

## MVRT 70

### METALLIC VOLUMETRIC FOR RADIANT TUBE

MVRT 70		
Maximum output [kW]		70
Minimum Power (air/gas modulating) [kW]		7
Fuel pressure at maximum power [mbar] (measured at tapping P <sub>1F</sub> - pag. 2)	Natural gas (8250 kcal/Nm <sup>3</sup> )	40
	LPG (22500 kcal/Nm <sup>3</sup> )	
Air inlet pressure at maximum power [mbar] (measured at tapping P <sub>1A</sub> - pag. 2)	Natural gas (8250 kcal/Nm <sup>3</sup> )	30
	LPG (22500 kcal/Nm <sup>3</sup> )	
Flame length at maximum power [mm] (measured from the end of the burner body)	Natural gas (8250 kcal/Nm <sup>3</sup> )	500
	LPG (22500 kcal/Nm <sup>3</sup> )	
Flame speed at maximum power [m/s] (with 20% excess of air)	Medium speed	
Flame detection	Ionization probe or UV cell	
Fuel	Natural gas, LPG	

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 the information is based on tests undertaken using air and gas piping of generally acceptable design. Any deviation will affect the accuracy of orifice readings.

The information reported on this document may be subject to change without notice.

The data listed on this paper are purely for informational purposes and not binding.

ECOFLAM reserves the right to change the construction and/or configuration of its products in every moment without being obligated to alter previous supplies.

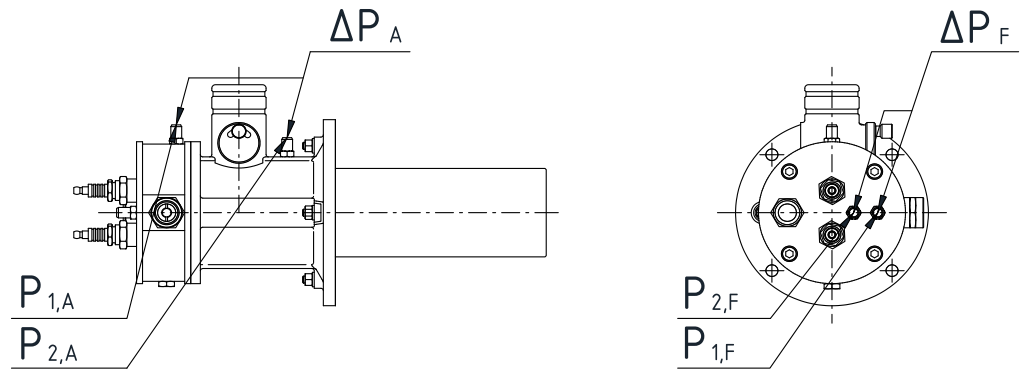
## CHARACTERISTICS OF THE BURNER

Fuel 1: natural gas  
 Fuel 1 orifice:  $\varnothing 7.25$

Fuel 2: LPG  
 Fuel 2 orifice:  $\varnothing 7.25$

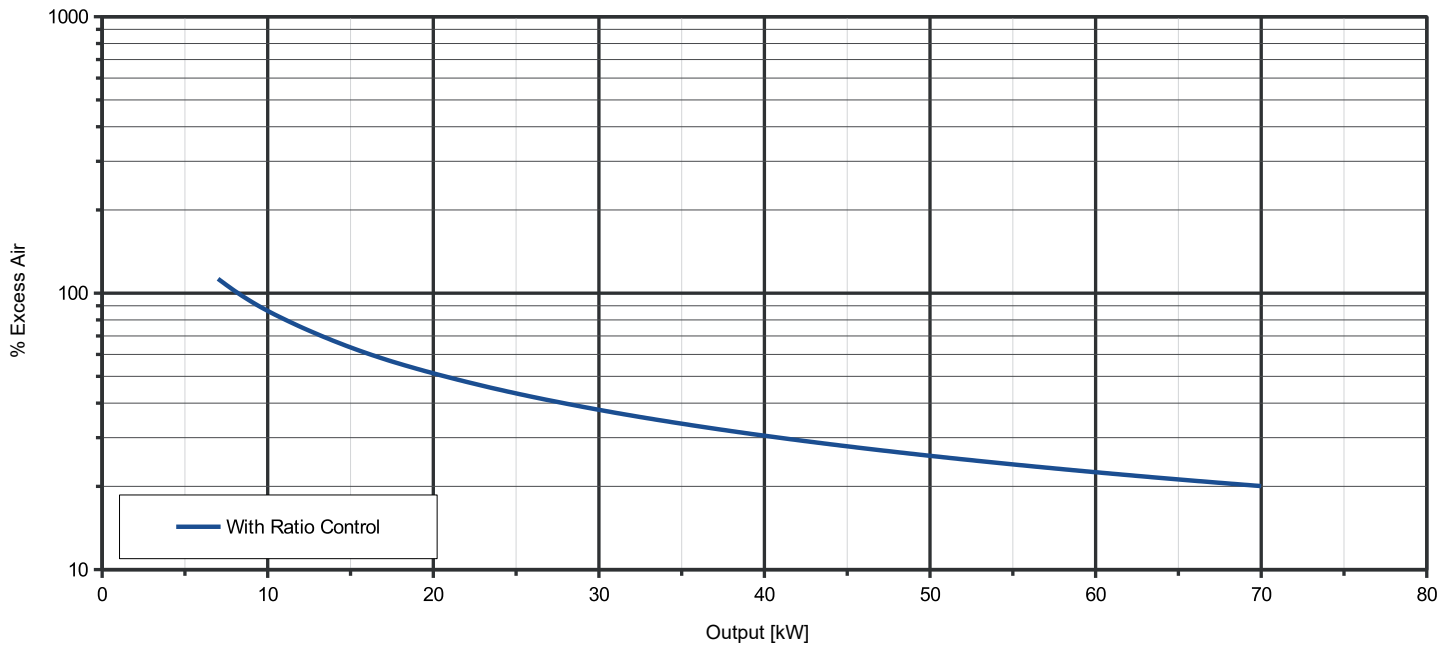
Comburent: air  
 Comburent orifice: Gr.26%

Stainless steel cone exit:  $\varnothing 56$



## OPERATING RANGE

### TYPICAL OPERATING RANGE



## LEGENDA

$Q_F$  Fuel flow  
 $Q_A$  Air flow

$P_{1,F}$  Fuel pressure before the diaphragm  
 $P_{1,A}$  Air pressure before the diaphragm  
 $P_{2,F}$  Fuel pressure after the diaphragm

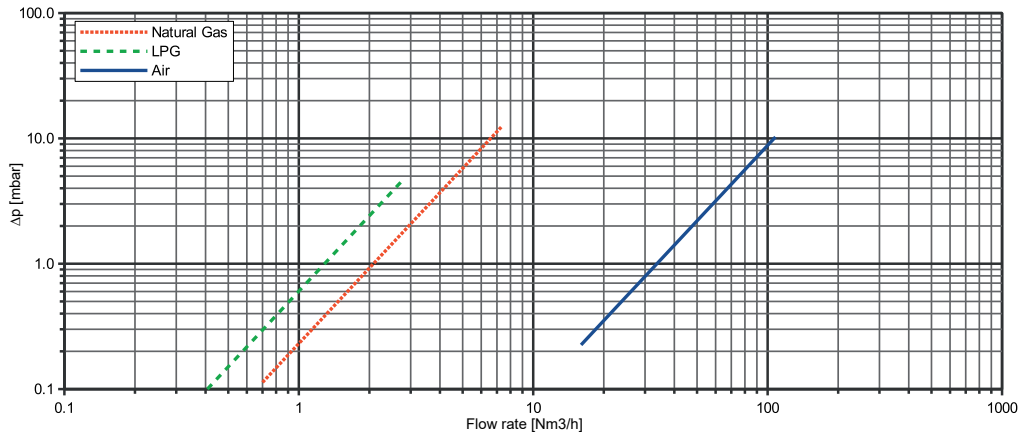
$P_{2,A}$  Air pressure after the diaphragm  
 $\Delta P_F$  Differential fuel pressure between tapping 1 and 2  
 $\Delta P_A$  Differential air pressure between tapping 1 and 2

## FLOW RATE CURVES

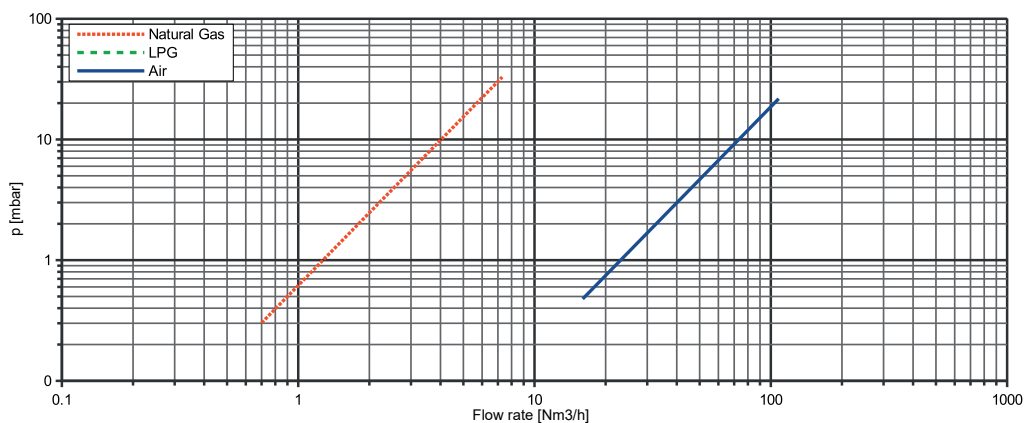
$Q_F$ [Nm <sup>3</sup> /h]	FUEL			
	$P_{1,F}$ [mbar]		$\Delta P_F$ [mbar]	
	Natural gas	LPG	Natural gas	LPG
0.4				0.10
0.7	0.30		0.11	0.30
1.3	1.04		0.39	0.60
1.6	1.58		0.59	1.02
1.9	2.23		0.83	1.54
2.2	2.99		1.12	2.18
2.2	2.99		1.12	2.92
2.5	3.85		1.44	3.77
2.8	4.84		1.81	4.73
3.4	7.13		2.67	
3.7	8.44		3.16	
4	9.87		3.69	
4	9.87		3.69	
4.3	11.40		4.27	
4.6	13.05		4.88	
4.9	14.81		5.54	
5.2	16.68		6.24	
5.5	18.66		6.98	
5.8	20.75		7.76	
6.1	22.95		8.59	
6.4	25.26		9.45	
6.7	27.69		10.36	
7	30.22		11.31	
7.3	32.87		12.30	

$Q_A$ [Nm <sup>3</sup> /h]	AIR	
	$P_{1,A}$ [mbar]	$\Delta P_A$ [mbar]
16	0.48	0.23
20	0.75	0.35
24	1.07	0.51
28	1.46	0.69
32	1.91	0.90
36	2.42	1.14
40	2.98	1.41
44	3.61	1.70
48	4.30	2.03
52	5.04	2.38
56	5.85	2.76
60	6.71	3.17
64	7.64	3.60
68	8.62	4.07
72	9.67	4.56
76	10.77	5.08
80	11.94	5.63
84	13.16	6.20
88	14.44	6.81
92	15.78	7.44
96	17.19	8.10
100	18.65	8.79
104	20.17	9.51
108	21.75	10.26

**$\Delta p$  Vs. Flow Rate Curve**



**Inlet Static Pressure**



## DIMENSIONS [mm]

