



# Service News



## Burner Atomizing Test

Fuel sprayed from the top end of the burner nozzle must be in a complete spray state. If the fuel is sprayed in a sticky condition, dripped or sprayed only half way, normal burning cannot be performed.

In this document, a method for a burner atomizing test during a burner disorder will be explained with reference to the general VWH type (1500 SEC specification).

### < Atomizing test >

#### 1. Remove the burner from the boiler.

- (1) Burners can be roughly classified into a nozzle pipe specification and leakage protecting valve specification. Burners of the respective specifications are connected with fuel piping by a flexible hose or a copper tube. Remove these pipes from the burner.
- (2) Remove wiring of the electric system such as a flame eye and an insulator cap.
- (3) Then, remove the burner body from the boiler by loosening the screws on the burner upper lid.

#### 2. Prepare a site to be atomized.

To atomize, set up a can to receive fuel oil.

#### 3. Connect only the fuel piping removed in 1-(1) to the removed burner.

Caution: Never connect the insulator cap (ignition transformer). Fire or burns may result.

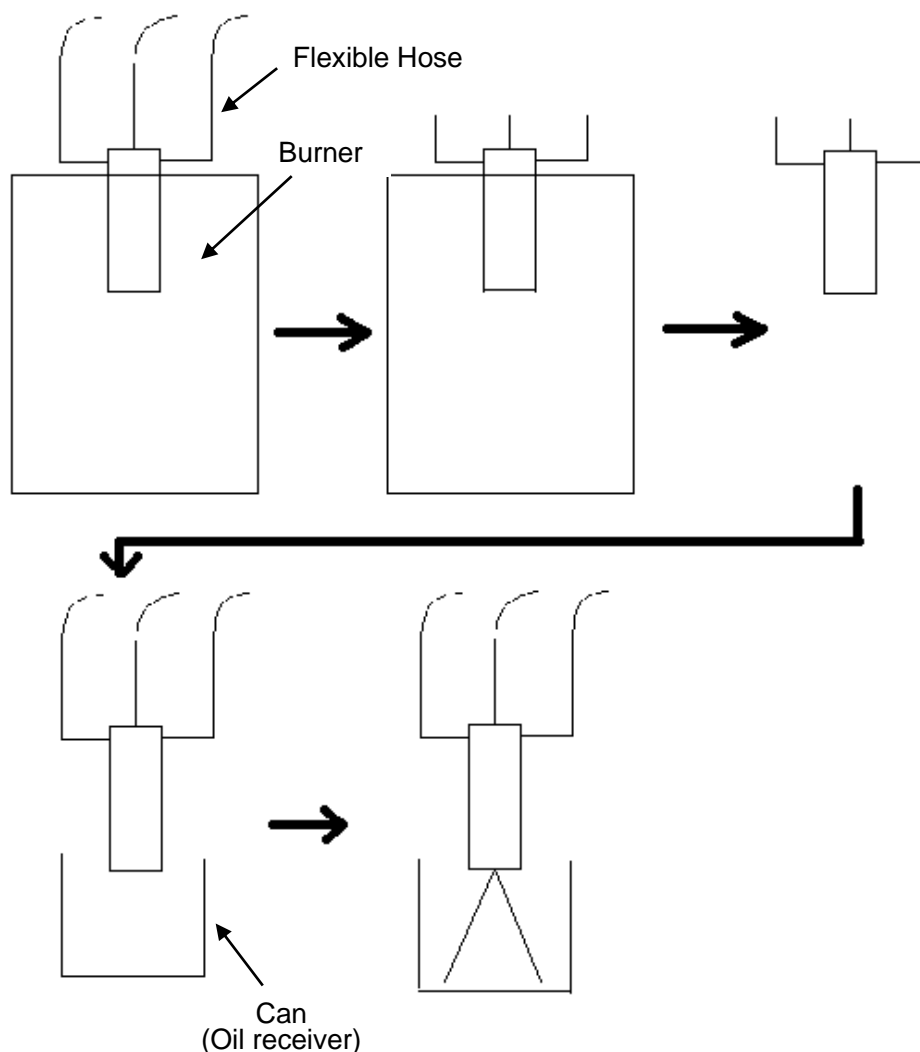
In the case of the copper tubing specifications, it is recommended that a dedicated flexible hose or copper tube for testing be prepared.

#### 4. Conduct an atomizing test by manual operation.

- (1) Operate the FAN
- (2) Operate the fuel pump
- (3) Turn the ignition transformer ON
- (4) Turn the solenoid valve ON

#### 5. If atomization has been completely performed, recovery can be carried out.

If not, inspect the nozzle tip and fuel oil pressure, etc.



< Precautions to be notified >

According to model, some burners may not have a manual circuit.

In the case of pilot specifications, the operation slightly differs.

Sequential conditions (such as flame detection) may differ, therefore, refer to the circuit diagram in the final drawing on board the ship.

When there are some obscure items to the method or some concerns even after checking the electric circuit, never carried out a test. Otherwise, any accident may result.

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We hope to receive your continuous support in the future.