

| Gas Performance Data | | | | | | | | | | | | |
|-------------------------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PF-75-G-2012-60 hz | | 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 | 7.5 | 14.3 | 21.0 | 27.8 | 34.5 | 41.3 | 48.0 | 54.8 | 61.5 | 68.3 | 75.0 |
| Gas Flow | SCFH | 7,500 | 14,250 | 21,000 | 27,750 | 34,500 | 41,250 | 48,000 | 54,750 | 61,500 | 68,250 | 75,000 |
| Gas valve position | | 0.9 | 1.1 | 1.5 | 2.0 | 2.5 | 3.0 | 3.3 | 3.5 | 4.0 | 4.9 | 9.0 |
| Gas Pressure in Train | PSI | 2.32 | 2.32 | 2.32 | 2.22 | 2.25 | 2.25 | 2.30 | 2.23 | 2.25 | 2.27 | 2.24 |
| Gas Pressure in gas manifold | "w.c" | -0.10 | -0.50 | 0.20 | 2.80 | 5.20 | 8.20 | 10.80 | 13.40 | 17.80 | 22.80 | 31.20 |
| Dp at gas orifice (4.6" bore) | "w.c" | 0.13 | 0.24 | 0.42 | 0.65 | 0.98 | 1.44 | 1.91 | 2.36 | 2.98 | 3.75 | 4.70 |
| Damper Position | | 0.5 | 0.8 | 1 | 1.5 | 1.8 | 2 | 2.5 | 2.8 | 3.3 | 4 | 9 |
| Blower Body Pressure | "w.c" | 50.20 | 49.50 | 48.60 | 48.50 | 47.60 | 45.90 | 45.20 | 43.30 | 38.40 | 34.10 | 24.80 |
| Burner Body Pressure | "w.c" | 0.10 | 0.10 | 0.50 | 1.40 | 2.50 | 3.10 | 4.70 | 7.00 | 9.80 | 13.80 | 21.80 |
| Combustion Air Motor Power | HP | 39.6 | 40.9 | 43.0 | 45.7 | 50.0 | 56.2 | 62.2 | 68.3 | 72.5 | 77.2 | 81.6 |
| Combustion Air Motor Current | Amp. | 42.5 | 44.2 | 45.8 | 48.4 | 52.0 | 51.0 | 62.9 | 68.5 | 72.4 | 76.5 | 80.7 |
| Total Air Flow | SCFH | 496,595 | 528,769 | 538,120 | 563,073 | 602,128 | 675,598 | 719,973 | 766,171 | 803,732 | 868,235 | 940,327 |
| Burner Air Flow | SCFH | 120,464 | 152,638 | 161,989 | 186,942 | 225,997 | 299,467 | 343,842 | 390,040 | 427,601 | 492,104 | 564,196 |
| Flame Length | Feet | | | | | | | | | | | |
| Flame Diameter | Feet | | | | | | | | | | | |
| Excess air | % | 558% | 269% | 155% | 102% | 73% | 63% | 49% | 39% | 30% | 26% | 25% |

Match orifice meter differential pressure with blower 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 blower 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.

