

# HTS 105 S/70.38

### **SILICON CARBIDE BURNER CONE**

HTS 105 S/70 - HV Ø38				
Maximum output [kW]		105		
Fuel pressure at maximum capacity [mbar] (measured at P <sub>1.F</sub> – pag. 2)	Natural gas (8250 kcal/Nm³)	80		
	LPG (22500 kcal/Nm³)	68		
Air pressure at maximum capacity [mbar]	Natural gas (8250 kcal/Nm³)	80		
(measured at P <sub>1.A</sub> - pag. 2)	LPG (22500 kcal/Nm³)			
Flame length at maximum capacity [mm] (measured from the end of the burner body)	Natural gas (8250 kcal/Nm³)	650		
	LPG (22500 kcal/Nm³)	680		
Flame speed at maximum capacity [m/s] (with 20% excess of air)	High speed	160		
Flame detection	Ionization flame detection electrode or UV cell			
Fuel	Natural gas (LPG and other fuel on request)			

All information is based on laboratory tests in a neutral pressure chamber. Different conditions and chamber sizes can affect the data.

All information is based on a standard combustor design. Modifications to the combustor will alter performance and pressures.

All data are based on gross calorific values.

All information is based on tests conducted on generally acceptable air and gas piping systems.

Data reported in this technical sheet are subject to change without notice.

Performance data and dimensions are guidelines only and are not binding.

 $\textbf{ECOFLAM}\ reserves\ the\ right\ to\ modify\ the\ construction\ and\ /\ or\ configuration\ of\ its\ products\ at\ any\ time$ 



#### **CHARACTERISTICS OF THE BURNER**

Fuel 1: CH4

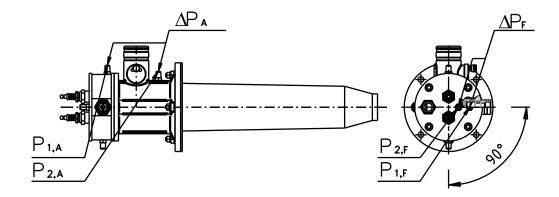
Fuel 1 diaphragm: Ø8.5

Fuel 2: LPG

Fuel 2 diaphragm: Ø7.25

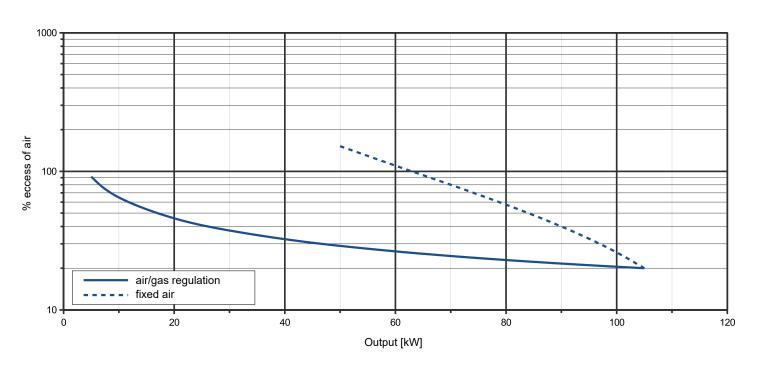
Comburent: Air Comburent diap.: Gr.26%

Cone: Ø38



#### **OPERATING RANGE**

#### **TYPICAL OPERATING RANGE**



## **Ecoflam**

 $\begin{array}{ll} \textbf{LEGENDA} \\ \textbf{Q}_{\textbf{F}} & \text{Fuel flow} \end{array}$ 

 $P_{1.F}$  Fuel pressure upstream the diaphragm

 $P_{\text{1.A}}$  Air pressure upstream the diaphragm

 $\mathbf{Q}_{\mathbf{A}}$  Air flow  $\mathbf{P}_{\mathbf{2.F}}$  Fuel pressure downstream the diaphragm

 $P_{\text{2.A}}$  Air pressure downstream the diaphragm

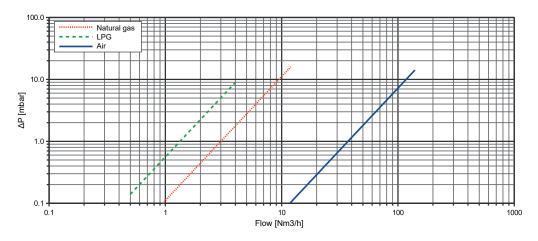
 $\Delta P_{\text{F}}$  Differential fuel pressure between ports 1 and 2

 $\Delta P_{\text{A}}$  Differential air pressure between ports 1 and 2

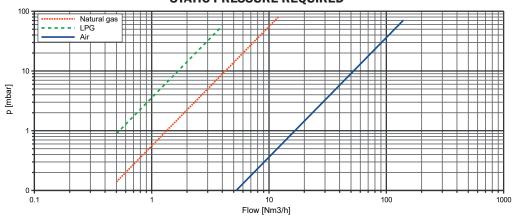
#### **FLOW RATE CURVES**

FUEL					
Q <sub>F</sub> [Nm³/h]	P <sub>1.F</sub> [mbar]		∆P <sub>F</sub> [mbar]		
	Natural gas	LPG	Natural gas	LPG	
0.5	0.14	0.89	0.03	0.14	
1	0.56	3.56	0.11	0.56	
1.5	1.25	8.01	0.25	1.26	
2	2.23	14.24	0.44	2.24	
2.5	3.48	22.24	0.69	3.50	
3	5.01	32.03	1.00	5.03	
3.5	6.82	43.59	1.36	6.85	
4	8.90	56.94	1.78	8.95	
4.5	11.27		2.25		
5	13.91		2.78		
5.5	16.83		3.36		
6	20.03		4.00		
6.5	23.51		4.69		
7	27.26		5.44		
7.5	31.30		6.24		
8	35.61		7.11		
8.5	40.20		8.02		
9	45.07		8.99		
9.5	50.22		10.02		
10	55.64		11.10		
10.5	61.34		12.24		
11	67.33		13.43		
11.5	73.59		14.68		
12	80.12		15.99		

AIR				
Q <sub>A</sub> [Nm³/h]	P <sub>1.A</sub>	ΔΡΑ		
	[mbar]	[mbar]		
5	0.09	0.02		
10	0.36	0.07		
20	1.45	0.29		
30	3.26	0.65		
40	5.79	1.16		
50	9.05	1.81		
55	10.95	2.18		
60	13.03	2.60		
65	15.29	3.05		
70	17.74	3.54		
75	20.36	4.06		
80	23.16	4.62		
85	26.15	5.22		
90	29.32	5.85		
95	32.67	6.52		
100	36.19	7.22		
105	39.90	7.96		
110	43.80	8.74		
115	47.87	9.55		
120	52.12	10.40		
125	56.55	11.28		
130	61.17	12.21		
135	65.96	13.16		
140	70.94	14.16		

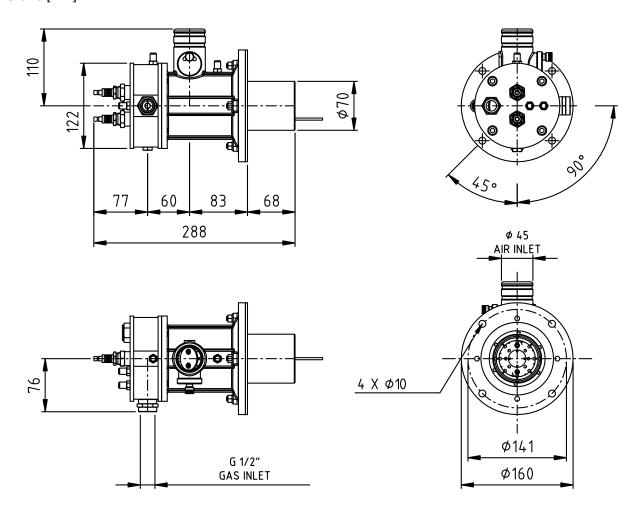








#### **DIMENSIONS** [mm]



#### Silicon carbide burner cone:

