

Providing sustainable energy solutions worldwide

Installation- and maintenance instruction
B55, B65

Table of contents

| | |
|--|----|
| 1. GENERAL | 8 |
| 1.1 Description B55/B65 | 8 |
| 2. TECHNICAL DATA | 10 |
| 2.1 Type designation B55-2H/B55-2/B55-2R/B55-3R/ B65-2H/B65-2/B65-2R/B65-3R | 10 |
| 2.2 Dimensions | 10 |
| 2.3 Recommended nozzle and pressure | 10 |
| 2.4 Output range and nozzles recommended | 11 |
| 2.4.1 Electric Specification | 11 |
| 2.5 Working field | 12 |
| 2.6 Nozzle table | 13 |
| 2.7 Nozzle table | 14 |
| 3. INSTALLATION | 15 |
| 3.1 Acceptance inspection | 15 |
| 3.2 Preparations for installation | 15 |
| 3.3 Distribution of oil | 15 |
| 3.4 Electrical connections | 15 |
| 3.5 Choice of nozzle | 15 |
| 3.6 Setting of the brake plate and air flow | 15 |
| 3.7 Burner installation | 16 |
| 3.7.1 Hole pattern | 16 |
| 3.8 Installing the burner | 16 |
| 3.9 Oil lines | 16 |
| 3.10 Electrical connections | 16 |
| 4. BASIC SETTINGS | 17 |
| 4.1 Typical basic settings for B65-2H/B65-2 B65-2R/B65-3R | 17 |
| 4.2 Set values for nozzle assembly B55 | 18 |
| 4.3 Set values for nozzle assembly B65 | 18 |
| 4.4 Set values for air damper B55 | 18 |
| 4.5 Set values for air damper B65 | 18 |
| 4.6 Nozzle assembly regulation – fixed brake plate | 19 |
| 4.7 Nozzle assembly regulation – adjustable brake plate | 19 |
| 4.8 Hydraulic air adjustment | 19 |
| 4.9 Damper motor 2-Stage | 20 |
| 4.10 Damper motor 3-Stage | 21 |
| 5. MAINTENANCE | 22 |
| 5.1 Servicing the burner device | 22 |
| 5.2 Adjusting the ignition electrodes and brake plate | 22 |
| 5.3 Servicing the air damper | 23 |
| 5.4 Replacing the damper motor | 23 |
| 5.5 Replacing the oil pump B55/B65 | 24 |

| | |
|---|----|
| 6. INSTRUCTIONS PUMP | 25 |
| 6.1 TYPE 95 & 125 | 25 |
| 6.2 Components | 25 |
| 6.3 Mounting/dismounting by-pass plug | 25 |
| 6.4 Purging | 25 |
| 6.5 Replacing the filter | 25 |
| 6.6 Function Danfoss RSA 95 - 125 | 26 |
| 6.7 Suction line tables | 27 |
| 7. ELECTRIC EQUIPMENT | 28 |
| 7.1 Wiring diagram LMO24.255...(B55-2H/B65-2H) | 28 |
| 7.2 Wiring diagram LAL 1... (B55-2/B55-2R/B65-2/B65-2R) | 34 |
| 7.2.1 List of components LAL 1... (B55-2/B55-2R/B65-2/B65-2R) | 35 |
| 7.2.2 Function LAL 1... | 36 |
| 7.3 Wiring diagram LAL 1... (B55-3/B65-3) | 37 |
| 7.4 Wiring diagram LAL 1... (B55-3/B65-3 med regulator R316T) | 38 |
| 7.4.1 List of components LAL 1... (B55-3/B65-3 och B55-3/B65-3) | 39 |
| 7.4.2 Function LAL 1... | 40 |
| 7.4.3 Control programme under fault conditions and lock-out indication LAL 1... | 41 |
| 7.4.4 Technical data LAL 1... | 41 |
| 8. FAULT LOCATION | 42 |
| 8.1 Burner will not start | 42 |
| 8.2 Burner will not start after normal use | 42 |
| 8.3 Delayed ignition, burner starts; pulsation | 42 |
| 9. DECLARATION OF CONFORMITY | 43 |

Important to think about!

Read this manual

- This manual should be followed by anyone who for any reason performs work on the installation or its component parts.
- The manual is especially intended for authorized personnel.
- The manual is to be considered as part of the burner and must always be kept in the vicinity of the installation site.
- Enertech recommends that the burner be shut down when the oil tank is filled, and for six hours thereafter, to reduce the risk of blockages.

Safety instructions

The electrical installation must be carried out according to the high voltage provisions and be performed in a professional manner, so that the risk of oil leakage, fire or personal injury is avoided

Warnings

- The manual must be read before installation and start-up.
- This manual should be followed by anyone who for any reason performs work on the installation or its component parts.
- The manual is to be considered as part of the burner and must always be kept in the vicinity of the installation site.
- Ensure that the fresh air inlet to the room where the burner is located is always open.
- The burner may only be installed by authorized personnel.
- Check that the burner is suitable for the boiler type.
- The burner must be installed in accordance with local legislation regarding electrical safety and fuel supply.
- The burner is designed for oil viscosities ranged between 1.2 and 8.0 cSt at 20°C.
- The burner must be protected by at most a 10 A fast-blow or 6.3 A slow-blow fuse.
- No burner safety system may be disconnected.
- The installation engineer must ensure that the boiler room is supplied with sufficient fresh air in accordance with local standards.
- Cut the power and shut-off the fuel supply before performing service.
- Enertech recommends that the burner be shut down when the oil tank is filled, and for six hours thereafter, to reduce the risk of blockages.
- The external temperature of the burner's component parts may exceed 60°C.
- Ensure that the burner is protected from water spills, as its design will not withstand such.
- Oil filters should be used.
- Only use spare parts recommended by Enertech.



Electrical safety

- If any electrical connections are made other than those recommended by Enertech, there is a risk of personal injury and equipment damage.
- The electrical installation must be carried out according to the high voltage provisions and be performed in a professional manner, so that the risk of oil leakage, fire or personal injury is avoided.
- The installation engineer must be especially careful to ensure that no electrical wiring or oil lines are pinched or damaged during installation or service

Assembly and Service

- If the boiler is equipped with an inspection hatch, the hatch should be fitted with an interlock.
- Filters must be fitted to the oil supply line.
- Shut-off cocks must be fitted to the oil supply line.
- Oil lines must adhere to the current national standards of each respective country.

Condensation in the flue

A modern burner works with lower surplus air and also often with smaller nozzles than older types. This raises efficiency but also increases the risk of condensation in the flue. The risk increases if the cross section of the flue channel is too great. Flue gas temperatures should be above 60°C measured 0.5 m from the flue chimney.

If the burner is used together with a condensing boiler, working condensing, the installation must have a chimney that manages this type of operating conditions.

Measures to increase the temperature

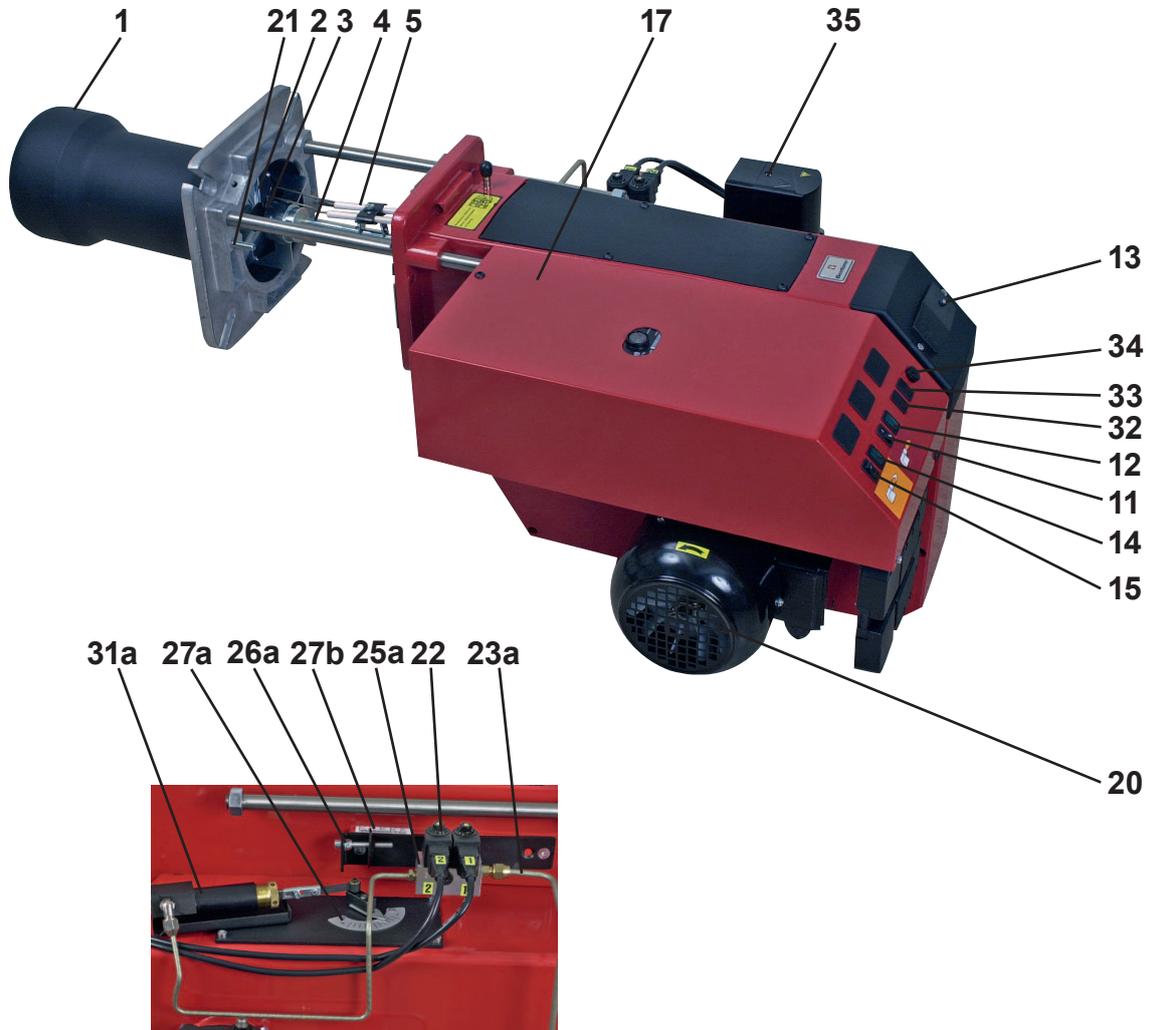
- Insulate the flue in cold loft space.
- Install an insert flue.
- Install a Dragex draught stabilizer or equivalent (which dries and entilates the flue during shutdown periods).

Adjusting the burner

In order to achieve correct adjustment flue gas analysis and temperature measurements must be carried out. Otherwise there is a risk of soot build-up, poor efficiency or condensate precipitation in the flue..

1. GENERAL

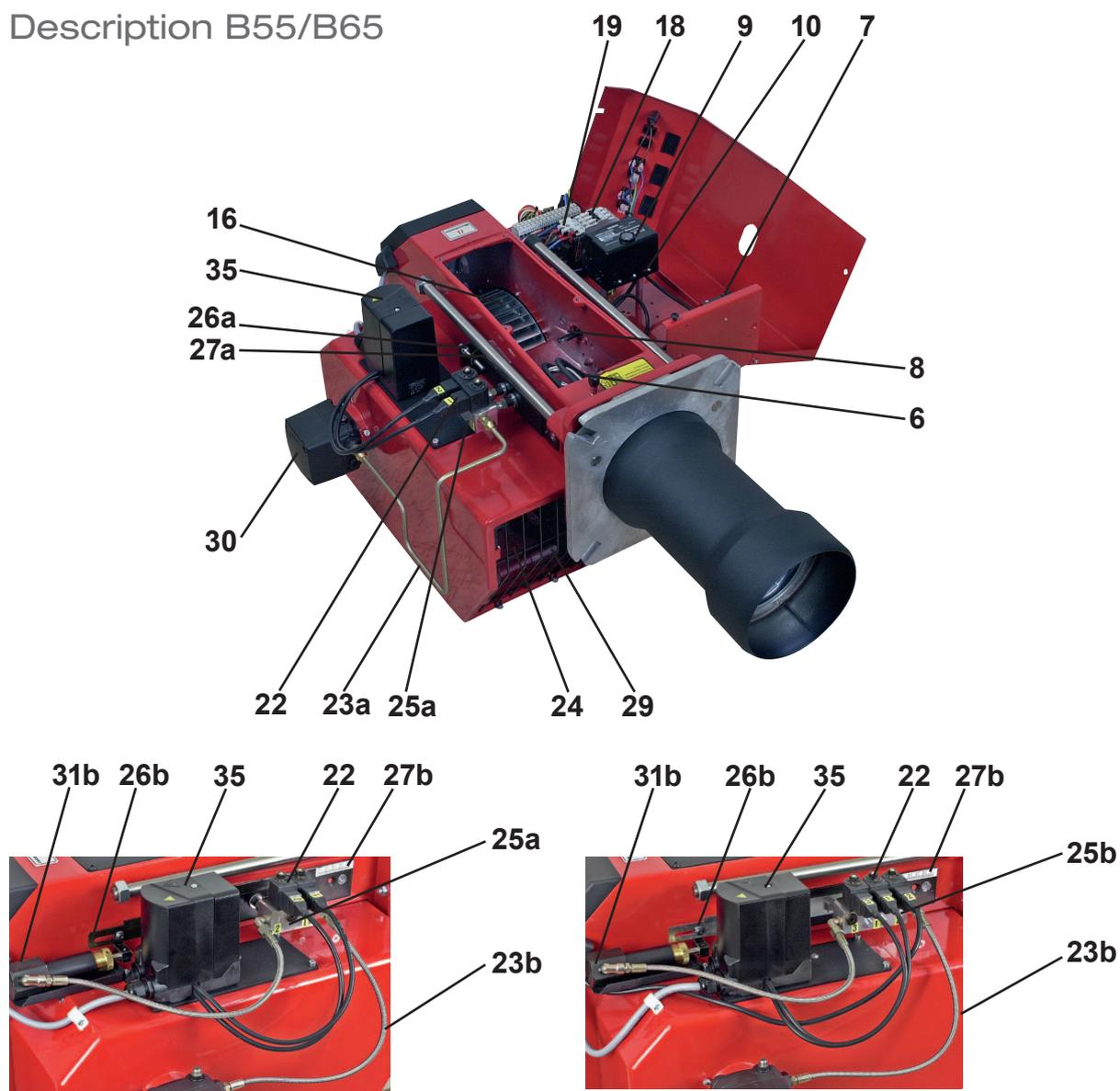
1.1 Description B55/B65



Components

- | | | |
|-----------------------------|---------------------------------------|------------------------------------|
| 1. Flame cone | 15. Switch 0-I | 27a. Scale, air regulation |
| 2. Brake plate | 17. Electric panel | 27b. Scale, nozzle assembly |
| 3. Nozzle | 20. Motor | 31a. Adjustment device, air damper |
| 4. Nozzle assembly | 21. Locking device, flange | 32. Switch II-III |
| 5. Ignition electrodes | 22. Solenoid valves | 33. Indicating lamp Stage 3 |
| 11. Switch I-II | 23a. Connecting pipe | 34. Fuse |
| 12. Indicating lamp Stage 2 | 25a. Solenoid valve bloc Stage 2 | 35. Damper motor |
| 13. Cover, inspection glass | 26a. Nozzle assembly adjustment fixed | |
| 14. Indicating lamp Stage 1 | | |

Description B55/B65



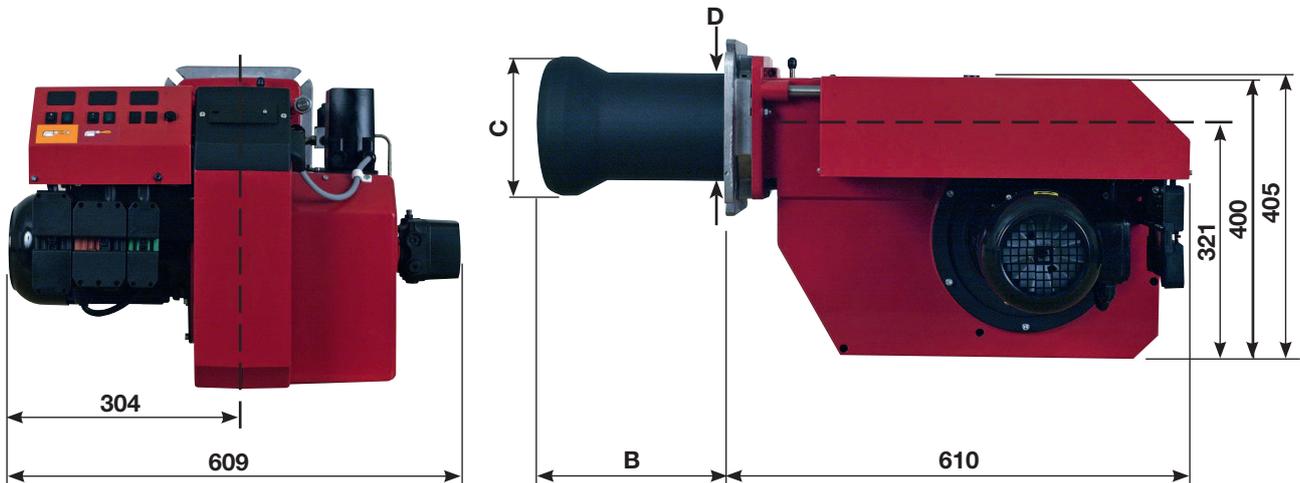
Components

- | | | |
|---------------------------------|---|---|
| 6. Ignition cables | 23a. Connecting pipe | 27a. Scale, air regulation |
| 7. Ignition transformer | 23b. Hydraulic hose | 27b. Scale, Nozzle assembly |
| 8. Photocell | 24. Air intake | 29. Air damper |
| 9. Control box | 25a. Solenoid valve bloc Stage 2 | 30. Pump |
| 10. Front plate, relay base | 25b. Solenoid valve bloc Stage 3 | 31b. Adjustment device, Nozzle assembly |
| 16. Fan wheel | 26a. Nozzle assembly adjustment fixed | 35. Damper motor |
| 18. Contactor | 26b. Nozzle assembly adjustment hydraul | |
| 19. Thermal overload protection | | |
| 22. Solenoid valve | | |

2. TECHNICAL DATA

2.1 Type designation B55-2H/B55-2/B55-2R/B55-3R/
B65-2H/B65-2/B65-2R/B65-3R

2.2 Dimensions



| | Length of burner tube | Flange Measure B | Burner tube Measure C | Burner tube Measure D |
|------------|-----------------------|------------------|-----------------------|-----------------------|
| | B55 | | | |
| Standard 1 | 303 | 273 | 160 | 155 |
| Standard 2 | 403 | 373 | 160 | 155 |
| Standard 3 | 503 | 473 | 160 | 155 |
| | B65 | | | |
| Standard 1 | 288 | 258 | 200 | 155 |
| Standard 2 | 388 | 358 | 200 | 155 |
| Standard 3 | 488 | 458 | 200 | 155 |

2.3 Recommended nozzle and pressure

Because of the different boiler types, combustion chamber geometries and combustion chamber loads that exist, it is not possible to specify a given spray angle or spray pattern. It should be noted that the spray angle and spray pattern will vary depending on the pump pressure.

Nozzle

45°S Danfoss
45°B Danfoss
60°S Danfoss
60°B Danfoss

Pump pressure

4 bar (12 - 16 bar)

On burners equipped with hydraulic air control or optimization the oil pressure should not be less than 14 bar.

* The net calorific value of 11,86 kWh/kg for light oil has been used.

2.4 Output range and nozzles recommended

| | Oil Capacity | Output | | Recommended nozzle | Danfoss | Recommended pressure |
|-----------------------|--------------|----------|----------|--------------------|---------|----------------------|
| | | kW | Mcal/h | Angle | | |
| B55-2H, B55-2, B55-2R | 14-67 | 166-795 | 143-685 | 45°-60° | S, B | 14 bar |
| B55-3R | 14-64 | 166-759 | 143-654 | 45°-60° | S, B | 14 bar |
| B65-2H, B65-2, B65-2R | 24-99 | 285-1174 | 246-1012 | 45°-60° | S, B | 14 bar |
| B65-3R | 24-99 | 285-1174 | 246-1012 | 45°-60° | S, B | 14 bar |

* The net calorific value of 11,86 kWh/kg for light oil has been used.

2.3.1 Electric Specification

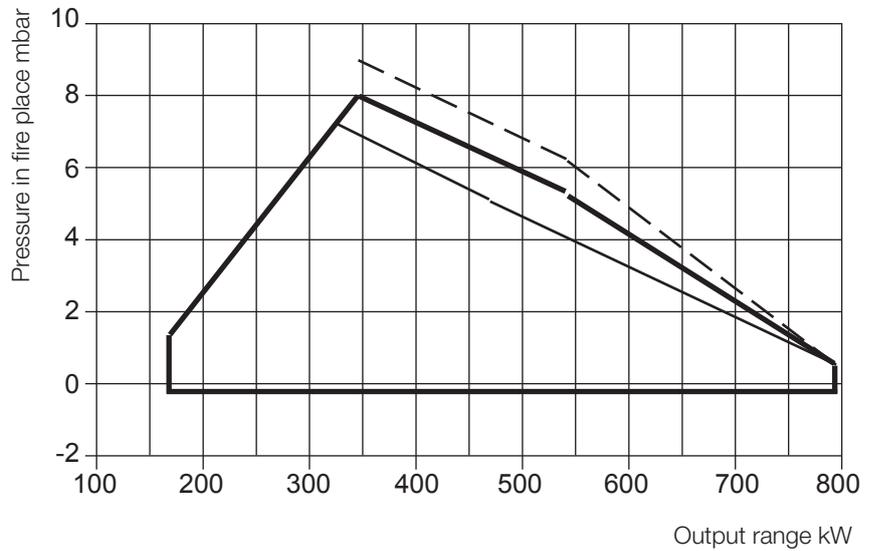
| Type | Motor | The recommended main fuse, motor | Control power | Sound |
|-------------|---|----------------------------------|---------------|------------------|
| B 55 | 230/400V, 50Hz, 3,5/2,5A, 0,75kW 2860 Rpm | C10A | 230V1F~2,5A | 89 dBA ± 0,5 dBA |
| B 65 | 230/400V, 50Hz, 6,5/4,0A, 1,5kW, 2890 Rpm | C10A | 230V1F~2,5A | 87 dBA ± 0,5 dBA |

2.5 Working field

B55-2

14-67 kg/h
166-795 kW

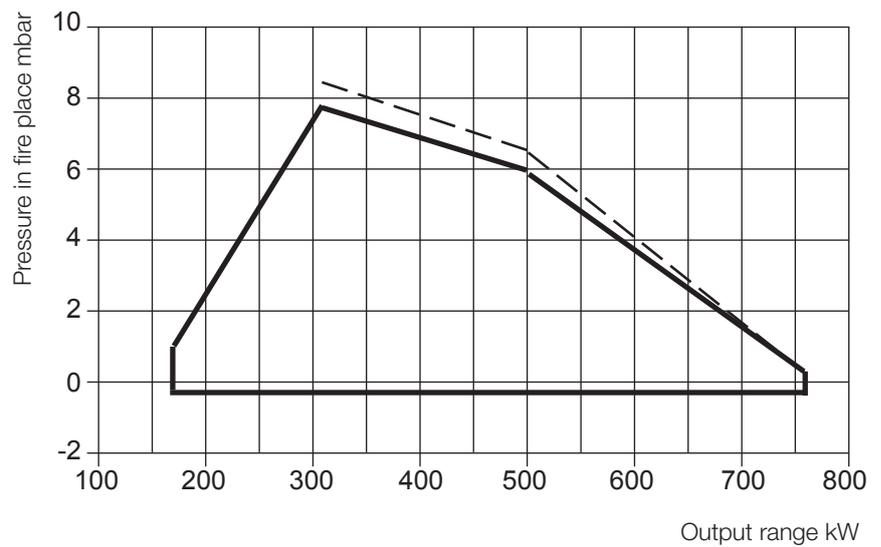
— B55-2R
— B55-2H/B55-2
- - - Measured (test)



B55-3R

14-64 kg/h
166-759 kW

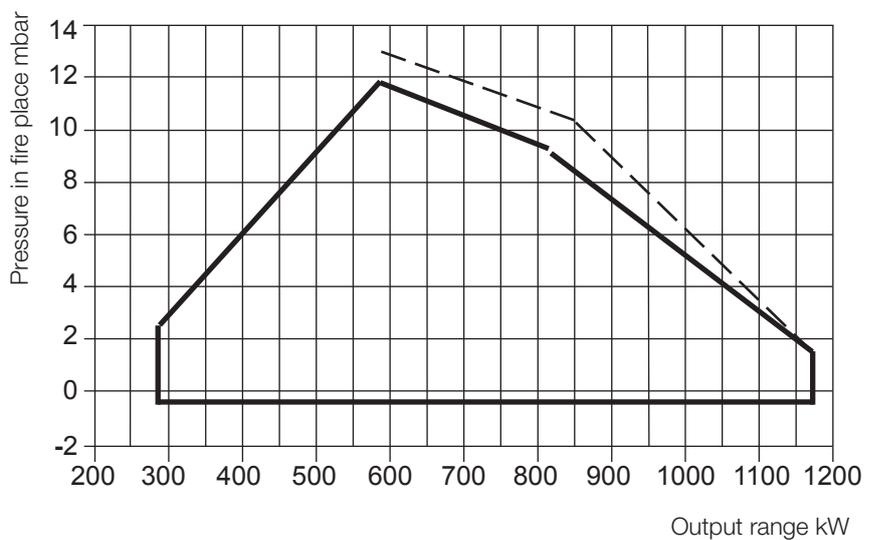
— B55-3R
- - - Measured (test)



B65

24-99kg/h
285-1174 kW

— B65
- - - Measured (test)



Unbroken line is the approved working field as per EN267.

2.6 Nozzle table

Pump pressure bar

| Gph | 10 | | | 11 | | | 12 | | | 13 | | |
|-------|-------|-----|--------|-------|-----|--------|-------|-----|--------|-------|------|--------|
| | kg/h | kW | Mcal/h | kg/h | kW | Mcal/h | kg/h | kW | Mcal/h | kg/h | kW | Mcal/h |
| 2,75 | 10,24 | 121 | 104 | 10,73 | 127 | 109 | 11,21 | 133 | 114 | 11,67 | 138 | 119 |
| 3,00 | 11,16 | 132 | 114 | 11,71 | 139 | 119 | 12,23 | 145 | 125 | 12,73 | 151 | 130 |
| 3,50 | 13,03 | 154 | 133 | 13,66 | 162 | 139 | 14,27 | 169 | 146 | 14,85 | 176 | 151 |
| 4,00 | 14,89 | 176 | 152 | 15,62 | 185 | 159 | 16,31 | 193 | 166 | 16,97 | 201 | 173 |
| 4,50 | 16,75 | 199 | 171 | 17,57 | 208 | 179 | 18,35 | 218 | 187 | 19,10 | 226 | 195 |
| 5,00 | 18,62 | 220 | 190 | 19,52 | 231 | 199 | 20,39 | 242 | 208 | 21,22 | 252 | 216 |
| 5,50 | 20,48 | 243 | 209 | 21,47 | 255 | 219 | 22,43 | 266 | 229 | 23,34 | 277 | 238 |
| 6,00 | 22,34 | 265 | 228 | 23,42 | 278 | 239 | 24,47 | 290 | 250 | 25,46 | 302 | 260 |
| 6,50 | 24,20 | 287 | 247 | 25,37 | 301 | 259 | 26,51 | 314 | 270 | 27,58 | 327 | 281 |
| 7,00 | 26,06 | 309 | 266 | 27,33 | 324 | 279 | 28,55 | 339 | 291 | 29,70 | 352 | 303 |
| 7,50 | 27,92 | 331 | 285 | 29,28 | 347 | 299 | 30,59 | 363 | 312 | 31,83 | 377 | 325 |
| 8,00 | 29,79 | 353 | 304 | 31,23 | 370 | 318 | 32,63 | 387 | 333 | 33,95 | 403 | 346 |
| 8,50 | 31,65 | 375 | 323 | 33,18 | 393 | 338 | 34,66 | 411 | 353 | 36,07 | 428 | 368 |
| 9,00 | 33,59 | 398 | 343 | 35,14 | 417 | 358 | 36,71 | 435 | 374 | 38,19 | 453 | 389 |
| 9,50 | 35,37 | 419 | 361 | 37,09 | 440 | 378 | 38,74 | 459 | 395 | 40,31 | 478 | 411 |
| 10,00 | 37,23 | 441 | 380 | 39,04 | 463 | 398 | 40,78 | 484 | 416 | 42,44 | 503 | 433 |
| 11,00 | 40,96 | 486 | 418 | 42,94 | 509 | 438 | 44,86 | 532 | 457 | 46,68 | 554 | 476 |
| 12,00 | 44,68 | 530 | 456 | 46,85 | 556 | 478 | 48,94 | 580 | 499 | 50,92 | 604 | 519 |
| 14,00 | 52,12 | 618 | 531 | 54,65 | 648 | 557 | 57,10 | 677 | 582 | 59,41 | 705 | 606 |
| 16,00 | 59,57 | 706 | 607 | 62,46 | 741 | 637 | 65,26 | 774 | 666 | 67,90 | 805 | 692 |
| 18,00 | 67,02 | 795 | 683 | 70,27 | 833 | 717 | 73,41 | 871 | 749 | 76,39 | 906 | 779 |
| 20,00 | 74,47 | 883 | 759 | 78,08 | 926 | 796 | 81,57 | 967 | 832 | 84,87 | 1007 | 865 |

The table applies to oil with a viscosity of 4,4 mm²/s (cSt) with density 830 kg/m³

2.7 Nozzle table

Pump pressure bar

| Gph | 14 | | | 15 | | | 16 | | | 17 | | |
|-------|-------|------|--------|-------|------|--------|-------|------|--------|-------|------|--------|
| | kg/h | kW | Mcal/h |
| 2,75 | 12,11 | 144 | 123 | 12,53 | 149 | 128 | 12,95 | 154 | 132 | 13,35 | 158 | 136 |
| 3,00 | 13,21 | 157 | 135 | 13,67 | 162 | 139 | 14,13 | 168 | 144 | 14,56 | 173 | 148 |
| 3,50 | 15,42 | 183 | 157 | 15,95 | 189 | 163 | 16,49 | 196 | 168 | 16,99 | 201 | 173 |
| 4,00 | 17,62 | 209 | 180 | 18,23 | 216 | 186 | 18,84 | 223 | 192 | 19,42 | 230 | 198 |
| 4,50 | 19,82 | 235 | 202 | 20,51 | 243 | 209 | 21,20 | 251 | 216 | 21,84 | 259 | 223 |
| 5,00 | 22,03 | 261 | 225 | 22,79 | 270 | 232 | 23,55 | 279 | 240 | 24,27 | 288 | 247 |
| 5,50 | 24,23 | 287 | 247 | 25,07 | 297 | 256 | 25,91 | 307 | 264 | 26,70 | 317 | 272 |
| 6,00 | 26,43 | 313 | 270 | 27,49 | 326 | 280 | 28,27 | 335 | 288 | 29,13 | 345 | 297 |
| 6,50 | 28,63 | 340 | 292 | 29,63 | 351 | 302 | 30,62 | 363 | 312 | 31,55 | 374 | 322 |
| 7,00 | 30,84 | 366 | 314 | 31,91 | 378 | 325 | 32,98 | 391 | 336 | 33,98 | 403 | 347 |
| 7,50 | 33,04 | 392 | 337 | 34,19 | 405 | 349 | 35,33 | 419 | 360 | 36,41 | 432 | 371 |
| 8,00 | 35,25 | 418 | 359 | 36,47 | 433 | 372 | 37,69 | 447 | 384 | 38,80 | 460 | 396 |
| 8,50 | 37,45 | 444 | 382 | 38,74 | 459 | 395 | 40,04 | 475 | 408 | 41,26 | 489 | 421 |
| 9,00 | 39,65 | 470 | 404 | 41,02 | 486 | 418 | 42,40 | 503 | 432 | 43,69 | 518 | 446 |
| 9,50 | 41,85 | 496 | 427 | 43,30 | 514 | 442 | 44,75 | 531 | 456 | 46,11 | 547 | 470 |
| 10,00 | 44,06 | 523 | 449 | 45,58 | 541 | 465 | 47,11 | 559 | 480 | 47,11 | 559 | 480 |
| 11,00 | 48,46 | 575 | 494 | 50,14 | 595 | 511 | 51,82 | 615 | 528 | 53,40 | 633 | 545 |
| 12,00 | 52,87 | 627 | 539 | 54,70 | 648 | 558 | 56,53 | 670 | 576 | 58,25 | 691 | 594 |
| 14,00 | 62,68 | 732 | 629 | 63,81 | 757 | 651 | 65,95 | 778 | 669 | 67,96 | 806 | 693 |
| 16,00 | 70,49 | 836 | 719 | 72,93 | 865 | 744 | 75,38 | 894 | 769 | 77,67 | 921 | 792 |
| 18,00 | 79,30 | 940 | 809 | 82,05 | 973 | 837 | 84,80 | 1006 | 865 | 87,38 | 1036 | 891 |
| 20,00 | 88,11 | 1045 | 899 | 91,17 | 1081 | 930 | 94,22 | 1117 | 961 | 97,09 | 1151 | 990 |

The table applies to oil with a viscosity of 4,4 mm²/s (cSt) with density 830 kg/m³

3. INSTALLATION

3.1 Acceptance inspection

Ensure that everything is delivered and that there is no transport damage. If there is anything wrong with the delivery, please report it to the supplier. Any transport damage should be reported to the forwarding company..

3.2 Preparations for installation

Ensure that the size and capacity range of the burner are suitable for the boiler. Power data on the data plate refer to the minimum and maximum power of the burner.

3.3 Distribution of oil

To ensure satisfactory operation it is essential that the oil distribution system is correct.

Observe the following:

- See Pump instructions for choice of tube diameter, tube length and height difference.
- Fix the tubing with a minimum number of screw fittings.
- Fix the tubes so that the oil hoses are not subjected to tensile stress or sharp bending when swinging out the burner or removing it for service.
- Fit the oil filter 1½" so that the filter cartridge can easily be replaced.

3.4 Electrical connections

The main power switch must be turned off before beginning electrical installation. If the boiler has a 7-pin and a 4-pin Eurostecker connector these will often connect straight to the burner. If not, use the connectors supplied. A 5-pin connector supplies the burner motor with a separate 3-phase supply. See connection under the Electrical equipment heading.



If another electrical connection is used than the one recommended by Bentone, there might be a risk of material damage or personal injury.

3.5 Choice of nozzle

See under Technical Data: Recommended nozzle and table of nozzles.

3.6 Setting of the brake plate and air flow

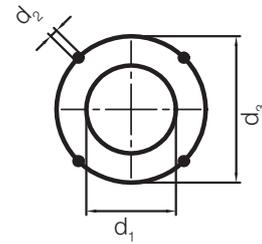
Basic burner settings can be made before commissioning as shown in the diagram. See Basic settings. Note that these are just basic settings and must be correctly adjusted when the burner has been started. Flue gas analysis and soot measurement should be carried out at this time.

3.7 Burner installation

3.7.1 Hole pattern

Check that the hole pattern on the boiler matches the pattern on the burner flange.

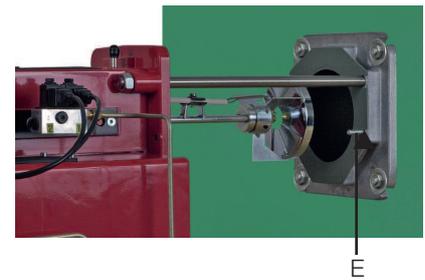
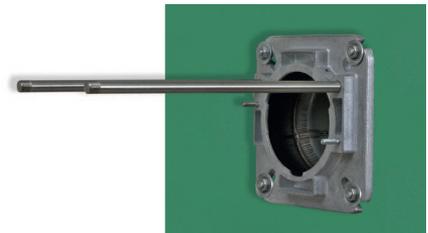
| Flame head | d_1 | d_2 | d_3 |
|------------|------------|-------|----------------|
| B55 | (160)* 165 | M12 | (226)* 254-295 |
| B65 | (160)* 210 | M12 | (226)* 254-295 |



The hole pattern can be reduced if the burner pipe is fitted from the front and the heels in the flange are ground off.

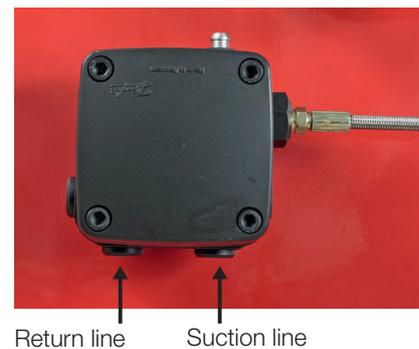
3.8 Installing the burner

1. Separate the burner body and the flange.
2. Fit the flange and gasket on the boiler.
3. Insulate between the burner pipe and boiler door to reduce heat radiation.
4. Slide the burner body on to the guides.
5. Pull the brake plate off the oil pipe.
6. Fit the chosen nozzles (see Technical data).
7. Fit the brake plate and check the ignition electrodes (see Servicing the burner).
8. Slide the burner together and secure it with the nuts (E).



3.9 Oil lines

1. Check the size of the oil line (see Pump instructions)
2. An oil filter (1/2") must be fitted to the oil line. If an air trap is fitted then the oil filter should be fitted to the oil line before the air trap.
3. With a single pipe system the return plug must be removed (see Pump instructions).
4. When fitting oil hoses, check that the supply and return hoses are connected to the right couplings on the oil pump. The hoses must be positioned so that they are not subjected to tensile stress or sharp bending.
5. Bleed the oil system. The oil pump will be damaged if it is run dry.
6. The vacuum in the suction line should not exceed 0.3 bar during commissioning.



3.10 Electrical connections

1. Turn off the main power switch.
2. Connect the Eurostecker connectors (see Electrical equipment).
3. Check that the burner control switch (S1) is off.
4. Fit the Eurostecker connectors on the burner.
5. Turn on the main power switch.
6. Check the direction of rotation of the burner motor.



4. BASIC SETTINGS

4.1 Typical basic settings for B65-2H/B65-2/B65-2R/B65-3R

Choice of nozzle B65-2H/B65-2/B65-2R

| | |
|----------------|---|
| Burner output | 770 kW |
| Nozzle Stage 1 | 770 x 0,6 = 460 kW 460 / 11,86 = 38,8 kg/h |
| Nozzle Stage 2 | 770 x 0,4 = 310 kW 310 / 11,86 = 26,1 kg/h |

According to the table of nozzles this gives the following nozzles.

| | |
|---------|----------|
| Stage 1 | 8,50 Gph |
| Stage 2 | 6,00 Gph |

Pump pressure : 14 bar

Basic settings B65-2H

| | |
|-----------------|--------------------------------|
| Nozzle assembly | Stage 2 = 15 |
| Air adjustment | Stage 1 = 25° Stage 2 = 65° |

Each graduation on the scale corresponds to 10°

Basic settings B65-2

Power outputs and nozzle choice from example.

| | |
|-----------------|---|
| Nozzle assembly | Steg 2 = 15 |
| Damper motor | Closed = 0° Blue cam Stage 1 = 25° Orange cam MV 2 = 50° Black cam Stage 2 = 65° Red cam |

The black cam for Stage 2 (MV 2) must be placed between the cams for Stage 1 and Stage 2. The positions of MV 2 are determined by the boiler characteristics when switching between stages, but for a basic setting the black cam should be placed in the middle.

Basic settings B65-2R

Power outputs and nozzle choice from example

| | |
|-----------------|---|
| Nozzle assembly | Stage 1 = 0 Stage 2 = 15 |
| Damper motor | Closed = 0° Blue cam Stage 1 = 25° Orange cam MV 2 = 50° Black cam Stage 2 = 65° Red cam |

The black cam for Stage 2 (MV 2) must be placed between the cams for Stage 1 and Stage 2. The positions of MV 2 are determined by the boiler characteristics when switching between stages, but for a basic setting the black cam should be placed in the middle.

Choice of nozzle B65-3R

| | |
|---------------|---|
| Burner output | 880 kW |
| Nozzle | 880 / 3 = 293 kW 293 / 11,86 = 24,7 kg/h |

According to the table of nozzles this gives the following nozzles:

| | |
|---------|----------|
| Stage 1 | 5,50 Gph |
| Stage 2 | 5,50 Gph |
| Stage 3 | 5,50 Gph |

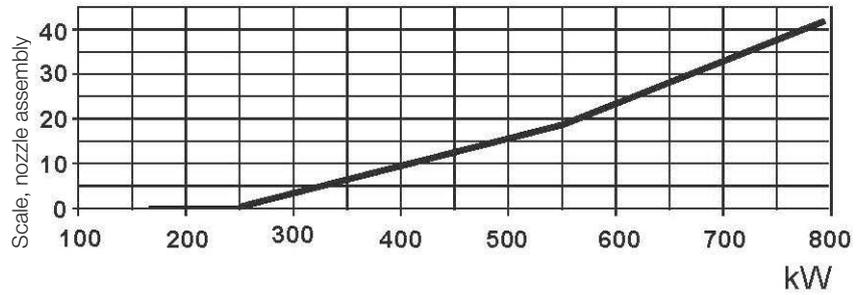
Basic settings B65-3R

Power outputs and nozzle choice from example

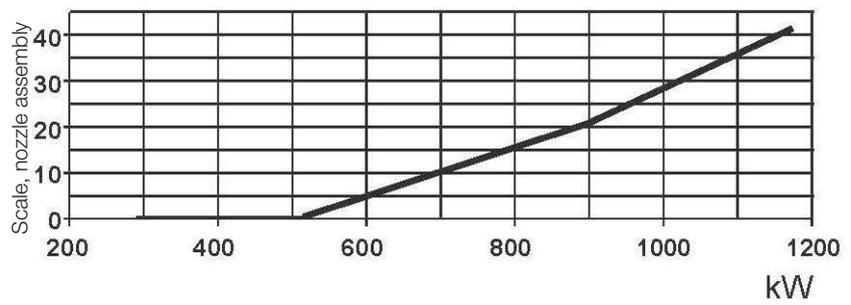
| | |
|-----------------|---|
| Nozzle assembly | Stage 1/2 = 5 Stage 3 = 20 |
| Damper motor | Stage 1 = 10° Blue cam MV 2 = 30° Black cam Stage 2 = 44° Orange cam MV 3 = 60° Green cam Stage 3 = 80° Red cam |

The cams for Stage 2 (MV 2) and Stage 3 (MV 3) must be placed between the cams for Stage 1 and Stage 2, and between Stage 2 and Stage 3, respectively. The positions of MV 2 and MV 3 are determined by the boiler characteristics when switching between stages, but for a basic setting the cams (MV2 and MV3) should be placed in the middle.

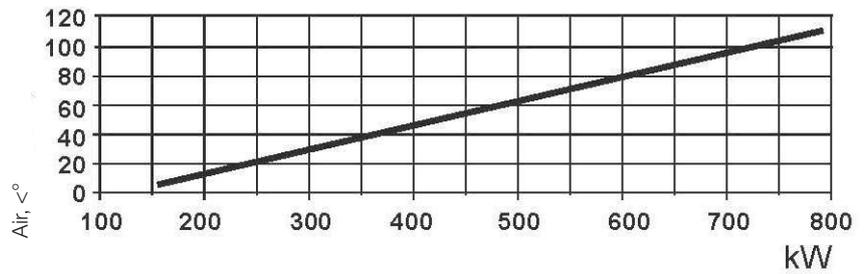
4.2 Set values for nozzle assembly B55



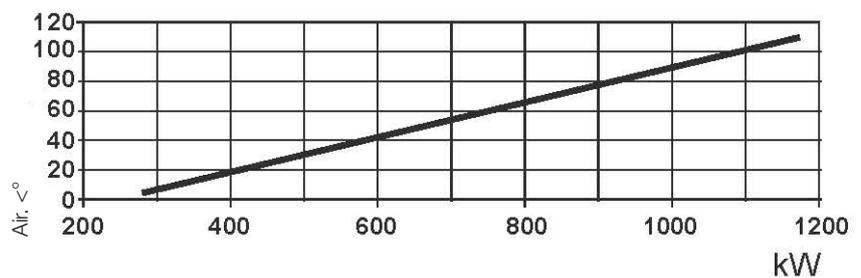
4.3 Set values for nozzle assembly B65



4.4 Set values for air damper B55



4.5 Set values for air damper B65



4.6 Nozzle assembly regulation – fixed brake plate

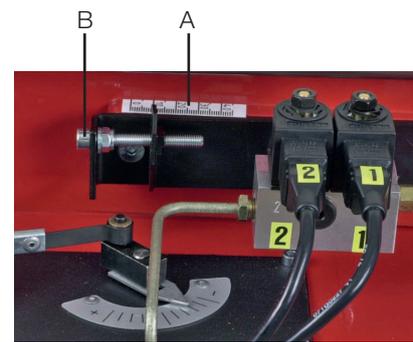
Nozzle assembly regulation is used to achieve the most favourable pressure drop possible across the brake plate.

Nozzle assembly regulation should be adjusted for Stage 2 output

Adjustment

Adjust to the desired position on the scale (A) using the set screw (B) (turning anti-clockwise reduces the pressure drop and moves the brake plate outwards).

If pulsation occurs, the pressure drop across the brake plate can be altered until pulsation stops.



4.7 Nozzle assembly regulation – adjustable brake plate

Nozzle assembly regulation is used to achieve the most favourable pressure drop possible across the brake plate for each output stage.

Two nozzles

Nozzle assembly regulation adjusts the position of the brake plate between Stage 1 and Stage 2 by means of a hydraulic piston.

Three nozzles

Nozzle assembly regulation adjusts the position of the brake plate between Stage 2 and Stage 3 by means of a hydraulic piston.

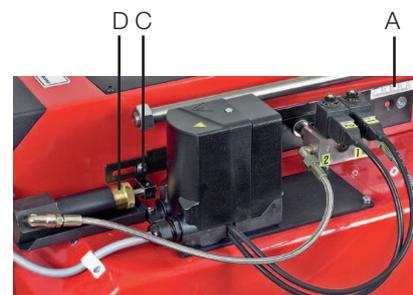
Low load

Undo the locking nut.

Adjust to the desired position on the scale (A) by sliding the plate to the desired position. Tighten the locking nut (C).

High load

Adjust to the desired position on the scale (A) using the set screw (D) (turning anti-clockwise reduces the pressure drop and moves the brake plate outwards). If pulsation occurs, the pressure drop across the brake plate can be altered until pulsation stops.



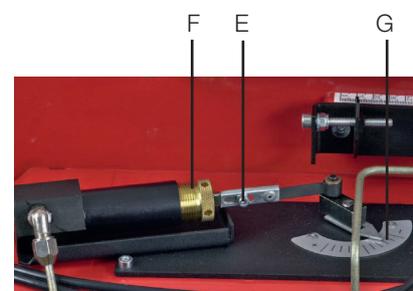
4.8 Hydraulic air adjustment

Stage 1

Set the control switch (S2) to low load (l). Undo the screw (E), turn the damper to the desired position and retighten the screw (E).

Stage 2

Set the control switch (S2) to high load (H). Use the adjuster pin to screw the sleeve (F) in (to reduce) or out (to increase). The position of the damper can be read from the damper scale (G). Carry out flue gas analysis to check the air settings



4.9 Damper motor 2-Stage

The damper motor rotates the damper between three preset positions. These positions are controlled at the motor by micro-switches, the switching positions of which are set using the coloured cams. There is also a black cam, which controls the activation of solenoid valve 2.

If the air flow requires adjustment: Remove the cover from the damper motor and change the positions of the cams by turning them with the aid of the tool supplied. To deactivate a cam while you are turning it we recommend that you switch to a different stage and then switch back after adjustment is complete in order to check the result.

Stage 1

Adjust the operating switch to Stage 2 (II).

- * Reduce the air volume: Turn orange cam towards 0°.
- * Increase the air volume: Turn orange cam towards 90°.

Adjust the operating switch back to low capacity and check.

Stage 2

Adjust the operating switch to Stage 1 (I).

- * Reduce the air volume: Turn red cam towards 0°.
- * Increase the air volume: Turn red cam towards 90°

If the red cam is moved, change the black cam as much. Adjust the operating switch back to Stage 2 and ensure that the correct air volume has been obtained.

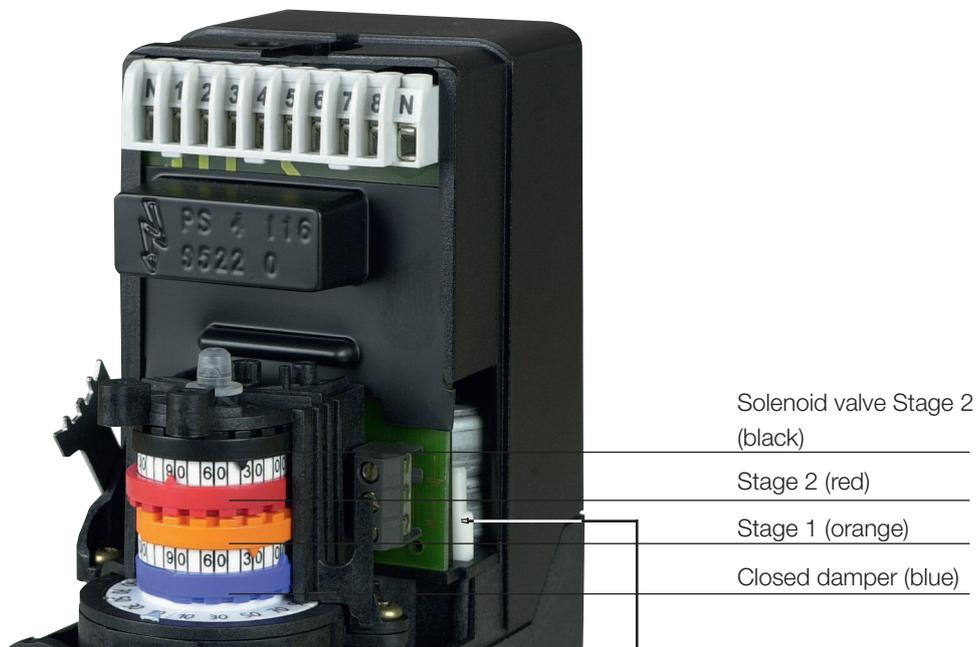
Closed

The blue cam is the limit position for fully closed damper and it is normally not necessary to change it.

Releasing

The damper motor can be released using the white release button. This feature simplifies replacement of the damper motor.

| | |
|------------|--|
| To release | Press down the shaft and slide it outwards until it disengages from the milled slot. |
| To engage. | Slide the shaft inwards and release. Adjust the position of the motor so that the cogs mesh with each other. |



- Solenoid valve Stage 2 (black)
- Stage 2 (red)
- Stage 1 (orange)
- Closed damper (blue)

Releasing button N.B.
The upper position is the standard position

4.10 Damper motor 3-Stage

The damper motor rotates the damper between three preset positions. These positions are controlled at the motor by micro-switches, the switching positions of which are set using the coloured cams. There is also a black cam, which controls the activation of solenoid valve 2 and a green one which controls the activation of solenoid valve 3.

If the air flow requires adjustment: Remove the cover from the damper motor and change the positions of the cams by turning them with the aid of the tool supplied. To deactivate a cam while you are turning it we recommend that you switch to a different stage and then switch back after adjustment is complete in order to check the result.

Stage 1

Adjust the operating switch to Stage 2 (II).

- * Reduce the air volume: Turn blue cam towards 0°.

- * Increase the air volume: Turn blue cam towards 90°.

Adjust the operating switch back to Stage 1 and check.

Stage 2

Adjust the operating switch to Stage 1 (I).

- * Reduce the air volume: Turn orange cam towards 0°.
- * Increase the air volume: Turn orange cam towards 90°.

If the orange cam is moved, change the black cam as much. Adjust the operating switch back to Stage 2 and ensure that the correct air volume has been obtained.

Stage 3

Adjust the operating switch to Stage 2 (II).

- * Reduce the air volume: Turn red cam towards 0°.
- * Increase the air volume: Turn red cam towards 90°.

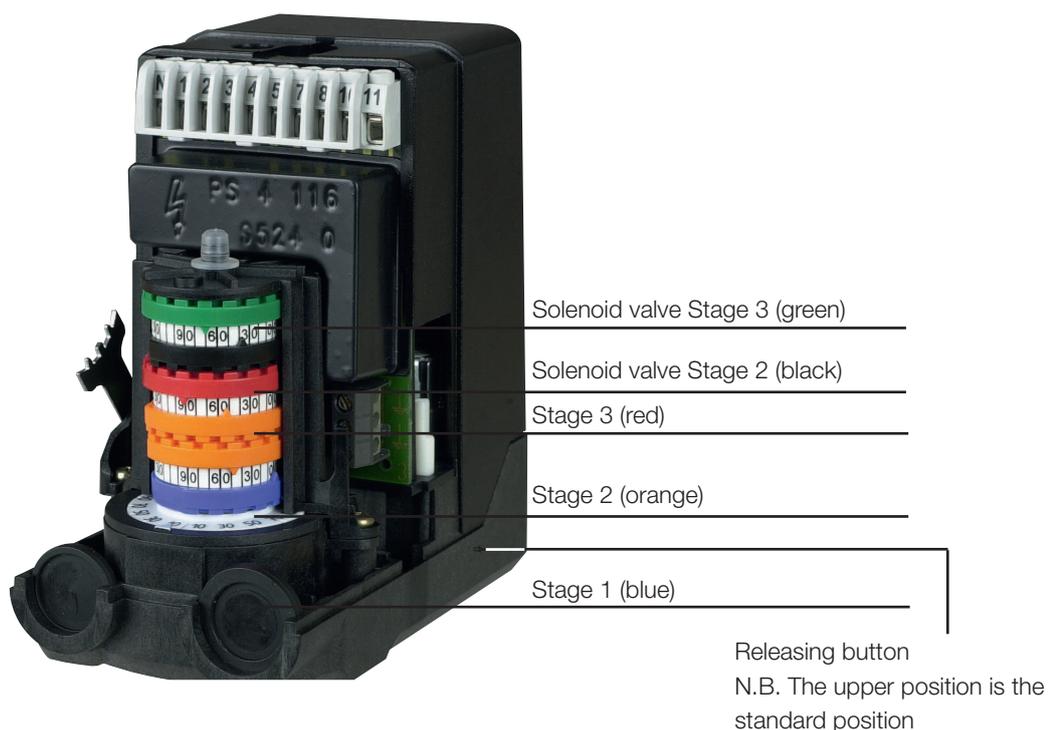
If the red cam is moved, change the green cam as much. Adjust the

operating switch to Stage 3 (III) and ensure that the correct air volume has been obtained.

Releasing

The damper motor can be released using the white release button. This feature simplifies replacement of the damper motor.

| | |
|------------|---|
| To release | Press down the shaft and slide it outwards until it disengages from the milled slot. |
| To engage | Slide the shaft inwards and release. Adjust the position of the motor so that the cogs mesh with each other.. |



5. MAINTENANCE

5.1 Servicing the burner device

Removal and fitting

1. Turn off the main power switch and disconnect the Eurostecker connectors from the burner.
2. Undo the nuts (E) and pull out the burner body on its guides.
3. Undo and remove the brake plate from the oil pipe.
4. Unscrew the nozzles.
5. Fit the nozzles.
6. Fit the brake plate (see Adjusting the brake plate).
7. Check the ignition electrodes (see Adjusting ignition electrodes). Replace if necessary.
8. Slide the burner together and secure it with the nuts (E).
9. Connect the Eurostecker connectors and turn on the main power switch.
10. Check combustion*.

Note!:

- * After servicing/replacing components that affect combustion, a flue gas analysis and soot measurement must be carried out on the installation.

NOTE! If nozzles are dirty always replace them with new ones. Do not clean them.

On boilers with a hinged door, the door can be opened and the burner pipe can be removed from the flange and pulled forwards.

With burners that have an extended burner tube, the burner body must be lifted off the guides, or the oil pipe must be disconnected from the solenoid valves to be removed for servicing..

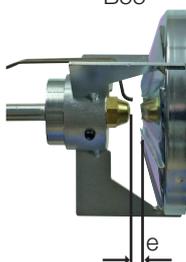
5.2 Adjusting the ignition electrodes and brake plate

Adjustment dimensions for ignition electrodes.

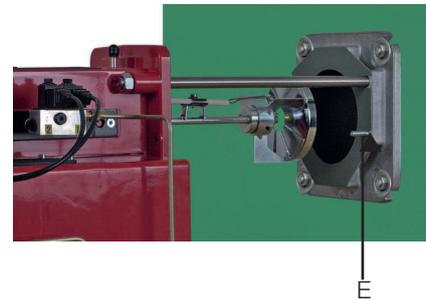
| Burner, type | a | b | c | d | e |
|--------------|---------|-----|---------|-----|-----------|
| B55 -2 | 2,5-3,0 | 2,0 | 6,5-7,0 | 2,0 | 6,0-7,0 |
| B55-3 | 2,5-3,0 | 0,0 | 6,5-7,0 | 2,0 | 6,0-7,0 |
| B65-2 | 2,5-3,0 | 2,0 | 6,5-7,0 | 2,0 | 10,0-12,0 |
| B65-3 | 2,5-3,0 | 0,0 | 6,5-7,0 | 2,0 | 10,0-12,0 |

NOTE! It is important that the spark does not strike the brake plate or

nozzle. B55



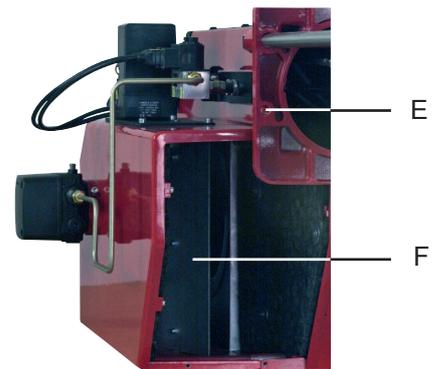
B65



5.3 Servicing the air damper

Removal and fitting

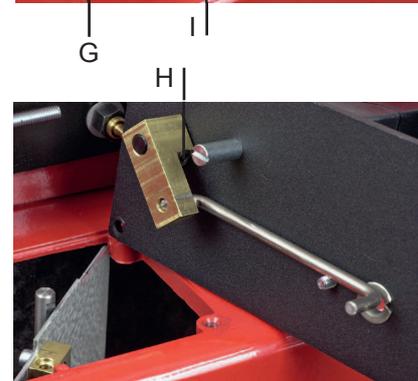
1. Turn off the main power switch and disconnect the Eurostecker connectors from the burner.
2. Undo the nuts (E) and pull out the burner body on its guides.
3. Remove the intake grille from the air intake.
4. Release the damper motor.
5. Clean the air damper (F) and the intake. Lubricate the damper shaft if applicable.
6. Re-engage the damper motor.
7. Fit the intake grille over the air intake.
8. Slide the burner together and secure it with the nuts (E).
9. Connect the Eurostecker connectors and turn on the main power switch.
10. Check combustion*.



5.4 Replacing the damper motor

Removal and fitting

1. Turn off the main power switch and disconnect the Eurostecker connectors from the burner.
2. Note the positions of the cables and then disconnect the cables from the damper motor.
3. Release the damper motor and lock it at 30°.
4. Undo the screws (G) that secure the mounting plate for the damper motor.
5. Raise it carefully so that the air damper stays in the air intake.
6. Disconnect the (H) link arm from the motor shaft.
7. Separate the damper motor from the mounting plate (I).
8. Refit the damper motor on the mounting plate.
9. Connect the link arm to the damper motor shaft. It is important that the screw is at right angles to the plane of the shaft.
10. Release the damper motor and lock it at 30°.
11. Fit the mounting plate by guiding the link arm into the attachment point on the air damper and the air damper shaft into the mounting plate (make sure that the bushings are fitted between the mounting plate and damper shaft).
12. Release the damper motor and check that the damper moves freely. Close the damper and zero the graduated scale on the damper motor.
13. Make the electrical connections to the damper motor.
14. Reset the damper motor cams.
15. Connect the Eurostecker connectors and turn on the main power switch.
16. Check combustion*.



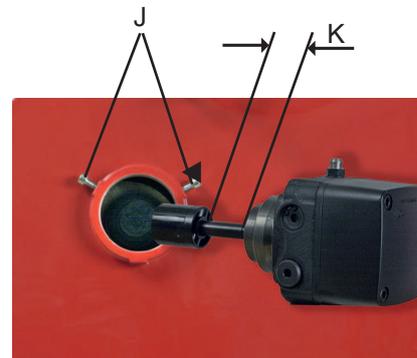
5.5 Replacing the oil pump B55/B65

Removal and fitting

1. Turn off the main power switch and disconnect the Eurostecker connectors from the burner.
2. Disconnect the oil hoses from the pump.
3. Undo the screws (J) and pull out the oil pump.
4. Measure the distance between the pump mounting and the pump coupling (K).
5. Transfer the pump coupling to the new pump and adjust to give the same spacing between the pump and pump coupling as before (K).
6. Fit the oil pump on the burner and tighten the screws (J). (It is important that splines on the pump shaft align correctly with the pump coupling.)
7. Fit the oil hoses.
8. Connect the Eurostecker connectors and turn on the main power switch.
9. Bleed the pump, start the burner and adjust to the correct oil pressure.
10. Check combustion.*

Note:

- * After servicing/replacing components that affect combustion, a flue gas analysis and soot measurement must be carried out on the installation



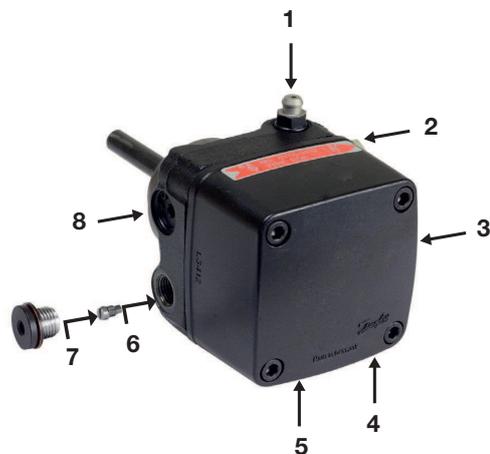
6. INSTRUCTIONS PUMP

6.1 TYPE 95 & 125

| Technical data | RSA 95 | RSA 125 |
|---|-----------------------------|-------------|
| Viscosity range: | 1,3-18,0 mm ² /s | |
| Pressure range at viscosity 1,3-1,8: | 5,5-12,0 bar | |
| Pressure range at viscosity 1,8-18,0: | 2,5-21,0 bar | |
| Oil temperature: | -10 till +70°C | |
| Nozzle capacity at viscosity 4,3: | 150-190 l/h | 215-260 l/h |
| Gearwheel capacity: | 225 l/h | 294 l/h |
| Max pressure on suction- and return side: | 4 bar | |

6.2 Components

1. Pressure gauge port G 1/8"
2. Nozzle port G 1/4"
3. Suction line G 1/4"
4. Suction line G 1/4"
5. Return line G 1/4"
6. Return line G 1/4"
7. By-pass plug
8. Pressure adjustment, 4 mm Allen key



6.3 Mounting/dismounting by-pass plug

In a 2-pipe-system excess oil is led back direct to the oil tank. In a 1-pipe-system the by-pass plug must be removed so that there is a free passage back to the suction side through the return line with the return port closed. (Pos.7).

6.4 Purging

On 1-pipe systems it is necessary to purge the pump. On 2-pipe systems purging is automatic through the return line.

6.5 Replacing the filter

Replace the oil filter on the oil pump as follows.

- Close the oil valves.
- Unscrew the cover (4 x 5 mm Allen screws).
- Replace the oil filter.
- Replace the cover gasket.
- Refit the cover.
- Open the oil valves.



6.6 Function Danfoss RSA 95 - 125

When the pump is started oil is drawn through the suction port "S" via filter "H" to the suction side of the gearwheel set "C". From here the gearwheel set pumps the oil to the pressure side and at the same time the oil becomes pressurized. The oil is led to cut-off and regulating valve "V" which opens when the set pressure is reached.

The pressure is controlled and kept constant by regulating valve "V". At the same time the gearwheel set "C" distributes the oil through nozzle port "P" and pump return side "R" via the shaft seal "F".

The quantity of oil supplied to nozzle port "P" is determined by the pressure set on regulating valve "V" and the nozzle/resistance in the nozzle line.

In 2-pipe-systems excess oil is led back to the oil tank. In 1-pipe-systems the by-pass plug "A" must be removed to give free flow back to the suction side via return line "G" with return port "R" closed.

When the pump is stopped, the pump output drops and produces a drop in the oil pressure. The spring in the regulating valve presses the regulating piston forward until it seals in port "P". This cuts off the oil flow to the nozzle and ensures that the nozzle line is effectively shut off.

If the pump is overloaded, i.e. more oil is demanded than the gearwheel is able to pump under the given conditions, the oil pressure falls below the set value because the piston of the regulating valve moves towards its closed position and partially or wholly cuts off the return oil via port "O".

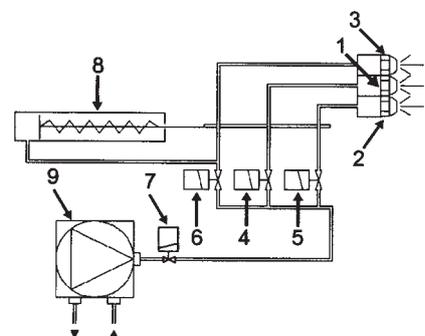
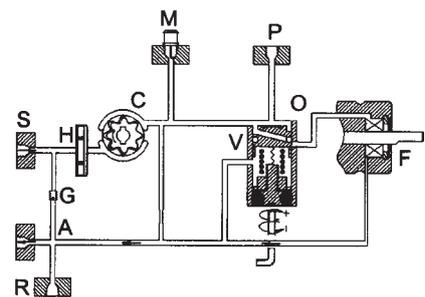
This can be remedied by

- reducing the pump pressure
- reducing the capacity, i.e. smaller nozzle or greater resistance
- changing to a pump with higher capacity

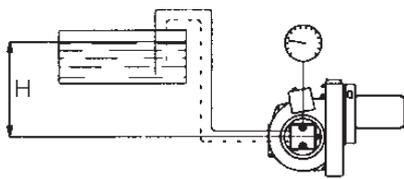
Schematic diagram

1. Nozzle Stage 1
2. Nozzle Stage 2
3. Nozzle Stage 3
4. Solenoid valve Stage 1 (Y1)
5. Solenoid valve Stage 2 (Y2)
6. Solenoid valve Stage 3 (Y3)
7. Safety valve for nozzle (Y1S)
Only for capacities over 100 kg/h or on special request by customer
8. Hydraulic control device
Only on burners with hydraulic air control or nozzle assembly optimisation.
9. Oil pump

Items 3 and 6 are not fitted to two-stage burners. Item 8 is connected after solenoid valve nozzle 2 (Y2).



6.7 Suction line tables



1-pipe system

| Höjd | Pipe diameter | | |
|------|---------------|-------|-------|
| H | ø12mm | ø15mm | ø20mm |
| m | m | m | m |

With an overlying tank a 1-pipe-system is not recommended.

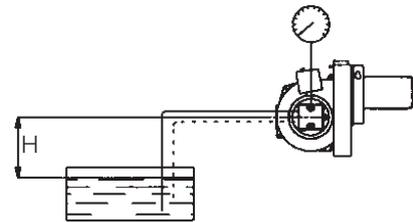
| Two-pipe system | | | |
|-----------------|---------------|-------|-------|
| Height | Pipe diameter | | |
| H | ø12mm | ø15mm | ø20mm |
| m | m | m | m |
| 4,0 | 81 | 100 | 100 |
| 3,5 | 76 | 100 | 100 |
| 3,0 | 71 | 100 | 100 |
| 2,5 | 66 | 100 | 100 |
| 2,0 | 61 | 100 | 100 |
| 1,5 | 56 | 100 | 100 |
| 1,0 | 51 | 100 | 100 |
| 0,5 | 46 | 100 | 100 |

The suction line tables consist of theoretically calculated values where the pipe dimensions and oil velocity have been matched so that turbulences will not occur. Such turbulences will result in increased pressure losses and in acoustic noise in the pipe system.

In addition to drawn copper piping a pipe system usually comprises 4 elbows, a non-return valve, a cut-off valve and an external oil filter. The sum of these individual resistances is so insignificant that they can be disregarded.

The tables do not include any lengths exceeding 100 m as experience shows that longer lengths are not needed. The tables apply to a standard fuel oil of normal commercial quality according to current standards. On commissioning with an empty tube system the oil pump should not be run without oil for more than 5 min. (a condition is that the pump is being lubricated during operation).

The tables state the total suction line length in metres at a viscosity of 6,0 mm²/s.



1-pipe system

| Height | Pipe diameter | | |
|--------|---------------|-------|-------|
| H | ø12mm | ø15mm | ø20mm |
| m | m | m | m |

With an overlying tank a 1-pipe-system is not recommended.

| Two-pipe system | | | |
|-----------------|---------------|-------|-------|
| Height | Pipe diameter | | |
| H | ø12mm | ø15mm | ø20mm |
| m | m | m | m |
| 0,0 | 41 | 100 | 100 |
| -0,5 | 36 | 89 | 100 |
| -1,0 | 31 | 77 | 100 |
| -1,5 | 26 | 65 | 100 |
| -2,0 | 22 | 53 | 100 |
| -2,5 | 17 | 41 | 100 |
| -3,0 | 12 | 29 | 91 |
| -3,5 | 7 | 17 | 53 |
| -4,0 | 2 | 5 | 15 |

List of components LMO24.255... (B55-2H,R/B65-2H,R)

| | | | |
|----|--------------------------------------|-----|---|
| A1 | Oil burner control | S5 | Micro switch for hinged door |
| B1 | Photoresistor | S6 | Control thermostat, high/low |
| F1 | Operating fuse | S7 | Main switch 3-fas |
| F2 | Fuse | S20 | Main switch 1-fas |
| F3 | Fuse | T1 | Ignition transformer |
| H1 | Lamp, low capacity | X1 | Connection terminal board |
| H2 | Lamp, high capacity | X2 | Earth terminal |
| H5 | Alarm signal 230V | X3 | Plug-in contact "Euro" burner |
| K1 | Thermal overload protection | X4 | Plug-in contact "Euro", boiler |
| M1 | Burner motor | X5 | Plug-in contact "Euro" high/low burner |
| M2 | Damper motor SQN75.244A21B | X6 | Plug-in contact "Euro", high/low boiler |
| P1 | Time meter, low capacity (optional) | X7 | Plug-in contact "Euro" 3-phase, burner |
| P2 | Time meter, high capacity (optional) | X8 | Plug-in contact "Euro", 3-phase, boiler |
| S1 | Operating switch | Y1 | Solenoid valve 1 |
| S2 | Operating switch, high/low capacity | Y2 | Solenoid valve 2 |
| S3 | Operation thermostat | | |
| S4 | Temperature limiter | | |

If S6 is missing connection between T6 and T8. Mains connection and fuse in accordance with local regulations.

max loading K1

Connection A1,A2 / 95, 96 / 97, 98 Max 0,2A/15W

ELECTRIC EQUIPMENT

Function

1. Switch on operating switch and twin thermostat

The burner motor starts, an ignition spark is formed, the prepurge goes on till the prepurge period expires and the solenoid valve 1 opens (2).

2. Solenoid valve 1 opens

Oil mist is formed and ignited. The photocell indicates a flame.

3. The safety time expires

- a. If no flame is established before this time limit the control cuts out.
- b. If for some reasons the flame disappears after this time limit, the burner will make an attempt to re-start.

4. Full load thermostat ON

The ignition spark goes out after flame indication (See Technical data oil burner control). The burner is in operating position and can now change between high and low capacity.

4-5. Operating position

If the burner operation is interrupted by means of the main switch or the thermostat, a new start takes place when the conditions in accordance with point 1 are fulfilled.

The oil burner control cuts out

A red lamp in the control is lit. Press the reset button and the burner re-starts.

Technical data LMO24.255...

| | LMO24 |
|--------------------------------------|----------------------|
| Pre-ignition time: | 25 s |
| Pre-purge time: | 25 s |
| Post-ignition time: | < 1 s |
| Ambient temperature: | från - 5 till + 60°C |
| Min. current with flame established: | 45 µ A |
| Max. photo current at start: | 5,5 µ A |

Control of photo current

Current through photo unit is measured with a d.c. ammeter (a moving oil instrument connected in series with the photo unit).

Colour codes LMO14/24

When the burner starts, three signal lights in the reset switch indicate the normal sequence, as well as provide indication if something abnormal is happening in accordance with the following table:

| | |
|------------------------------|---------------------|
| Preheater in operation | Solid yellow |
| Ignition switched on | Flashing yellow |
| Normal operation | Solid green |
| Operation, poor flame signal | Flashing green |
| Undervoltage | Flashing yellow-red |
| Fault, alarm | Solid red |
| False light | Flashing red-green |
| Communication mode | Fluttering red |

Fault codes LMO14/24

When the red light for a blocked relay box comes on, you can get information about what has caused the problem by pressing and holding the reset button for 3 seconds.

The number of flashes below is repeated with a pause in between.

| | |
|------------|---|
| 2 flashes | No flame signal when safety time expires |
| 4 flashes | False light during start |
| 7 flashes | 3 x Losses of flame during operation |
| 8 flashes | Time-out for preheater * |
| 10 flashes | Incorrect wiring, internal fault or simultaneous occurrence of two faults |

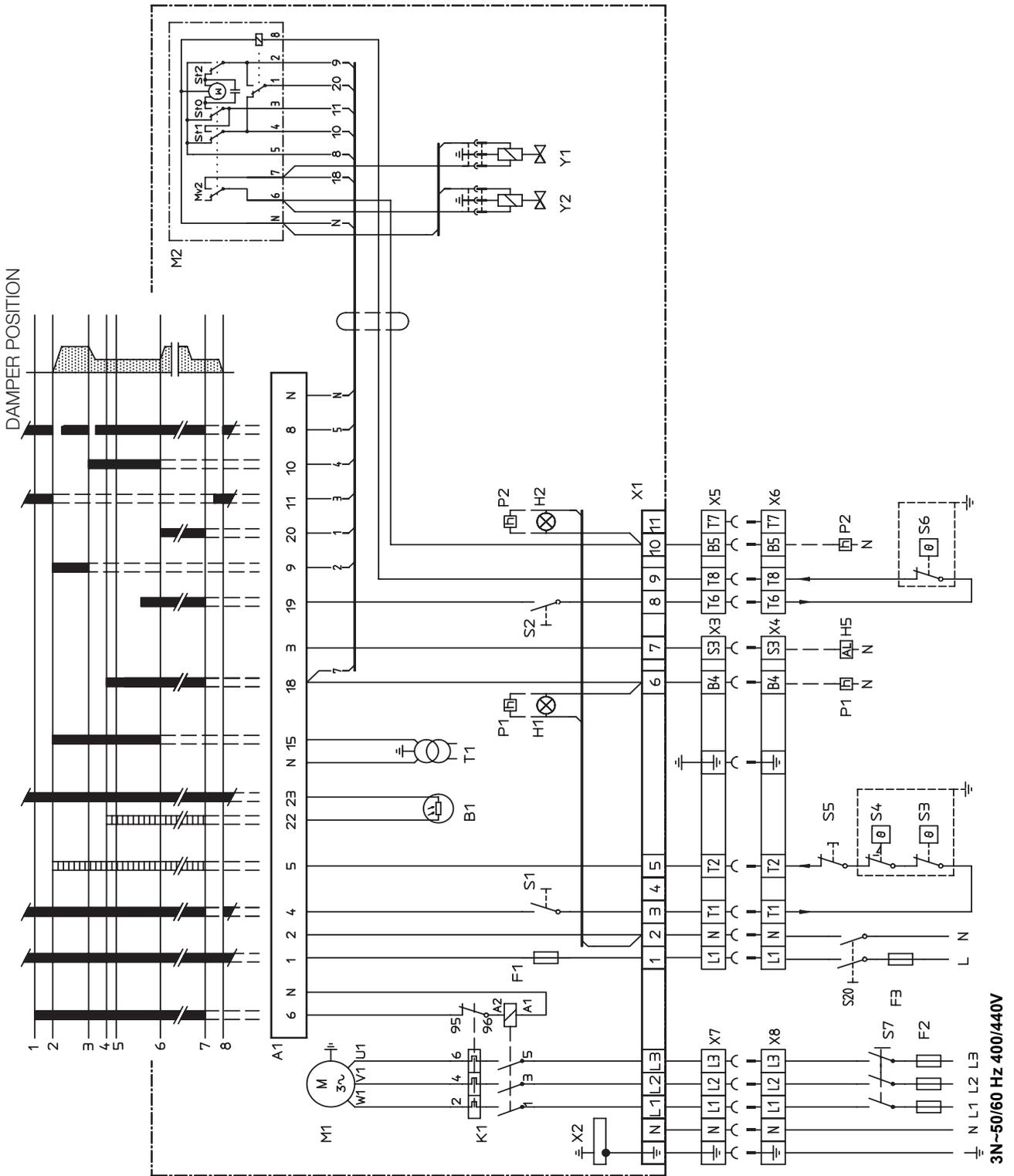
* In order for this fault code to occur, the preheater shall not reach its cut-off temperature within 10 mins. from switch on.

To return to normal operation: Press the reset button for 1 second.

If the reset button is instead kept pressed a second time for at least 3 seconds, you can, via an interface, obtain the corresponding information on a computer or flue gas analyser.

To return to normal operation: Press the reset button for 1 second

7.2 Wiring diagram LAL 1... (B55-2/B55-2R/B65-2/B65-2R)



7.2.1 List of components LAL 1... (B55-2/B55-2R/B65-2/B65-2R)

| | | | |
|----|--------------------------------------|-----|---|
| A1 | Oil burner control | S5 | Micro switch for hinged door |
| B1 | Photoresistor | S6 | Control thermostat, high/low capacity |
| F1 | Operating fuse | S7 | Main switch 3-fas |
| F2 | Fuse | S20 | Main switch 1-fas |
| F3 | Fuse | T1 | Ignition transformer |
| H1 | Lamp, low capacity | X1 | Connection terminal board |
| H2 | Lamp, high capacity | X2 | Earth terminal |
| H5 | Alarm signal 230V | X3 | Plug-in contact "Euro", burner |
| K1 | Thermal overload protection | X4 | Plug-in contact "Euro", boiler |
| M1 | Burner motor | X5 | Plug-in contact "Euro", high/low burner |
| M2 | Damper motor L&S SQN75.294A21B | X6 | Plug-in contact "Euro" high/low boiler |
| P1 | Time meter, low capacity (optional) | X7 | Plug-in contact "Euro" 3-phase, burner |
| P2 | Time meter, high capacity (optional) | X8 | Plug-in contact "Euro" 3-phase, boiler |
| S1 | Operating switch | Y1 | Solenoid valve 1 |
| S2 | Operating switch, high/low capacity | Y2 | Solenoid valve 2 |
| S3 | Operation thermostat | | |
| S4 | Temperature limiter | | |

If S6 is missing connection between T6 and T8.

Mains connection and fuse in accordance with local regulations

max loading K1

Connection A1,A2 / 95, 96 / 97, 98 Max 0,2A/15W

7.2.2 Function LAL 1...

1. Operating switch ON, twin thermostat ON Air damper closed

The burner motor starts.

2. Ignition spark is formed

Ignition spark is formed. Air damper motor opens the damper to full load position.

3. Air damper motor closes

The air damper motor closes to low load position.

4. Solenoid valve opens

The oil mist is ignited. The photoresistor indicates a flame.

5. The safety time expires

- a. If there is no flame established **before** this time limit the burner control locks out.
- b. If the flame for some reason disappears **after** this time limit the burner control also locks out. If a repetition of the start-up sequence is desired, the wire link marked "Repetition" on the side of the base plate of the control must be removed.

6. Full load thermostat ON

The burner is in operating position. It can now change over to full load and then it alternates between full load and low load.

7. Stop

The burner operation is interrupted by means of the operating switch or if the thermostat switches off. The air damper closes completely and the oil burner control continues to position 8 for a new start.

8. State of rest

The burner is waiting for a new start.

The control locks out

A red lamp in the control is lit. Move the transparent cover aside and restart the burner by pressing the reset button.

Note! In the window of the control symbols appear showing in which position the control locks out, see the adjoining explanation.

7.4.1 List of components LAL 1... (B55-3/B65-3 och B55-3/B65-3)

| | | | |
|----|---------------------------------------|-----|--|
| A1 | Oil burner control | S8 | Operating switch, Stage 3 |
| A6 | Regulator R316T | S9 | Control thermostat, Stage 3 |
| B1 | Photoresistor | S20 | Main switch 1-fas |
| F1 | Operating fuse | T1 | Ignition transformer |
| F2 | Fuse | X1 | Connection terminal board |
| F3 | Fuse | X2 | Earth terminal |
| F4 | Fuse 1A | X3 | Plug-in contact "Euro", burner |
| H1 | Lamp, low capacity | X4 | Plug-in contact "Euro", boiler |
| H2 | Lamp, high capacity | X5 | Plug-in contact "Euro", high/low burner |
| H3 | Lamp, Stage 3 | X6 | Plug-in contact "Euro" high/low boiler |
| H5 | Alarm signal 230V | X7 | Plug-in contact "Euro" 3-phase, burner |
| K1 | Thermal overload protection | X8 | Plug-in contact "Euro" 3-phase, boiler |
| M1 | Burner motor | X9 | Plug-in contact regulator, burner |
| M2 | Damper motor L&S SQN75.294A21B | X10 | Plug-in contact regulator, PT 100-resistance thermometer |
| P1 | Time meter, Stage 1 | X23 | Plug-in contact "Euro", Stage 2 burner |
| P2 | Time meter, Stage 2 | X24 | Plug-in contact "Euro", Stage 2 boiler |
| P3 | Time meter, Stage 3 | Y1 | Solenoid valve 1 |
| S1 | Operating switch | Y2 | Solenoid valve 2 |
| S2 | Operating switch, high/low capacity | Y3 | Solenoid valve 3 |
| S3 | Operation thermostat | Y1S | Safety solenoid valve |
| S4 | Temperature limiter | | (Standard on burners with an output ≥ 100 kg/h) |
| S5 | Micro switch for hinged door | | (Option on burners with an output < 100 kg/h) |
| S6 | Control thermostat, high/low capacity | | |
| S7 | Main switch 3-fas | | |

If S6 is missing connection between L1 and L2.

If S9 is missing connection between T6 and T8.

Mains connection and fuse in accordance with local regulations

max loading K1

Connection A1,A2 / 95, 96 / 97, 98 Max 0,2A/15W

7.4.2 Function LAL 1...

1. Operating switch ON, twin thermostat ON Air damper closed

The burner motor starts.

2. Ignition spark is formed

Ignition spark is formed. Air damper motor opens the damper to stage 3..

3. Air damper motor closes

The air damper motor closes to stage 1..

4. Solenoid valve 1 opens

The oil mist is ignited. The photoresistor indicates a flame..

5. The safety time expires

- a. If there is no flame established **before** this time limit the burner control locks out.
- b. If the flame for some reason disappears **after** this time limit the burner control also locks out. If a repetition of the start-up sequence is desired, the wire link marked "Repetition" on the side of the base plate of the control must be removed.

6. Thermostat and switch Stage 2 ON

The burner can now change over to stage 2..

7. Thermostat and switch Stage 3 ON

The burner can now change over to stage 3..

8-9. Operating position

The burner can now change between stage 1, 2 and 3. The burner operation is interrupted by means of the operating switch or the thermostat.

The control locks out

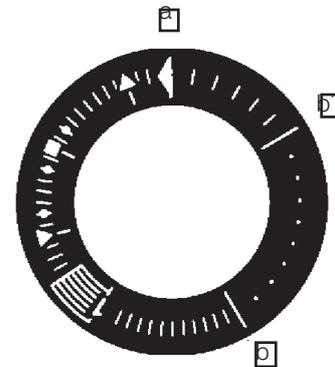
A red lamp in the control is lit. Move the transparent cover aside and restart the burner by pressing the reset button.

 In the window of the control symbols appear showing in which position the control locks out, see the adjoining explanation.

7.4.3 Control programme under fault conditions and lock-out indication LAL 1...

In the event of fault conditions the sequence switch stops and simultaneously the lock-out indicator. The symbol appearing above the reading mark indicates kind of fault:

- ◀ **No start,**
because e.g., the CLOSE signal has not been supplied to terminal 8 by the limit switch, or a contact has not been closed between terminals 4 and 5.
 - ▲ **Shut-down of start-up sequence,**
because the OPEN signal has not been supplied to terminal 8 by the limit switch. Terminals 6, 7 and 15 remain under voltage until the fault is corrected.
 - **Lock-out**
due to a fault in the super-vision circuit.
 - ▼ **Shut-down of start-up sequence,**
because the position signal for the low-flame position has not been supplied to terminal 8 by the auxiliary switch. Terminals 6, 7 and 15 remain under voltage until the fault is corrected.
 - 1 **Lock-out,**
because no flame signal has been received on completion of the safety time.
 - | **Lock-out,**
because the flame signal has been lost during burner operation or air pressure failure has occurred.
 - ◀ **Lock-out on completion or after completion of control programme sequence due** to extraneous light (e.g. flame not extinguished, leaking fuel valves) or due to a faulty flame signal (e.g. fault in flame supervision circuit or similar).
- a - b Start-up sequence**
b - b' „idle steps“
 up to the self shutdown of the sequence switch
b (b') - a Post-purge sequence



7.4.4 Technical data LAL 1...

| | |
|--|----------------|
| Pre-ignition time: | from start |
| Pre-purge time with full air volume: | 22 s |
| Safety time: | 5 s |
| Post-ignition time: | 15 s |
| Interval between Mv1 and Mv2: | 7,5 s |
| Reset after lock-out: | Immediately |
| Time of re-start: | 47 s |
| Ambient temperature: | - 20 to + 60°C |
| Min. required current at 220 V and 240 V respectively: | 95/105 µ A |
| Max. current: | 160 µ A |
| Protective standard: | IP40 |

Control of photo current

Current through photo unit is measured with a d.c. ammeter (a moving coil instrument connected in series with the photo unit).

8. FAULT LOCATION

8.1 Burner will not start

| Symptom | Causes | Remedies |
|-----------------------|---|--|
| Motor starts | Unstable flame | Adjust the damper |
| Burner pre-ventilates | Excess air | Check the oil pressure |
| | Low oil pressure | Check the nozzle in relation to the combustion apparatus dimensions and the ignition electrode position |
| Flame formed | Incorrect combustion apparatus settings | Check the flame monitor is clean and can register light |
| Burner trips | Flame monitor does not register light | Check with using new photocell |
| | Defective flame monitor | Check using new oil burner control (Note: replacement of photocell recommended if oil burner control replaced) |
| Motor starts | Defective oil burner control | Check the oil supply to the burner and that there are no air bubbles in the pump |
| Burner pre-ventilates | | Check function of solenoid |
| No flame formed | No oil | Check flame monitor does not register ambient light |
| Burner trips | False light | Check high voltage wiring and ignition electrodes |
| | No spark | |

8.2 Burner will not start after normal use

| | | |
|-----------------------|---|--|
| Burner does not start | Fuse blown | Check and replace fuse as necessary. Investigate cause of fault |
| | Boiler thermostat has not reset | Adjust thermostat |
| Burner pre-ventilates | Overheating protection has deployed | Reset the overheating protection. Investigate the cause of its deploying. Remedy fault |
| | Defective preheater | Check by replacing with new |
| | Defective oil burner control or flame monitor | Check that tank, oil lines, solenoid valves, pump and nozzle are in good condition |
| | No oil supply | Adjust the burner |
| Burner stops | Too great a pressure drop at brake plate | Correct the boiler draught |
| | Too strong draught prevents flame forming | Check the ignition transformer. Check the ignition electrode settings and ceramics |
| | No spark | |

8.3 Delayed ignition, burner starts; pulsation

| | | |
|--|--|---|
| Burner pulsates at start with hot flue gases | Too strong a draught | Correct the boiler draught |
| | Too great a pressure drop at brake plate | Adjust the burner |
| | Nozzle partially blocked | Replace nozzle |
| Burner pulsates at start | Oil pressure too low | Check and adjust |
| | Flue blocked or damaged | Check and correct |
| | Fan wheel slipping on shaft | Check and tighten |
| | Pump coupling loose or worn | Replace |
| | Preheater clogged | Check ignition electrode adjustment (refer to technical data) |
| | Delayed ignition | Check ignition electrodes not damaged |
| | Too strong a draught | Check high voltage wiring |
| | Too great a pressure drop at brake plate | Check position of nozzle assembly adjustment |
| | | Correct the boiler draught |
| | | Adjust the burner |

EU Declaration of conformity



Bentone Oilburners

Type

| | | | |
|--------|--------|------|------|
| BF 1 | ST 133 | B 10 | B 55 |
| ST 97 | ST 146 | B 30 | B 65 |
| ST 108 | B 1 | B 40 | B 70 |
| ST 120 | B 2 | B 45 | B 80 |

This declaration of conformity is issued under the sole responsibility of the manufacturer. The object of the declaration described above is in conformity with:

Machinery Directive 2006/42/EC

EMC 2014/30/EU

Restriction of the use of certain hazardous substances (RoHS) Directive 2011/65/EU

References to the relevant harmonised standards used or references to the other technical specifications in relation to which conformity is declared:

EN 267:2009+A 1 :2011 (excluded Annex J/K) Automatic forced draught burners for liquid fuels

Additional information can be downloaded at:

www.bentone.com

Enertech AB
Box 309
S-341 26 LJUNGBY

Ljungby September 26th, 2017

Håkan Lennartsson

Managing Director

Enertech AB

OIL BURNERS MAINTENANCE INSTRUCTIONS

General information

Keep the boiler room clean. Ensure that the boiler room has permanent fresh air intake. Switch off before dismantling the oil burner.

At hinged mounting, make sure that an automatic safety switch is fitted, so that the burner cannot start when the swing door is open.

Don't use the oil fired boiler to burn paper or rubbish, unless the boiler is especially fitted with a hinged door to make this possible.

Don't fill tank while burner is working.

Starting precautions

Make sure that the oil tank is not empty

Make sure that the valves on oil and water supply pipes are open.

Make sure that the boiler flue damper is open.

Make sure that the boiler thermostat is set at the correct temperature.

Switch on the current. Most relay systems have a delayed action so that the burner will not start for perhaps 20 seconds.

With heavy oil the delay will be longer as the burner will not start until the oil in the preheater reaches the required temperature.

If the burner will not start

Press the reset button on the relay. Check that the thermostats are correctly adjusted.

Don't forget the room thermostat, check that any fuses are intact and main switch is on.

If the burner starts but does not ignite

Make an attempt to start the burner.

Never make close repeated start attempts.

Don't restart the burner until the boiler is free from oil gases.

If the burner still does not ignite send for the service engineer.

When switching off during summer

Always use the main switch to cut out the burner even when adjusting the burner or cutting off the heating for a short time. For longer periods of shut down, close all valves and the oil supply stop-cock.

Clean the filter and nozzle by washing in petrol or paraffin.

Make sure the filter medium is not damaged or defective. Protect electrical gear from damp.

Warning

Never stand too near or put your face to the inspection or fire door, when the burner is about to start.

Never use a naked flame to ignite oil if the electrical ignition fails.

Always wait for about 10 minutes for the unburnt gases to disperse before restarting the oil burner if it has failed to ignite previously.

Installed by:

.....

Tel:

