



Universal fuel unit for oil burners Type VU

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European patent

VU1



Universal Fuel Unit for oil burners

Type VU

The DELTA *Universal Fuel Unit* is an efficient and modern oil burner pump, provided with bilateral delivery ports and suitable for clockwise and counter clockwise rotation. Since its mounting flange, hub and shaft sizes are manufactured to international standards (EN 225), it can be fitted to every oil burner.

Features

- ❑ High suction capability.
- ❑ Suitable for one or two pipe systems.
- ❑ **Clockwise and counter clockwise rotation.**
- ❑ **Bilateral delivery ports.**
- ❑ Self priming (two pipe).
- ❑ Reliable pressure and positive cut-off.
- ❑ Shaft lip seal (Rev. B).
- ❑ Silent operation.
- ❑ Low power absorption.
- ❑ Easily installed and adjusted.
- ❑ Pressure and vacuum gauge ports.

Applications

The Universal Fuel Unit type VU is designed for pumping oil in high pressure oil burners and transfer pump applications. Its features allow an easy pump replacement with every other type of oil pump: the same unit is provided with nozzle port in both the left and right side, and is suitable for clockwise and counter clockwise rotation.

WARNING

It must not be used to pump water or acid.

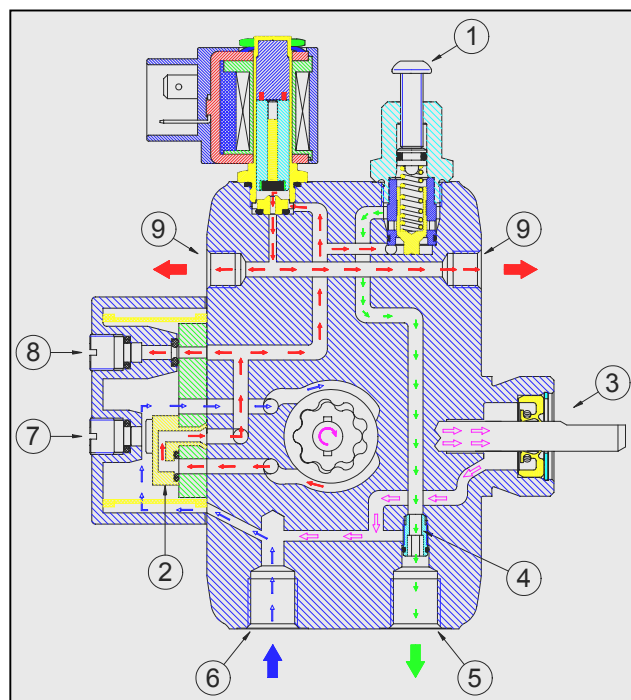
Operation

The VU fuel unit consists of a pump, solenoid valve, filter and pressure regulator valve (1) housed within one casting. The pumping action is obtained from two spur gears, one of which is connected to the drive shaft (3). The pump casting provides the various oil ways, for the suction (6), return (5) and nozzle ports (9). Pressure (8) and vacuum (7) gauge ports are also provided.

Under the vacuum gauge is located the rotation selector (2). See the *Installation and Service Section*.

The VU unit is supplied in two pipe version (self priming)

On start up, the rotating gears purge the air from the suction chamber, through a vent groove in the piston to the return line in two pipe version, and through the nozzle line (after the solenoid valve opening) in one pipe version.



On initial commissioning, it is possible to bleed the air more quickly, through the pressure gauge port.

Because a vacuum now exists oil, due to atmospheric pressure, enters the suction chamber through the filter.

From the suction side, the gears pass the oil to the pressure chamber, where it comes up against the head of the piston. Due to the build up of pressure, the piston is forced back against the pressure regulating spring. The flow of pressurized oil is interrupted by an incorporated solenoid valve, and can, therefore, be opened following the start of the motor (pre-purge), or interrupted before stopping the motor itself (instant shut-off of the flame preventing the nozzle dripping). The excessive oil discharges to the return side (or by-passes in the one pipe version). It will be realized of course that the spring tension, which is varied by the regulator screw, regulates the pressure of oil required.

The pump can be converted from the two pipe version to the single pipe version, removing the by-pass plug (4) from the return port.

When the unit is converted to the single pipe version, on initial commissioning the air must be bled through the pressure gauge port (in this case lift installation are not recommended).

Technical specifications

Oil viscosity.....	1,2 ÷ 12 cSt
Oil temperature.....	60°C max.
Pressure range.....	6 ÷ 18 bar.
Suction line vacuum.....	0,5 bar max.
Suction line pressure.....	2 bar max.
Return line pressure.....	2 bar max.
Rotation speed.....	3500 RPM max.
Strainer.....	Nylon mesh 150µ, 20 cm ²
Dimensions (EN 225).....	Hub dia. 32, shaft dia. 8
Connections (ISO 228/1) ...	Inlet - Return port: G1/4" Nozzle ports: G1/8" Gauges: G1/8"
Pipes system.....	Single pipe or Two pipe
Rotation.....	Clockwise or counter clockw. (seen from shaft end)
Nozzle line.....	Bilateral
Weight.....	1050 gr.

Solenoid valve specifications

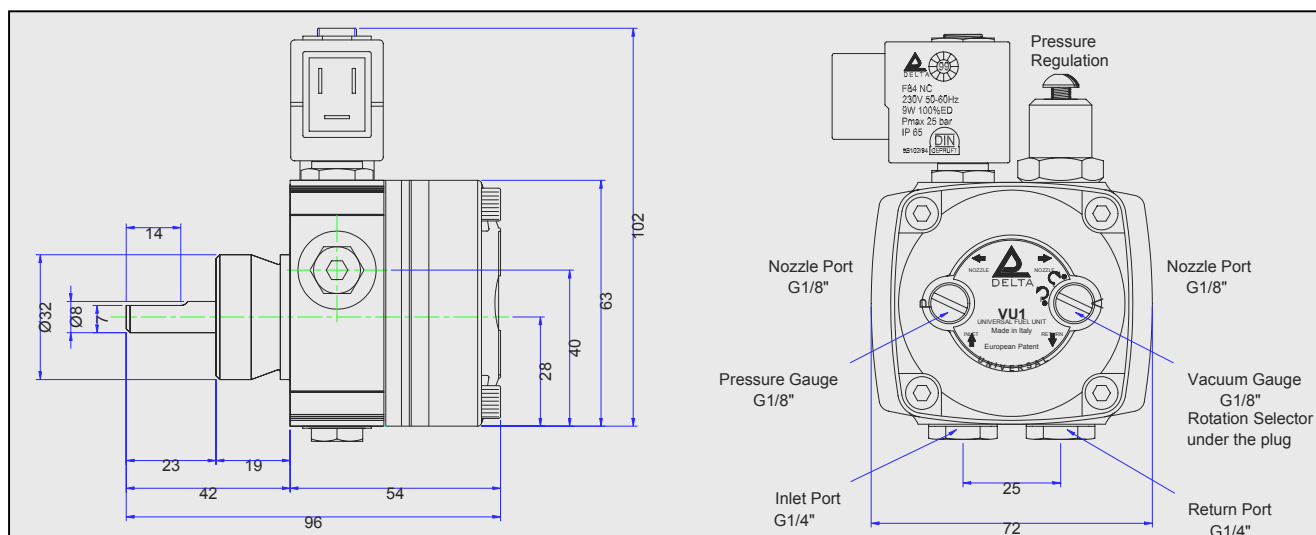


Power absorbed	9 W
Voltage tolerance	-15% / +10%
Environment temp.	0°C / 60°C
Working pressure	25 bar max.
Flow factor (VDI/VDE 2173)	0,059 m ³ /h
Cut-off pressure	6 bar
Approval (EN 264)	TÜV No. 5S102/99

Standard factory setting

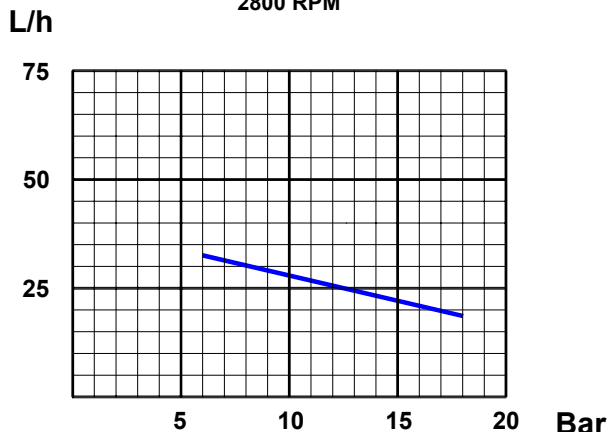
Working pressure.....	10 ±0,3 bar
Rotation.....	Counter clockwise (seen from shaft end)
Nozzle line.....	Right side (seen from cover)
Pipes system.....	Two pipe
Standard coil.....	230VAC 50/60 Hz
Standard cable set.....	3 cores, 700 mm cable length

Overall dimensions



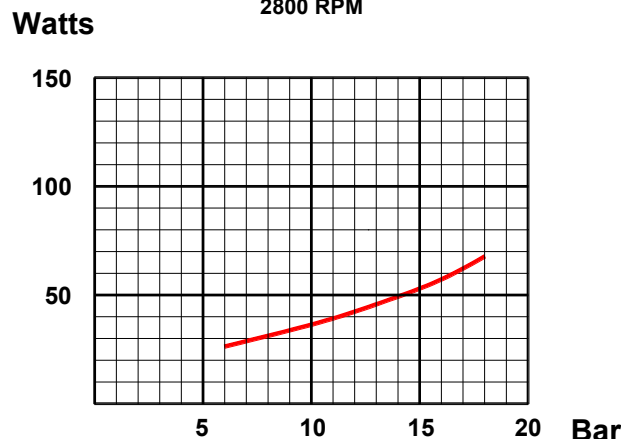
NOZZLE CAPACITY

Visc. 5 cSt (1.4°E)
2800 RPM



POWER ABSORPTION

Visc. 5 cSt (1.4°E)
2800 RPM



By-pass plug installation

To convert the DELTA fuel unit from the two pipe version to the single pipe version, do the following:

- Using a 4 mm Allen key, unscrew the by-pass plug from the return port (Fig. 1).
- Fit a 1/4" plug into the return port (Fig. 2).

WARNING

- In the two pipe version the air is bled through the return port. After conversion, the air must be bled manually, through the pressure gauge port.
- Make sure that the by-pass plug is not used in a single pipe installation, because the fuel unit will not function properly and damage to the pump and burner motor could result.

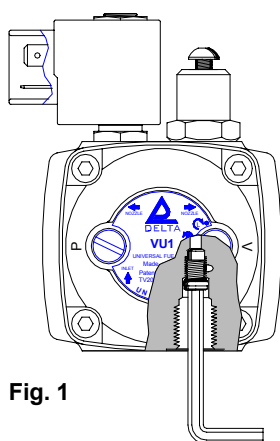


Fig. 1

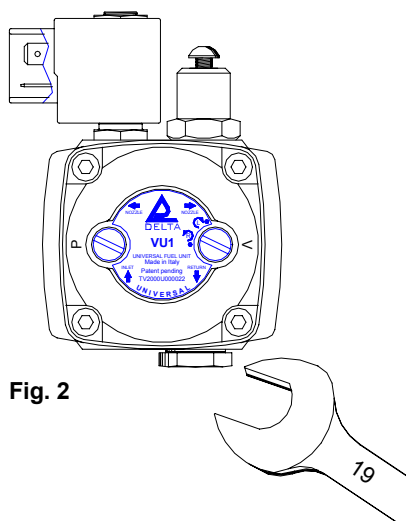


Fig. 2

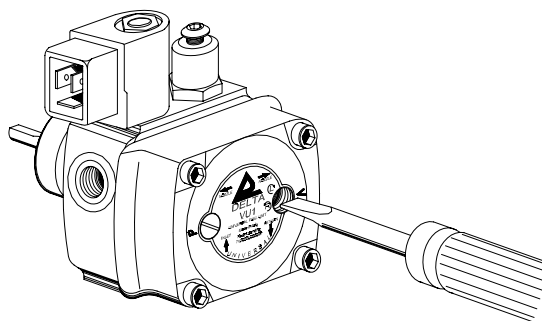


Fig. 3

Selection of rotation

The VU unit is provided with a screw for the selection of rotation, located under the vacuum gauge plug (V). To change the direction of rotation do the following:

- Using a screw driver, remove the 1/8" plug from vacuum gauge port. Under the plug, inside the pump, is the selector screw.
- Turn it 90° up to the stop, to change the rotation (Fig. 3).

After conversion, check the O-ring is located on the bottom of the vacuum port and replace the 1/8" plug.

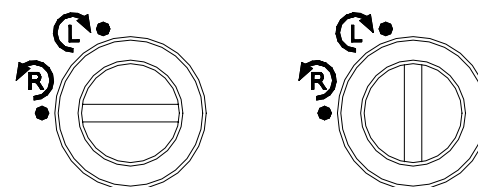


Fig. 4

Clockwise
(seen from shaft end)

Counter Clockwise
(seen from shaft end)

WARNING

The selection screw must be oriented with the groove vertical (L) or horizontal (R), otherwise the fuel unit will not function properly and damage could result (Fig.4).

Installation and Service Instructions

Installation and maintenance

1. Make sure that the by-pass plug is not used in a single pipe installation, because the fuel unit will not function properly and damage to the pump and burner motor could result.
2. The rotation selector must be oriented with the groove vertical (L) or horizontal (R).
3. Do not use fuel with additives to avoid the possible formation over time of compounds which may deposit between the gear teeth, thus obstructing them.
4. After filling the tank, wait before starting the burner. This will give any suspended impurities time to deposit on the bottom of the tank, thus avoiding the possibility that they might be sucked into the pump.
5. On initial commissioning a dry operation is foreseen for a considerable length of time (for example, when there is a long suction line to bleed). To avoid damages inject some lubrication oil into the vacuum inlet.
6. Care must be taken when installing the pump not to force the pump shaft along its axis or laterally to avoid excessive wear on the joint, noise and overloading the gears.
7. Do not force the valve stem and do not use it as lever.
8. Pipes should not contain air pockets. The number of junctions should be kept to a minimum as they are a possible source of leakage.
9. Rapid attachment joint should therefore be avoided. Always use O-Rings or mechanical seal (copper or aluminium gaskets) junctions if possible.
10. Avoid overtightening:
 - G1/8" → 15 Nm max.
 - G1/4" → 20 Nm max.
11. Do not use PTFE tape on the suction and return line pipes to avoid the possibility that particles enter circulation. These could deposit on the pump filter or the nozzle, reducing efficiency.
12. When junction threads, elbow joints and couplings are sealed with removable glue, avoid excessive quantities, which could enter in the oil ways and damage to the pump could result.
13. To clean the filter remove the cover. It must be thoroughly cleaned at least once in a season to ensure correct working of the fuel unit. The filter must be mounted with the supporting legs leaned against the pump body. If the joint plate between cover and pump housing should be damaged, it must be replaced. An external filter should always be installed in the suction line upstream of the fuel unit.
14. Make sure the combustion chamber is free of oil or oil vapor before operating the system.

CAUTION: Turn off all power before servicing any part of the system.

Nozzle pressure test

Most nozzles ratings are based upon 100 PSIG delivered oil pressure. The flow rate at the desired pressure must be estimated using the nozzle manufacturers data sheets.

To insure that oil is delivered to the burner nozzle at the desired pressure, do the following:

1. Remove the 1/8" plug from the port marked "P" and connect a pressure gauge to this port (use a gauge of 0 to 300 PSIG or greater). The "P" port (Pressure Gauge Test Port) has been provided specifically for the connection of the pressure gauge for measuring the nozzle pressure; however, when available, it is also permissible to use the vent port for measuring nozzle pressure.
2. Start the burner motor, energize the solenoid valve and vent all air from the fuel unit and connected suction line system.
3. Check the adjustable nozzle pressure range of the fuel unit, using a 4 mm Allen key, turning the adjusting screw counter clockwise to lower the nozzle pressure and clockwise to increase the nozzle pressure.

CAUTION: Adjust the nozzle pressure in accordance with the burner manufacturers specifications.

Nozzle cut-off test

Fuel oil is not compressible but air is. Air trapped in the nozzle line, anywhere between the fuel unit's nozzle port and the nozzle itself, will compress during burner operation. Following burner shutdown, any trapped compressed air will expand displacing the oil in the nozzle line, forcing continued oil flow through the nozzle that will, in effect, falsely appear to be poor fuel unit Cut-Off. This occurrence is particularly common with low flow rate nozzles used in conjunction with long air tubes.

To verify positive nozzle Cut-Off after burner shutdown, do the following:

1. Remove the nozzle line and fitting from the nozzle port of the fuel unit and connect a 1/8" pressure gauge to the nozzle port (a gauge of 300 PSIG or greater be used). It may be more convenient to use a gauge fitted out with an extension nipple or with a line and flare nut to connect directly to the fitting installed into the nozzle port. If any type of extension is used between the nozzle port and the gauge, it should be kept as short as possible to minimize the amount of trapped air.
2. Start the burner motor, energize the solenoid valve and vent all air from the fuel unit and connected suction line system.
3. Shut off the burner motor. Initially the pressure will drop and then stabilize within a second or two. The pressure reading on the gauge should stabilize at 6 bar or greater and hold for at least two minutes.

Vacuum test

The vacuum test is necessary to verify the fuel unit's suction ability, to evaluate the leak tight integrity of the entire fuel unit and connected oil suction line piping system, to confirm that there are no abnormal restrictions in the oil suction line system, and, to confirm that the system vacuum is within the allowable specification limits of the unit. Please watch in any case the graphs for maximum suction line length depending on line diameter, viscosity, difference in height of suction line and pump or nozzle capacity. To perform the test, do the following:

1. Remove the 1/8" plug from the port marked "V" and connect a vacuum gauge to this port.
2. Start the burner motor, energize the solenoid valve and vent all air from the fuel unit and connected suction line system.
3. With the burner motor running, close the valve connected to the inlet port. You will note that the vacuum as measured by the vacuum gauge will increase. Allow the burner motor to continue to run until the highest vacuum reading is achieved. A fully primed fuel unit in good condition should be capable of pulling at least 20 InHg. If not, before condemning the fuel unit, be sure that all connections and plugs are tight, the cover gasket is in good condition and the valve is in good working order.
4. De-energize the solenoid valve and shut off the burner motor. Initially, the vacuum reading will drop and then stabilize within a second or two. Once the vacuum reading stabilizes, record the reading. If the fuel unit is free of leaks, this reading should hold constant for at least 2 minutes. If the vacuum reading drops, there is a leak that must be located and corrected.
5. When each leakage is removed and the valve onto suction line is open, check to be sure that the actual operating vacuum does not exceed 15 InHg.

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