Oil Performance Data												
PF-75-O-2012-60hz		1	2	3	4	5	6	7	8	9	10	11
% Burner output		0%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%
Heat input	MMBtu/hr	8.5	15.2	21.8	28.5	35.1	41.8	48.4	55.1	61.7	68.4	75.0
Oil Flow	GPM	1.0	1.8	2.6	3.3	4.1	4.9	5.7	6.5	7.2	8.0	8.8
	LPM	3.8	6.7	9.7	12.6	15.6	18.6	21.5	24.5	27.4	30.4	33.3
Oil Control Valve Position	Indicator	1.00	2.00	2.10	3.00	3.20	3.90	4.20	5.00	5.80	7.00	9.00
Oil Pressure at Train Inlet	PSI	88	88	88	86	86	84	82	81	80	78	78
	kPa	607	607	607	593	593	579	565	558	552	538	538
Oil Pressure at Nozzle	PSI	0	2	2	6	8	10	14	15	18	22	25
	kPa	0	14	14	41	55	69	97	103	124	152	172
Total Air Flow	SCFH	524,042	614,138	663,783	719,224	754,302	814,381	861,436	901,468	942,049	976,118	984,750
	M^3	14,839	17,390	18,796	20,366	21,359	23,061	24,393	25,527	26,676	27,641	27,885
Burner Air Flow	SCFH	130,142	220,238	269,883	325,324	360,402	420,481	467,536	507,568	548,149	582,218	590,850
	M^3	3,685	6,236	7,642	9,212	10,205	11,907	13,239	14,373	15,522	16,487	16,731
Damper Position	Indicator	0.50	1.20	1.60	2.10	2.30	2.75	3.00	3.50	4.00	5.50	9.00
Blower Power	HP	39.5	47.1	52.0	58.4	64.0	70.2	74.1	77.0	79.2	81.1	81.1
Blower Current (480V)	A	42.6	49.7	53.6	59.2	64.6	70.5	72.0	75.5	79.0	80.0	80.2
Blower Body Pressure	i.w.c.	50.0	48.5	47.8	76.2	45.0	42.6	38.5	35.0	30.6	26.4	25.3
	Pa	12,454	12,080	11,906	18,980	11,209	10,611	9,590	8,718	7,612	6,576	6,302
Burner Body Pressure	i.w.c.	0	1.9	2.2	3.5	5.3	8.2	10.9	13.7	17.3	21	21.8
	Pa	0	473	548	872	1,320	2,042	2,715	3,412	4,309	5,231	5,430
Flame Diameter	Feet	3.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.5	5.0
Flame Length	Feet	3.0	3.5	4.0	4.0	4.5	5.0	6.0	7.0	8.0	9.0	10.0
Excess air (Calculated)	%	545%	325%	219%	165%	125%	105%	87%	72%	60%	50%	38%

Match oil flow rate (GPM) with burner body pressure. The chart below shows this graphically. To use it, find the fuel flow on the horizontal axis, then move vertically to the curve and then horizontally to the left to find the required burner body pressure. These values were measured using a burner firing into atmospheric conditions. These are to be used as a starting point only. Final Setup must be determined using a combustion analyzer.