.1	BOARD
17.2	COVER
17.3.1	FRONT CONTROL PANEL
17.3.2	LIGHT
17.3.3	LIGHT
17.3.4	LOCK-OUT RESET BUTTON
17.3.5	PROTECTION
17.3.6	SWITCH
17.3.7	SWITCH
17.3.8	OUTPUT CONTROLLER
18.1	CONTROL BOX
18.2	IGNITION TRANSFORMER
18.3	CONTROL BOX SOCKET



SPARE PARTS

Description	Code		
	HR1025	HR1030	HR1040
GAS PROVING SYSTEM - SIEMENS LDU11	2020413	2020413	2020413
CONTROL BOX - SIEMENS LFL	2020448	2020448	2020448
IGNITOR ELECTRODE	2080258	2080258	2080258
OIL FILTER	2090018	2090018	2090018
GAS FILTER - Rp 2	2090119	-	-
GAS FILTER - DN65	2090117	2090117	-
GAS FILTER - DN80	2090112	2090112	2090112
GAS FILTER - DN100	2090113	2090113	2090113
GAS FILTER - DN125	-	-	2090128
FAN WHEEL	2150063	2150058	2150058
AIR PRESSURE SWITCH	2160097	2160097	2160097
GAS PRESSURE SWITCH- DUNGS GW150 A5	2160077	2160077	-
GAS PRESSURE SWITCH- DUNGS GW150 A6	2160086	2160086	2160086
GAS PRESSURE SWITCH- DUNGS GW500 A5	2160089	2160089	2160089
IGNITION TRANSFORMER	2170302	2170302	2170302
MOTOR	2180283	2180283	2180257
FAN MOTOR	21802A2	2180294	2180292
GAS VALVE GROUP - Rp2 - Siemens VGD20..	2190171	-	-
GAS VALVE GROUP - DN65 - Siemens VGD40..	2190172	2190172	
GAS VALVE GROUP - DN80 - Siemens VGD40..	2190169	2190169	2190169
GAS VALVE GROUP - DN100 - Siemens VGD40..	2190174	2190174	2190174
GAS VALVE GROUP - DN125 - Siemens VGD40..	-	-	2190184
GAS VALVE ACTUATOR SKP15	2190181	2190181	2190181
GAS VALVE ACTUATOR SKP25	2190183	2190183	2190183
GAS VALVE GROUP - Rp2 - Dungs MBC1200SE	21903M5	-	-
GAS VALVE GROUP - DN65 - Dungs MBC1900SE	21903M6	21903M6	-
GAS VALVE GROUP - DN80 - Dungs MBC3100SE	21903M7	21903M7	21903M7
GAS VALVE GROUP - DN100 - Dungs MBC5000SE	21903M8	21903M8	21903M8
OIL SOLENOID VALVE- PARKER NC3/8"	2190750	2190750	2190750
GAS PROVING SYSTEM - DUNGS VPS	2191604	2191604	2191604
FLEXIBLE HOSES L=1500 1"Mx1"F	2340004	2340004	2340004
FLEXIBLE HOSE L=435 3/8"	2340089	2340089	2340089
FLEXIBLE HOSE L=800 1/2"Mx1/2"F	234FX07	234FX07	234FX07
FLEXIBLE HOSE L=347 1/2"Fx1/2"F	234FX24	234FX24	234FX24
FLEXIBLE HOSE L=485 3/8"	234FX31	234FX31	234FX31
SMALL ADJUSTING CAM FOIL	2440013	2440013	2440013
BIG ADJUSTING CAM FOIL	2440014	2440014	2440014
ACTUATOR - SIEMENS SQM10	2480004	2480004	2480004
ACTUATOR - SIEMENS SQM40	24800A5	24800A5	24800A5
UV PROBE	2510001	2510001	2510001
LIGHT OIL GOVERNOR	2570006	2570008	25700E6
SUNTEC TV LIGHT OIL GOVERNOR	2570036	2570036	2570036
BURNER MODULATOR	2570112	2570112	2570112
PUMP	2590148	2590148	2590159
NOZZLE	2610203	2610203	2610203
PILOT ASS.Y	2640050	2640040	2640040
GAS GOVERNOR WITH FILTER	2800085	2800085	2800085
COMBUSTION HEAD	30600T5	30600U9	3060292
BLAST TUBE	30910H1	30910H2	30910Q8
IGNITION CABLE	6050153	6050153	6050153

NOTE: it is recommended to mention the burner ID number on the spare parts request form.

WIRING DIAGRAMS

WIRING DIAGRAM SE12-072 - Progressive burners

WIRING DIAGRAM SE12-097 - Fully-modulating burners

See the attached wiring diagrams.

ATTENTION:

- 1 - Electrical supply 400V 50Hz 3N a.c.
- 2 - Don't reverse phase with neutral
- 3 - Ensure to the burner a proper hearthing

SIEMENS LFL 1.3.. CONTROL BOX

Automatic programme in the event of interruption and indication of position when interrupted

By default, in the event of any kind of interruption, the flow of fuel is immediately interrupted. At the same time the programmer stops and this indicates the position at the time of the interruption.

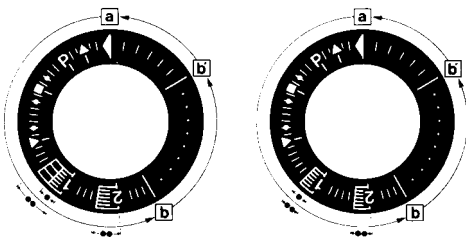
A symbol on the indicator disc shows each time the type of stoppage:

- ◀ No start-up (for example fault in the CLOSED signal for the limit contact "Z" at terminal 8 or some other contact between the terminals 12 and 4 or 4 and 5 is not closed).
- ◀ Start-up suspended because of a fault in the OPEN signal for the limit contact "A" at terminal 8.
- P Block due to absence of air pressure signal. From this moment onwards any absence of air pressure will cause a block.
- Block due to malfunction of the flame detector circuit.
- ▼ Start-up interrupted because there is a fault in the MINMUM signal for the auxiliary contact of the damper servo motor at terminal 8.
- 1 Block due to absence of flame signal at the end of the 1st safety period.

From this moment onwards any absence of a flame signal will cause a block.

- 2 Block due to absence of flame signal at the end of the 2nd safety period (flame signal of main burner).
- █ Block due to absence of flame signal or air pressure during operation.

Where a block stoppage occurs at any moment between switch on and pre-ignition without registering any symbol, the cause is normally an unscheduled flame signal.



a-b Start-up programme

b-b' For time variants: move the programmer on to the automatic stop after the burner starts up (b' = position of the programmer during normal burner operation).

b(b')-a Post-ventilation programme after a regulation stop. At the start-up position "a" the programmer stops automatically.

. Safety time duration for mono-tube burners

.. Safety time duration for twin-tube burners

The apparatus can be reset immediately after a block. After resetting (and after the elimination of any problem causing the stoppage or after a power failure) the programmer returns to its start-up position. In this event only the terminals 7, 9, 10 and 11 are live in accordance with the monitoring programme. Only after this the device programs a new startup.

Operation

The wiring system and also the control system of the programmer "P" have already been given in this manual. The response signals required for the active parts and the flame monitor circuit are shown by a hatching. In the absence of these response signals the mechanism interrupts the start-up programme; the exact time of the interruption can be identified from the visual indicator and will cause a block if the safety code requires it.

A consent to start-up by means of the thermostat or pressostat "R"

A-B start-up program

B-C normal burner operation

C regulation stop caused by "R"

C-D programmer returns to start-up position A.

During the regulation stop only terminals 11 and 12 are live and the damper, through the limit contact "Z" of its servo-motor is in the CLOSED position.

The flame detector circuit F is activated (terminals 22 and 23 or 23/4) for the detector test and the paracitic light test.

Where the burners do not have dampers (or have an independent 00 damper control mechanism) there must be a bridge between terminals 6 and 8, otherwise the mechanism will not start up the burner.

For a burner to start up the following conditions must be met:

- Mechanism not blocked/reset.
- Damper closed. Limit contact switch Z must be in the CLOSED position and allow current to flow between terminals 11 and 8.
- Any contacts checking that the fuel valve (bv...) is closed, or other contacts with similar functions, must be closed between terminal 12 and the air pressostat LP.
- The contact for the air pressostat LP must be in the off position (LP test) so as to feed terminal 4.
- The gas pressostat contacts GP and the safety thermostat and pressostat contacts W must also be closed.

Start-up program

A Start-up

(R closes the start-up control ring between terminals 4 and 5)

The programmer starts up. At the same time the ventilator motor is fed through terminal 6 (only for pre-ventilation) and, after t7, the ventilator motor or the combustion gas exhaust fan is fed through terminal 7 (pre-ventilation and post-ventilation).

At the end of t16, the command opening the damper passes through terminal 9; during the damper opening time the programmer does not move since terminal 8, through which the programmer is fed, is dead.

Only once the damper is fully open and the limit contact switch A has switched on, feeding terminal 8, does the programme proceed.

t1 Pre-ventilation time with damper fully open (nominal air flow).

Shortly after the beginning of the pre-ventilation time, the air pressostat should switch off the current between terminals 4 and 13; otherwise the apparatus would block (air pressure monitor).

At the same time the terminal 14 should be live since current feeding the ignition transformer and the fuel valves passes through this circuit.

During pre-ventilation time the flame detector circuit is checked and in the event of an operational defect the monitor brings about a block.

At the end of the pre-ventilation time the monitor automatically moves the damper servo-motor, through terminal 10, to the flame ignition position which is governed by the auxiliary contact "M".

During this period the programmer stops until terminal 8, is again activated through contact "M".

After a few seconds the little programmer motor is directly fed by the active part of the apparatus.

After this point terminal 8 plays no further part in the burner ignition process.

Mono-tube burner

t3 Pre-ignition time waiting the response from the fuel valve at terminal 18.

t2 Safety time (start up flame strenght); at the end of the safety time a flame signal should appear at terminal 22 of the amplifier and it should stay on until a regulation stop; if this does not happen the mechanism will block.

t4 Interval; at the end of t4, terminal 19 is live.

t5 Interval At the end of t5 terminal 20 is live. At the same time the monitor outlets from 9 and 11 and terminal 8 into the active part of the apparatus are kept galvanically separated so as to protect the monitor itself from recovery voltage through the capacity regulator circuit.

Twin-tube burners (**)

t3 Preignition time until the all clear to the pilot burner valve at terminal 17.

t2 First safety time (pilot flame strenght); at the end of the safety time a flame signal should appear at terminal 22 of the amplifier and it should stay on, until a regulation stop; if it does not, the apparatus will block.

t4 Interval until the consent to the fuel valve at terminal 19, for the first flame of the main burner.

t9 2nd safety time; at the end of the second safety time the main burner should be lit by means of the pilot. At the end of this period, terminal 17 is dead and therefore the pilot burner will be out.

t5 Interval; at the end of t5 terminal 20 is live. At the same time the monitor outlets from 9 to 11 and the terminal 8 at the input of the active part of the apparatus are galvanically separated so as to protect the apparatus.

ratus itself from recovery voltage through the strenght regulator circuit.

When the strenght regulator LR at terminal 20 gives the consent, the start-up programme for the apparatus comes to an end. Depending on time variants, the programmer stops either immediately or at the end of a set time, without effecting the position of the contacts.

B Operational position of the burner

B-C Burner operation (production of heat)

While the burner is working the strnght regulator controls the damper, according to the demand for heat, by means of the positioning at nominal load of the auxiliary contact "V" of the damper servocontrol.

C Regulation stop for operation of "R"

When there is a regulation stop the fuel valves immediately close. At the same time the programmer starts to programme:

t6 Post-ventilation time (post-ventilation with the ventilator "G" at terminal 7). Shortly after beginning of the post-ventilation time terminal 10 becomes live and moves the damper to the "MIN" position. The full closure of the damper only happens towards the end of the post-ventilation time and is prompted by an automatic signal from terminal 11

t13 Admissible post-ignition time

During this time the flame monitor circuit may still receive a flame signal without the apparatus blocking.

D-A End of automatic programme

At the end of t6, at the point where the programmer and the automatic contacts have reverted to the starter position, the detection probe test restarts.

During an operational stop even an unscheduled flame signal lasting a few seconds can cause a block because during this period an NTC in the circuit acts as retarder. This means that brief unscheduled influences cannot cause a block.

(**) Times t3, t2 and t4 only apply only to safety devices in the series 01.

Specifications

Mains voltage	220V -15%...240V +10%
Frequency	50Hz -6%...60Hz +6%
Absorbed capacity	3.5 VA
Built-in fuse	T6.3/250E slow action DIN41571 No. 451915070

External fuse	max. 16A
Interference	N-VDE0875
Flow permitted at terminal 1	5A (DIN 0660 AC3)
Flow permitted at control terminals	4A (DIN 0660 AC3)

Flow at monitor contacts:	
input at terminals 4 & 5	1A, 250V
input at terminals 4 & 11	1A, 250V
input at terminals 4 & 14	function of the load at terminals 16 and 19, min. 1A, 250V

Emplacement	Any
Protection	IP40
Permitted ambient temp	-20...+60° C
Min.temperature (trans/storage)	-50° C

Weight:	
apparatus	approx. 1,000g.
base	approx. 165g.

Ionisation monitor

voltage in detector electrode	
normal working	330V ±10%
test	380V ±10%
short circuit current	max. 0,5 mA
Ionisation current, min.request	6 µA
max. permitted length for connecting cables	
normal cable (laid separately**) 80m	
armoured cable(high frequency) protection at terminal 22	140m

UV monitor	
Voltage in UV detector	
normal working	330V ±10%
test	380V ±10%
Detector current, min. request*	70µA
Max. detector current	
normal working	630 µA
test	1300 µA

Max.length of connecting cable	
normal cable (laid separately**) 100m	
armoured cable (high frequency) protected at terminal 22	200m

Weight	
QRA2	60 g
QRA10	450 g.

*Connect up in parallel to the measuring device a condenser 100µF, 10...25V.

** The wire connecting up the detector electrode should not be in the same sleeve as the other conductor wires.

Ignition spark monitor with QRE1 series 02 detector

Minimum detector current 30µA

Operating times

t7 initial delay for ventilator G2	2
t16 initial delay of air damper OPEN consent	4
t11 opening time for damper	any
t10 initial delay for air pressure monitor8	
t1 pre-ventilation time with damper open36	
t12 travel time for air damper to MIN positionany	
t3 t3' pre-ignition time	t3 4 t3 '-
t2 t2' safety time (1st safety time for burners with intermittent pilot lighter	t2 2 t2 '-
t4 t4' interval between start of t2 and response to valve at terminal 19	t4 10 t4 '-

t9 2nd safety time for burners with intermittent pilot lighter 2	
t5 interval between end of t4 and response at terminal 20 10	
t20 interval before programmer cuts out after start-up- duration of start-up	60
t6 post-ventilation time (G2 only)	12
t13 permitted post-ignition time	12
t16 initial delay from opening consent of the air damper	
t20 interval until the automatic shut-off of the programming mechanism after the burner start	

Key

A	limit contact switch for damper OPEN position
AI	block remote signal
AR	main relay (working network) with contacts "ar"
AS	Monitor fuse
BR	block relay with "br" contacts
BV	fuel valve
EK	reset button
FE	detector electrode of ionisation circuit
FR	flame relay with "fr" contacts
G	ventilator motor or burner motor
GP	gas pressure switch
H	main interruptor switch
L	block stoppage LED
LK	air damper
LP	air pressostat
LR	safety regulator
M	auxiliary contact switch for damper "MIN" position
QRA	UV detector
QRE	ignition spark detector
R	thermostat or pressostat
S	fuse
SA	damper servo-motor
SM	synchronous programmer motor
V	flame signal amplifier
V	in case of servo-motor: auxiliary contact for response to fuel valve with regard of damper position
W	safety pressostat or thermostat
Z	ignition transformer
Z	in case of servomotor: end of limit contact switch for damper CLOSED position
ZBV	pilot burner fuel valve
°	for mono-tube burners
°°	for twin-tube burners

- (1) input for raising QRA detector voltage to test level
- (2) input for excitation of flame relay during flame detector test

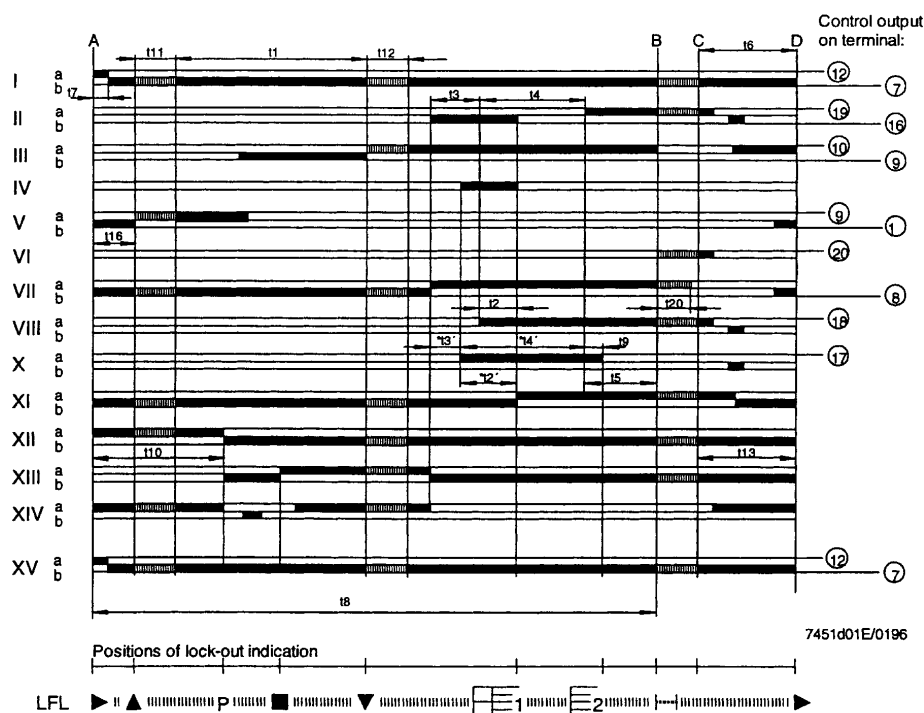
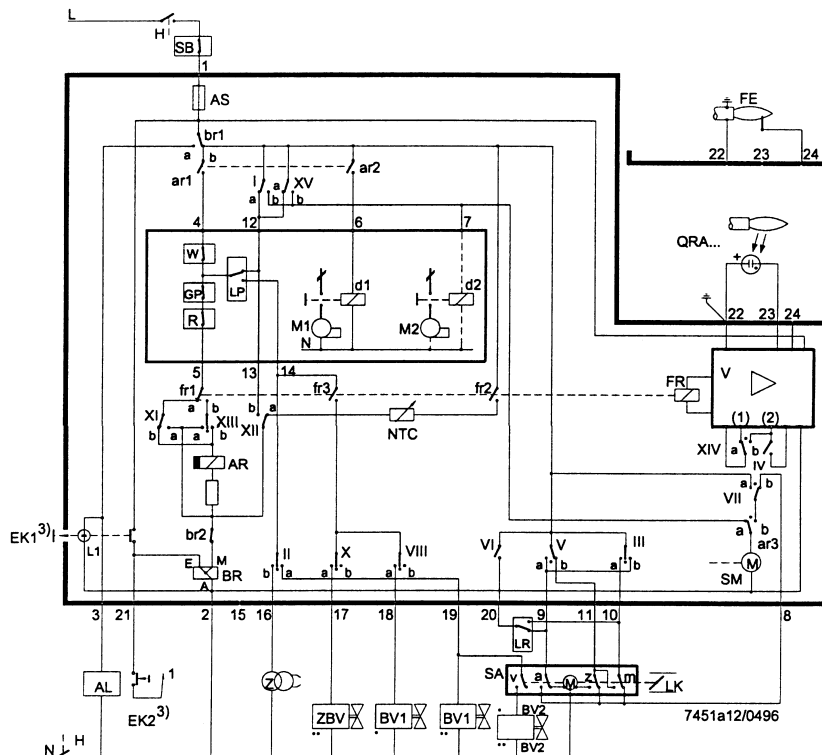
- circuit (contact XIV) and during safety time (contact IV)
(3) Do not press EK for more than 10 seconds

Programmer diagram

- t1 pre-ventilation time
t2 safety time
*t2 '1st safety time
t3 pre-ignition time
*t3 'pre-ignition time
t4 interval for creating current between terminals 18 and 19
*t4 'interval for creating current between terminals 17 and 19
t5 interval for creating current between terminals 19 and 20
t6 post-ventilation time

- t7 interval between startup consent and current created at terminal 7
t8 duration of start-up
*t9 2nd safety time
t10 interval before air pressure monitoring begins
t11 damper opening travel time
t12 damper closure travel time
t13 permissible post-combustion time
t16 initial delay of damper OPEN response
t20 interval before programmer automatically stops

* These times are valid with the use of a series 01 safety device for monitoring burners with intermittent pilot lighter.





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Note: specifications and data subject to change. Errors and omissions excepted.