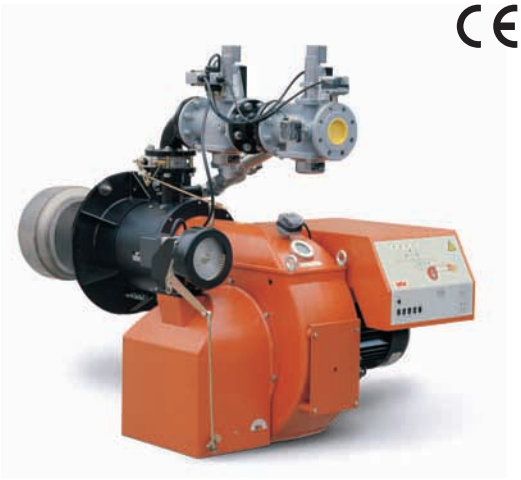
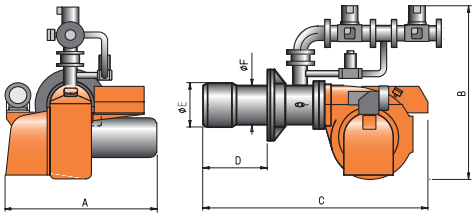
GI...DSPGN

From 1188 to 5544 kW

Conform to:
E.M.C. Directive 89/336/CEE
L.V. Directive 73/23/CEE
Reference standard: EN676





Model	A mm	B mm	C mm	D mm	E mm	F mm
GI 350 DSPGN	1160	1585	1970	230 ÷ 600	335	325
GI 420 DSPGN	1175	1530	2030	320 ÷ 625	430	355

TECHNICAL AND FUNCTIONAL CHARACTERISTICS

- Two-stage progressive output operation.
- Continuous modulation operation by installing P.I.D. controller on control panel (to be ordered separately with modulating kit).
- Air-gas mixing at blast-pipe.
- Ability to obtain optimal combustion values by regulating combustion air and blast-pipe.
- Maintenance facilitated by the fact that the mixing unit can be removed without having to remove the burner from the boiler.
- Minimum and maximum air flow regulation for first and second stage by means of electric servomotor with pause closure of gate to prevent any heat dispersion to flue.
- Valves tightness control device compliant with European standard EN676.
- Equipped with one flange and one insulating seal for boiler fastening.

CONSTRUCTION CHARACTERISTICS

The burner consists of:
- Combustion air intake with air flow adjustment device.
- Sliding boiler coupling flange to adapt the head protrusion to the various types of boilers.
- Air pressure switch to ensure the presence of combustion air.
- Electric servomotor with mechanical cam for simultaneous regulation of combustion air and fuel.
- In the CE version the gas train is complete with regulator, operating, safety and pilot valves, valve tightness control, minimum pressure switch, pressure regulator and gas filter; in the EXPORT version gas train is complete with regulator, operating, safety device and pilot valves, valve tightness control and minimum pressure switch.
- Automatic control and command equipment for the burner, compliant with European standard EN298.
- Flame detection by UV photo-electronic cell.
- Control panel comprising stop/go switch, automatic/manual and minimum/maximum selector, operation and block indicator.
- Terminal block for the electrical and thermostatic connections to the burner and to control the second stage of working or for the connection of the electronic output regolator.
- Electrical protection rating IP40.

Thermal output kW	Model	Part no.	Gas type	P.Gas** mbar	Regulator with incorporated filter Part no.	Pic.	Electrical supply	Motor kW	Size of packaging L x P x H mm	Weight kg	Notes
CE version - Frequency 50 Hz											
1188 ÷ 4752	GI 350 DSPGN	6647050	N.G.	500	97390374	D5	3N AC 50Hz 400V	15	2260 x 1520 x 1150	565	4) 13)
1386 ÷ 5544	GI 420 DSPGN	6650050	N.G.	500	97390383	D5	3N AC 50Hz 400V	18,5	2260 x 1520 x 1150	570	4) 13)
Export version - Frequency 50 Hz											
1188 ÷ 4752	GI 350 DSPGN	6647050	N.G.	140	–	DE5	3N AC 50Hz 400V	15	2260 x 1520 x 1150	565	4) 13)
1386 ÷ 5544	GI 420 DSPGN	6650050	N.G.	140	–	DE5	3N AC 50Hz 400V	18,5	2260 x 1520 x 1150	570	4) 13)
Export version - Frequency 60 Hz											
1188 ÷ 4752	GI 350 DSPGN	66475410	N.G.	140	–	DE5	3N AC 60Hz 400V	11	2260 x 1520 x 1150	565	4) 13)
1386 ÷ 5544	GI 420 DSPGN	66505410	N.G.	140	–	DE5	3N AC 60Hz 400V	13	2260 x 1520 x 1150	570	4) 13)

Modulating mode

Part.no	
98000055	Modulation kit (see page 228)
	Modulating probe kit (see page 228)

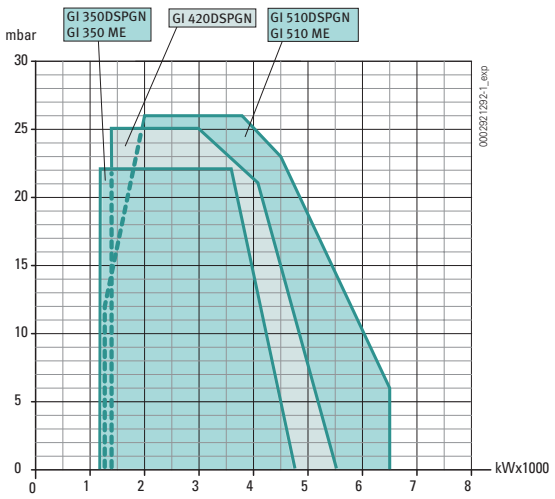
Gas burner accessories

Boiler coupling kit

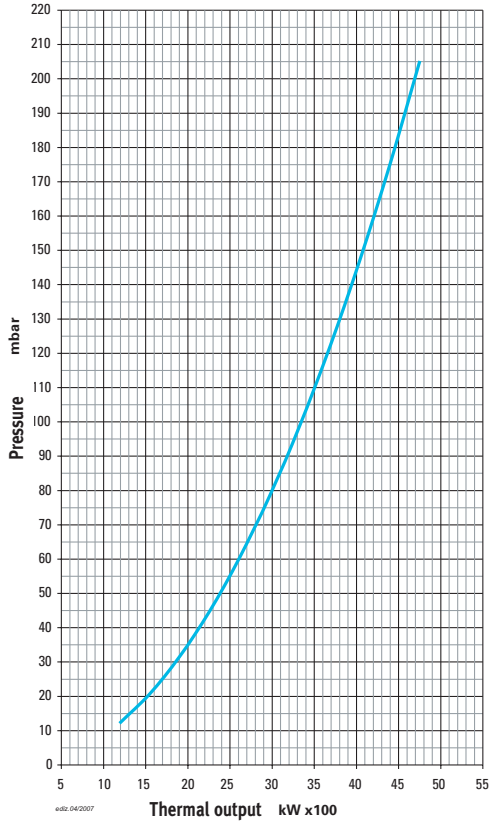
Notes

4) Equipped with air closure device.
13) Equipped with valve tightness control.
**) Maximum gas inlet pressure at pressure regulator in CE version, at gas train for EXP version.

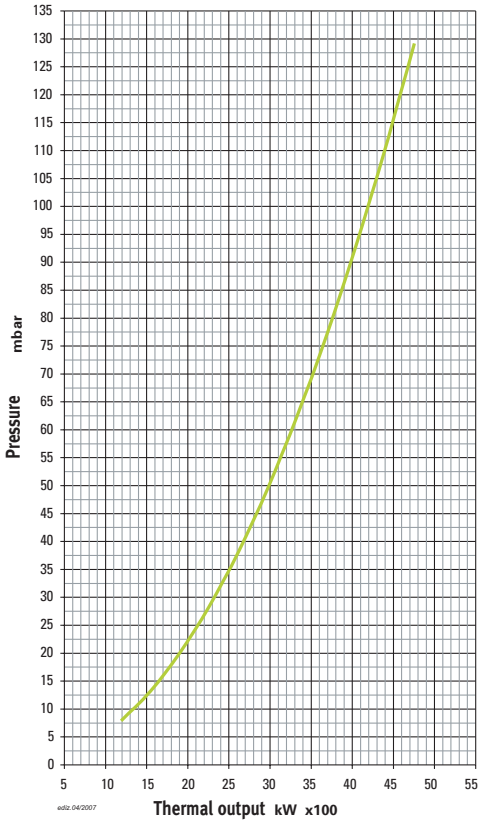
Net calorific value of natural gas: Hi = 35,80 MJ/m^3 = 8550 kcal/m^3, at reference conditions of 0°C, 1013 mbar.



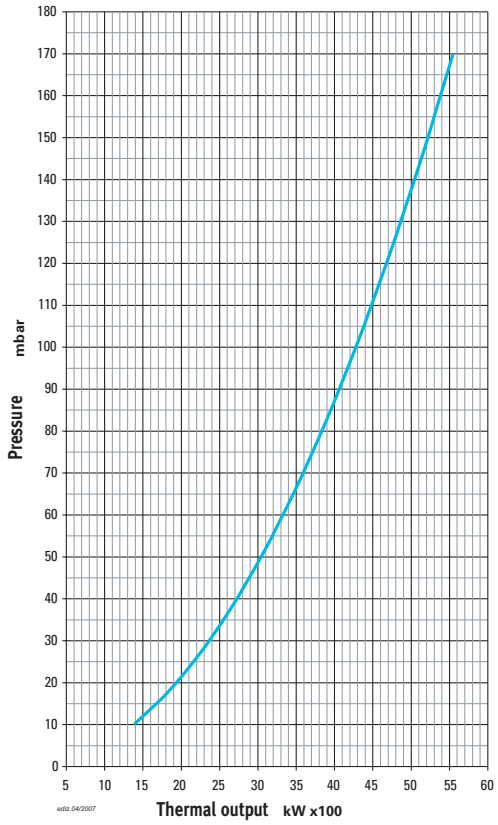
Pressure drop (combustion head + gas train + pressure regulator) GI 350DSPGN METANO CE



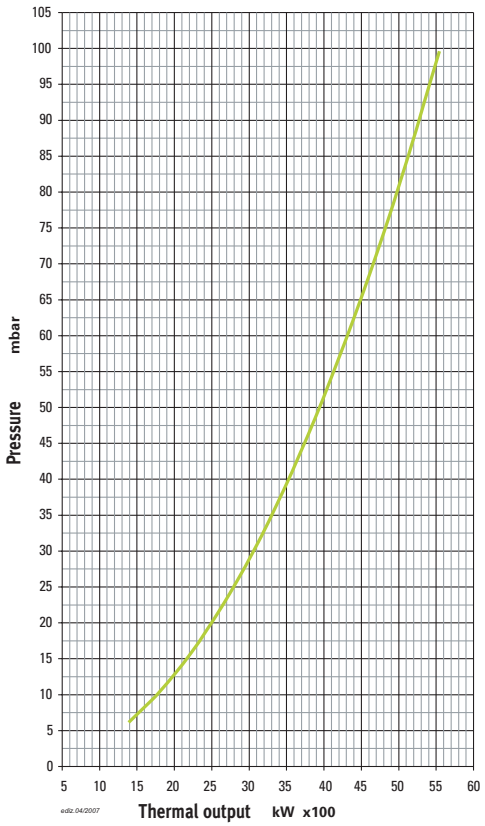
Pressure drop (combustion head + gas train) GI 350DSPGN METANO EXP



Pressure drop (combustion head + gas train + pressure regulator) GI 420DSPGN METANO CE



Pressure drop (combustion head + gas train) GI 420DSPGN METANO EXP



To check the standard gas train output see page 10
For information on the structure, composition, and size of the gas train please refer to the diagrams on page 232.