

The burner control unit QBK [*cubic*] is suitable for the control of pilot burners up to 350 kW and main burners of unlimited capacity, pursuant to EN 746-2, for intermittent or continuous operation.

Flame control by means of UV scanner or ionization rod (even shared with ignition) and high-temperature option for flame surveillance bypass.

Specific output for air valve or fan, following cycle or independently controllable.

Times and cycle are configurable: the same device can be used to control different types of gas and oil burners, meeting all relevant requirements.

A led-bar flame signal indicator and an advanced self-diagnostic system provides the display of either the cycle status, lockouts and failures.

Remote control and supervision of the burner can be implemented by means of traditional electrical wiring, or through built-in communication line.



SAFETY INFORMATION

Read and understand this manual before installing, operating, or servicing this unit. This unit must be installed according to this manual and local regulations. The drawings may show units without covers or safety shields to illustrate details. Disconnect power supply and follow all usual safety precautions before carrying out any operation on the device. Be sure to reinstall covers or shields before operating any devices.

The device is not user serviceable, a faulty device must be put out of order and sent back for servicing.

CONTRIVE manufactures products used as components in a wide variety of industrial systems and equipment. The selection and application of products remain the responsibility of the equipment manufacturer or end user.

CONTRIVE accepts no responsibility for the way its products are incorporated into the final system design. All systems or equipment designed to incorporate a product manufactured by CONTRIVE must be supplied to the end user with appropriate warnings and instructions as to the safe use and operation of that part.

Any warnings provided by CONTRIVE must be promptly provided to the end user.

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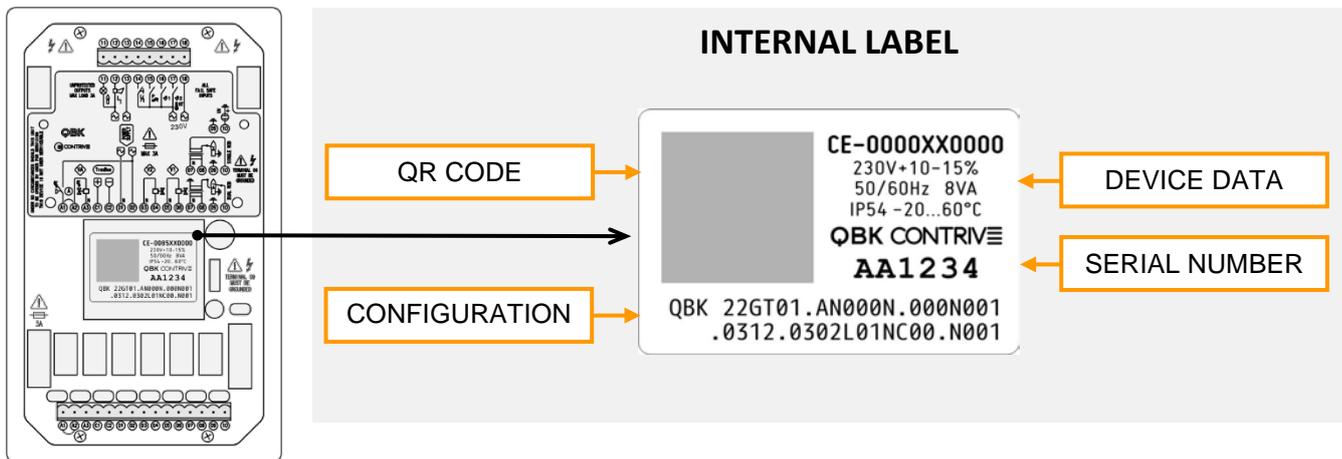
CERTIFICATION

- Gas Equipment Directive (2009/142/EC)
- Low Voltage Equipment Directive (2014/35/EC)
- EMC Directive (2014/30/EC)

IN CONJUNCTION WITH:

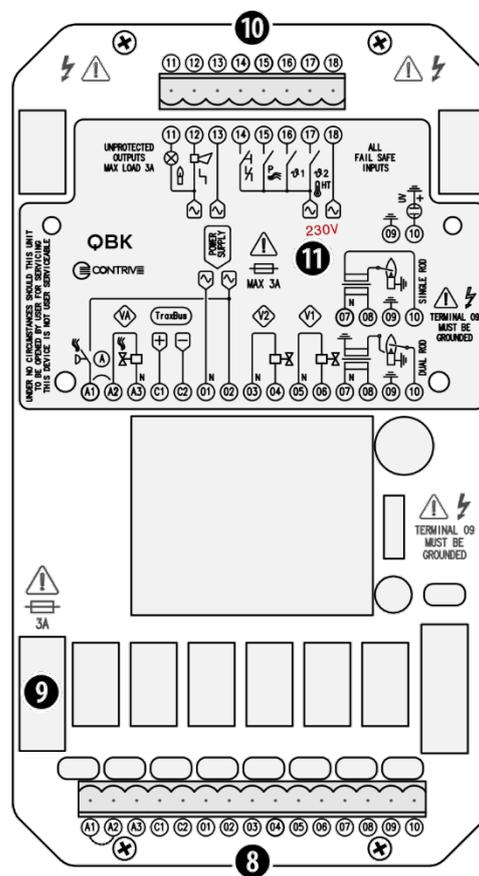
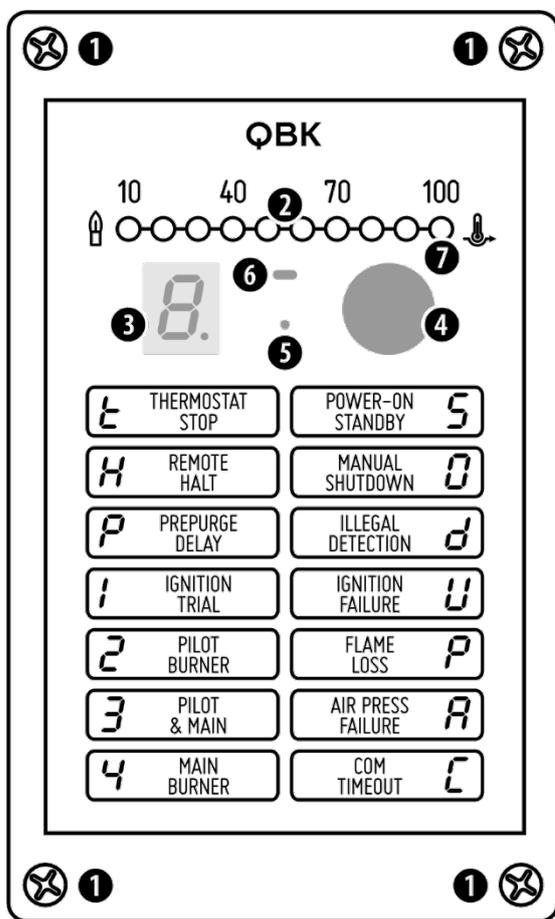
EN298 –EN746-2 – EN60730-1 – EN13611

- EU type certification
CE 0063CS1560
- Eurasian Customs Union
MEETS TECHNICAL SPECIFICATIONS OF
RUSSIAN FEDERATION, BELARUS AND KAZAKHSTAN



Please perform the following tasks after receiving the product:

- Inspect the unit for damage. If the product appears damaged upon receipt, contact the shipper immediately.
- Verify receipt of the correct power supply and process inputs voltage, by checking the label and stamp [11].
- If you have received the wrong model or the device does not function properly, contact your supplier.



FRONT PANEL

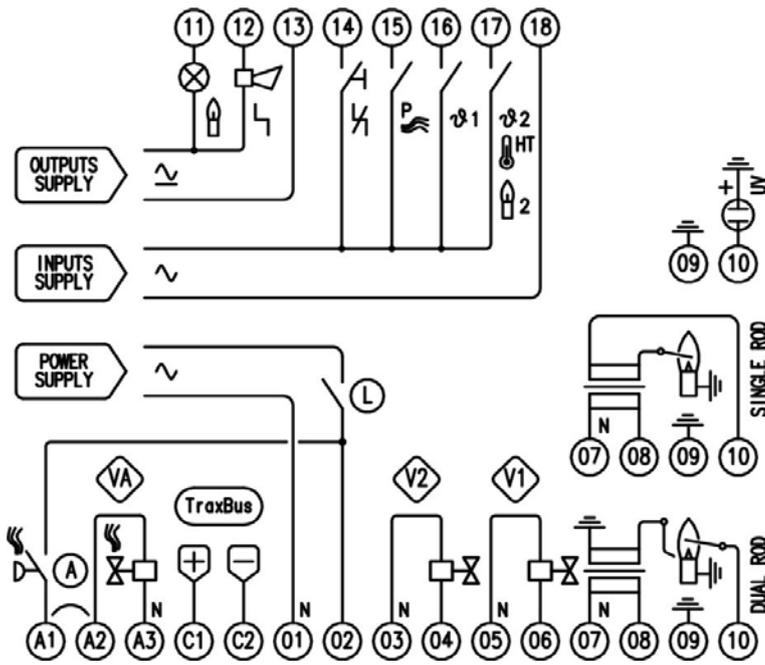
- | | |
|--------------------------------|---|
| FITTING SCREWS | 1 |
| FLAME SIGNAL BARGRAPH – RED | 2 |
| STATUS DISPLAY | 3 |
| RESET / SHUTOFF BUTTON | 4 |
| COM INDICATOR – YELLOW | 5 |
| AIR OUTPUT INDICATOR – BLUE | 6 |
| HI-TEMP BYPASS INDICATOR – RED | 7 |

INTERNAL

- | | |
|----|--------------------------------|
| 8 | MAIN TERMINAL BOARD |
| 9 | POWER SUPPLY FUSE ¹ |
| 10 | INPUT/OUTPUT TERMINAL BOARD |
| 11 | INPUT VOLTAGE SPECIFICATION |

¹ ULTIMATE PROTECTION AGAINST DANGEROUS CONDITIONS BY MEANS OF INTERNAL, NON REPLACEABLE 5A SAFETY FUSE

WIRING DIAGRAM



A AIR PRESSURE SWITCH

L EXTERNAL LIMITS

VA AIR VALVE (FAN)

V1 1ST STAGE FUEL VALVE (PILOT)

V2 2ND STAGE FUEL VALVE (MAIN)

A1	LOW AIR PRESSURE SWITCH	A
A2	AIR VALVE OUTPUT – PHASE	VA
A3	AIR VALVE OUTPUT – NEUTRAL	N
C1	COM INTERFACE – POSITIVE	+
C2	COM INTERFACE – NEGATIVE	-
01	POWER SUPPLY – NEUTRAL	N
02	POWER SUPPLY – PHASE	
03	2 ND FUEL VALVE (MAIN) – NEUTRAL	N
04	2 ND FUEL VALVE (MAIN) – PHASE	V2
05	1 ST FUEL VALVE (PILOT) – NEUTRAL	N
06	1 ST FUEL VALVE (PILOT) – PHASE	V1
07	IGNITION TRANSFORMER – NEUTRAL	N
08	IGNITION TRANSFORMER – PHASE	
09	GROUND	
10	FLAME DETECTOR INPUT	ROD UV
11	OUT BURNER ON	
12	OUT BURNER LOCKOUT	
13	OUTS COMMON RETURN	
14	IN REMOTE RESET	
15	IN AIR CONTROL	
16	IN THERMOSTAT 1	
17	IN THERMOSTAT 2 HI BYPASS FLAME 2	
18	INS COMMON RETURN	

USE POWER, SIGNAL AND CONTROL CABLE SUITABLE FOR THE TYPE OF OPERATION AND COMPLYING WITH ALL REGULATIONS DO NOT ROUTE CONNECTIONS TOGETHER WITH FREQUENCY CONVERTER CABLES OR CABLES EMITTING STRONG FIELDS PROVIDE RELIABLE CONNECTION TO PE (PROTECTION EARTH) AND BURNER FRAME, RECOMMENDED WIRE GAUGE > 4 mm² ALL ELECTRONIC SYSTEMS MUST BE SUPPLIED BY A DEDICATED TRANSFORMER IN A TN-S EARTHING SYSTEM

USE UNSCREENED HIGH-VOLTAGE CABLE FOR IGNITION AND IONIZATION ROD LINES, LAYING CABLES INDIVIDUALLY, AVOIDING METAL CONDUITS. KEEP HIGH VOLTAGE IGNITION CABLES AS SHORT AS POSSIBLE, AVOIDING LOOPS AND KEEP ALL OTHER CABLES, ESPECIALLY THOSE OF UV SCANNER OR IONIZATION ROD, AS FAR APART AS POSSIBLE

THE AIR OUTPUT A3 IS SUITABLE TO CONTROL VALVES OR FAN MOTOR WITHIN THE MAX RATED CONTACT CURRENT, ADD AN EXTERNAL CONTACTOR IF NECESSARY. AIR, FUEL VALVES AND IGNITION TRANSFORMER OUTPUTS ARE PROTECTED BY INTERNAL FUSE, THIS FUSE MUST BE REPLACED ONLY WITH SAME TYPE AND VALUE COMPONENT: 3A QUICK-ACTING 5x20mm

THE OUTPUTS AT TERMINALS 11 AND 12 ARE SPST UNPROTECTED DRY CONTACTS, LOAD MUST BE WITHIN THE RATED CURRENT

A JUMPER MUST BE INSTALLED BETWEEN TERMINALS A1 - A2 WHEN THE AIR PRESSURE SWITCH IS NOT AVAILABLE AND AIR OUTPUT –VA– IS ENABLED.

HI-TEMP BYPASS

During the start-up process, as long as the temperature of the combustion chamber walls is below 750°C, the flame surveillance must be active. When the temperature has exceeded 750°C, an external safety temperature monitor connected at input terminal 17 can activate the surveillance bypass (indirect flame control): the last indicator of the flame signal bargraph [7] is blinking and the flame signal strength is not reported.

Input at terminal 17 must be configured to manage high temperature bypass (default option is Thermostat 2).

COM INDICATOR

Once a valid command is received through the communication line this indicator [5] will blink yellow.

This indicator will blink once at power-on, during self-diagnosis.

A failure to internal supervision logic occurred when this indicator remains permanently on.

Remove power supply and restart. If the unit still inoperative send it back to factory for servicing.

STATUS DISPLAY

The STATUS DISPLAY [3] gives, at any time, a clear indication about the working conditions of both the burner and the equipment, making it easier to detect any failure occurring in the system or the device.

CYCLE

	MANUAL SHUTDOWN UNIT HAS BEEN PUT OUT OF SERVICE FROM PUSH BUTTON. PUSH AGAIN TO RESTORE.		IGNITION 1 ST SAFETY TIME. BURNER IGNITION TRIAL WITH PILOT FUEL VALVE OPEN.
	THERMOSTAT SHUTDOWN BURNER HAS BEEN TURNED OFF BY LOCAL THERMOSTAT 1 INPUT.		PILOT BURNER ON PILOT FUEL VALVE IS ON, OPERATING POSITION FOR SINGLE STAGE BURNERS.
	REMOTE SHUTDOWN BURNER HAS BEEN TURNED OFF BY REMOTE CONTROL THROUGH FIELDBUS.		PILOT & MAIN BURNER ON INTERMITTENT PILOT (OR 2 ND SAFETY TIME FOR INTERRUPTED PILOT BURNERS).
	AIR RUN-UP DELAY OPTIONAL WAITING TIME FOR AIR REACHING RATED FLOW. AIR SIMULATION TEST.		MAIN BURNER ON ONLY MAIN FUEL VALVE IS ON (DUAL STAGE WITH INTERRUPTED PILOT).
	AIR PRESSURE WAITING WAITING FOR RATED AIR PRESSURE BEFORE TO CONTINUE WITH PREPURGE.		POSTCOMBUSTION WAITING FOR FLAME QUENCHING AFTER LOCKOUT OR SHUTDOWN REQUEST.
	PREPURGE PURGE OF COMBUSTION CHAMBER OR MIN TIME FOR ILLEGAL FLAME PROVING.		POSTPURGE PURGE OF COMBUSTION CHAMBER, SHOWN TOGETHER WITH ASSOCIATED CODE.

LOCKOUTS

	STANDBY WAITING FOR RESET WHEN PROGRAMMED FOR STANDBY MODE AT POWER-ON.		IGNITION FAILURE NO FLAME DETECTED AT THE END OF 1 ST SAFETY TIME (IGNITION TRIAL).
	FLAME SIMULATION FLAME DETECTION DURING PREPURGE OR POSTPURGE (AFTER POSTCOMBUSTION).		FLAME FAILURE FLAME QUENCHING DURING NORMAL BURNER OPERATION.
	AIR FLOW SIMULATION AIR PRESSURE DETECTED WHEN AIR OUTPUT IS OFF.		AIR FAILURE AIR PRESSURE FAILURE DURING PURGE OR DURING NORMAL BURNER OPERATION.
	RESET / COMMAND ERROR ILLEGAL REMOTE COMMAND OR TOO MANY RESETS (MORE THAN 5 WITHIN 15 MIN).		COMMUNICATION TIMEOUT MISSING COMMANDS FROM SUPERVISOR OR EXPANSION BOARD FAILURE.

WARNINGS

	SELF-TEST VERIFICATION AND INITIALIZATION OF SYSTEM COMPONENTS AT POWER-ON.		CONFIGURATION UNIT IN CONFIGURATION MODE THROUGH COMMUNICATION LINK.
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FAILURES



IGNITION OUTPUT FAILURE
IGNITION DEVICE OUTPUT REMAINS INACTIVE.



FUEL VALVE OUTPUT FAILURE
1ST STAGE (PILOT) FUEL VALVE OUTPUT REMAINS INACTIVE.



FUEL VALVE OUTPUT FAILURE
2ND STAGE (MAIN) FUEL VALVE OUTPUT REMAINS INACTIVE.



PROCESS INPUTS FAILURE
UNRELIABLE OPERATION OF PROCESS INPUTS TERMINALS 14, 15, 16, 17.



OUTPUT RELAYS FAILURE¹
SHORT CIRCUIT ON OUTPUT RELAY CONTACT LOADS DISCONNECTED BY SAFETY RELAY.



UNDERVOLTAGE
POWER SUPPLY VOLTAGE TOO LOW SYSTEM REMAINS ACTIVE.



OVERVOLTAGE
POWER SUPPLY VOLTAGE TOO HIGH FUSE INTENTIONALLY BROKEN AFTER 5".



PROGRAM ERROR
WRONG PROGRAM SEQUENCE. UNSAFE OPERATION STOPPED.



MEMORY ERROR
DATA CORRUPTION. CONFIGURATION ERROR.



TIMEBASE ERROR
MISMATCH BETWEEN 1ST AND 2ND INTERNAL TIMEBASE GENERATORS.



SYSTEM ERROR
MICROPROCESSOR IS NOT OPERATING PROPERLY.



FLAME INPUT FAILURE
FLAME SENSOR REVERSED POLARITY OR UNRELIABLE FLAME AMPLIFIER.



RESET FAILURE
PUSH BUTTON OR REMOTE RESET ACTIVE FOR LONG TIME (MORE THAN 10 SECONDS).

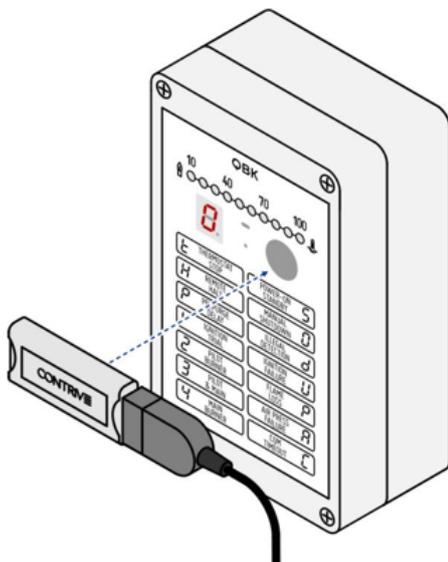


MASTER SAFETY RELAY FAILURE¹
SHORT CIRCUIT ON SAFETY RELAY CONTACT. OUTPUTS RELEASED.

¹ A PERMANENT FAILURE TO THE RELAY CONTACT MAY CAUSE THE MAIN FUSE TO BLOWN, AS A SAFETY MEASURE TO PREVENT DANGEROUS CONDITIONS. IN SUCH CASE THE UNIT MUST BE RETURNED TO FACTORY FOR SERVICING.

FLAME SIGNAL BARGRAPH

The flame signal strength detected by the sensor connected at terminal 10 is reported by means of 10 led bargraph. Full scale, 100% is corresponding to a flame signal of 30 μ A approx. To improve readability, the amplifier provides similar signals for both electrodes and UV scanners. One of the first four indicators blinks when flame is detected but the signal is below the sensitivity threshold set by configuration parameters 404 or 503 (1 to 9 μ A). The last indicator (full scale) is turned on instead, when the flame is detected by the independent main burner surveillance at INPUT 17 (configuration parameter 004).



CONFIGURATION

The device is fully configurable through the wired com interface (terminals C1-C2) and specific interface adapter like *TraxInterface*³ or from the infrared port on the front panel and specific interface adapter *Q|beam.USB* using the free software *Q|tool*. Smartphone APP available for limited configuration and diagnostic through infrared port.



The unit must be in manual shutdown to enter the configuration environment: display shows a horizontal dash while linked. Some parameters are password protected and can only be changed by authorized users or at the factory.

PARAMETERS

GENERAL SETTINGS

001	POWER SUPPLY VOLTAGE	230 Vac	2
		115 Vac	1
002	PROCESS INPUTS VOLTAGE	NO INPUTS	0
		230 Vac	2
		115 Vac	1
		48 Vac	8
		24 Vac	4
003	BURNER TYPE	GAS	6
		OIL	0
004	INPUT TERMINAL 17	THERMOSTAT 2	T
		2 nd STAGE FLAME DETECTOR	F
		HI-TEMP BYPASS	B
005	AIR PRESSURE SWITCH RESPONSE TIME	1" ...	01
		DEFAULT 1" ... 30"	30

BEHAVIOUR AT POWER ON – LOCKOUT

101	START-UP MODE	AUTOSTART	A
		STANDBY	S
102	AIR OUTPUT	ALWAYS OFF	N
		ALWAYS ON	Y
		CONTROLLED FROM P INPUT	I
		CONTROLLED FROM BUS	B

BEHAVIOUR DURING SHUTDOWN

201	MINIMUM BURNER PAUSE TIME	0" ...	000
		DEFAULT 0" ... 250"	250
202	AIR OUTPUT	ALWAYS OFF	N
		ALWAYS ON	Y
		CONTROLLED FROM P INPUT	I
		CONTROLLED FROM BUS	B

ALL OUTPUTS SWITCHED OFF WHILE IN MANUAL SHUTDOWN

BEHAVIOUR DURING PREPURGE

301	AIR RUN-UP TIME	0" ...	000
		DEFAULT 0" ... 250"	250
302	AIR OUTPUT	OFF	N
		ON	Y
303	PREPURGE (WAITING) TIME	0" ...	000
		DEFAULT 1" ... 250"	250

BEHAVIOUR DURING IGNITION

401	PRE-IGNITION TIME ¹	0,5"	
402	FIRST SAFETY TIME	2" ...	02
		DEFAULT 3" ... 25"	25
403	PILOT BURNER STARTUP ATTEMPTS	1	1
		2	2
		3	3
		4	4
404	PILOT BURNER FLAME SENSITIVITY	1 µA ...	1
		USED ALSO FOR DETECTION IN PREPURGE ... 9 µA	9

BEHAVIOR DURING OPERATION

501	PILOT BURNER PROVING PERIOD	1" ...	01
		DEFAULT 3" ... 25"	25
502	SECOND SAFETY TIME	NO MAIN	0
		1" ...	1
		... 5"	5
		INTERMITTENT PILOT	C
		PILOT REMAINS ACTIVE	
503	MAIN BURNER FLAME SENSITIVITY	1 µA ...	1
		... 9 µA	9
504	FLAME FAILURE	LOCKOUT	L
		RECYCLE	C
		IGNITION RESTORATION	K
505	FLAME FAILURE RESPONSE TIME	1" ...	01
		DEFAULT 1" ... 12"	12
506	AIR OUTPUT	ALWAYS OFF	N
		FOLLOWS PILOT	P
		FOLLOWS MAIN	M
		FOLLOWS BOTH PILOT & MAIN	V
		CONTROLLED FROM P INPUT	I
		CONTROLLED FROM BUS	B
507	AIR FAILURE	LOCKOUT	L
		RECYCLE	C
508	MINIMUM COMBUSTION TIME	0" ...	00
		... 25"	25
509	ALLOWED POST-COMBUSTION TIME ¹	< 20"	

BEHAVIOR DURING POSTPURGE

601	AIR OUTPUT	OFF	N
		ON	Y
602	POSTPURGE (WAITING) TIME	0" ...	000
		DEFAULT 1" ... 250"	250

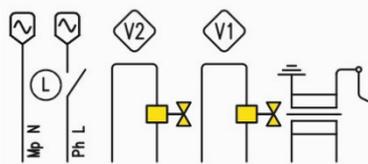
COMMUNICATION SETTINGS

701	ZONE (SEGMENT)	0 ... 9 a ... Z
702	UNIT (NODE)	0 ... 9 a ... Z
703	BAUD RATE	4800
		9600
		19200
		38400
		57600 ³
	DEFAULT 4800	115200 ³
704	TIMEOUT ²	DISABLED
		1" ...
	DEFAULT DISABLED	... 50"

¹ NON-CONFIGURABLE PARAMETER

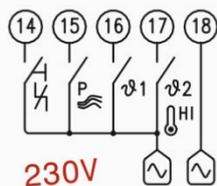
² INACTIVE WHEN THE BURNER IS OFF

³ TraxBus MAY NOT WORK



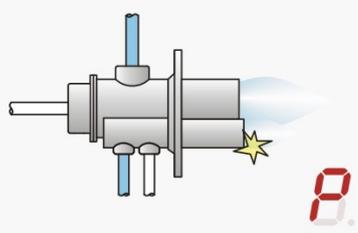
001 – POWER SUPPLY VOLTAGE

Power supply voltage for this burner control device and loads (air and fuel valves and ignition transformer) wired at terminal 01 and 02.
Short circuit and overload protection by internal fuse.
Optional safety interlock limits could be wired on the main supply phase.



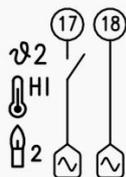
002 – PROCESS INPUT VOLTAGE

Inputs coming from external control circuit are independent from the main power supply of this device and loads, allowing a different voltage for control interface.
Inputs referred to a common return at terminal 18 and continuously verified against possible failures, to guarantee a reliable operation.
The symbols shown near the terminal board are related to input function.



003 – BURNER TYPE

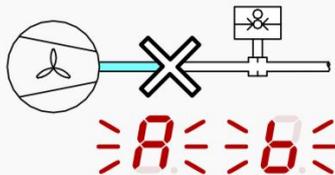
Selecting OIL type burner, the ignition device is switched on during the prepurge to allow the detection of fuel leakage that will be ignited, leading to an illegal flame detection. Electrode is not suitable for flame detection in OIL burners.
Shared rod configuration for OIL burners may damage the unit.



004 – INPUT TERMINAL 17

Input at terminal 17 can operate as a

- 2nd stage thermostat ϑ2 (to switch on/off the main burner), or
- 2nd stage burner flame surveillance input, or
- enable the indirect flame control, disabling flame surveillance when the temperature of furnace walls is above 750°C.



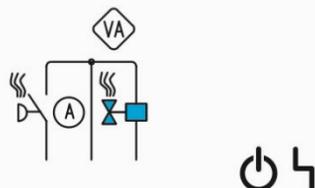
005 – AIR PRESSURE SWITCH RESPONSE TIME

The air pressure switch does not follow immediately the status of the air output. This parameter defines the maximum tolerated delay between air output changes and air pressure switch feedback.



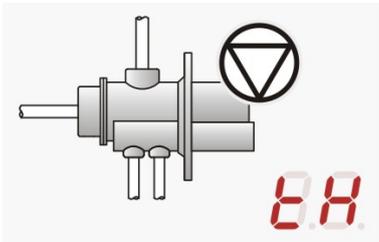
101 – START-UP MODE

At power-on, once the self-test has been successfully completed, the unit waits in STANDBY mode until a reset operation is performed from push button, input or through a fieldbus remote command. Setting AUTOSTART mode, the cycle starts automatically, unless the units has been turned off while in lockout.



102 – AIR OUTPUT DURING POWER-ON & LOCKOUT

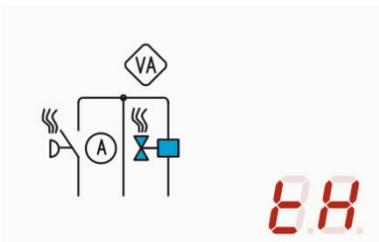
To suit different processes you can change the behavior of the air valve (or fan) at power-on and while it is blocking.
It could be kept closed at all times, always open, controlled by P input at terminal 15 or via fieldbus command.



201 – MINIMUM BURNER PAUSE TIME

An immediate restart of the burner after a normal shutdown is prevented by the pause time. The pause time starts when the burner is switched off, after post-combustion and post-purge has been deployed (if any).

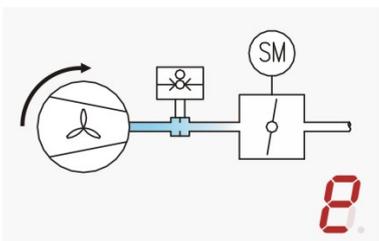
Any start-up will be ignored until the minimum burner pause time has elapsed.



202 – AIR OUTPUT DURING SHUTDOWN

To suit different processes you can change the behavior of the air valve (or fan) output during normal shutdown (∇1 or fieldbus command request).

It could be kept always closed, always open, controlled by means of P input at terminal 15 or through fieldbus command.

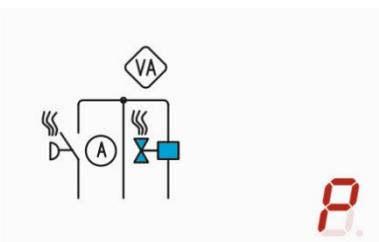


301 – AIR RUN-UP TIME

This parameter defines a waiting time to compensate slow opening valves or the initial starting phase of air blowers.

Air pressure switch must be open (air simulation test).

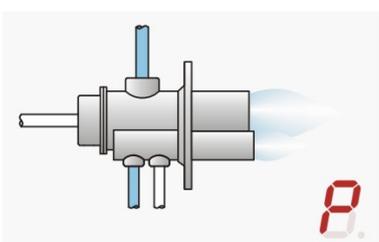
Prepurge starts once the air pressure is detected.



302 – AIR OUTPUT DURING PREPURGE

To suit different processes you can change the behavior of the air valve (or fan) output during pre-purge (or waiting time).

Air output could be active or inactive.



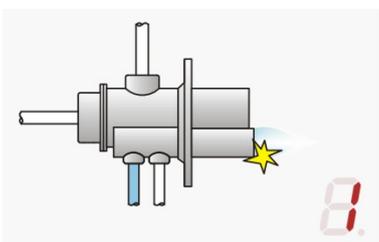
303 – PREPURGE TIME

EN298 § 3.124.1 - § 3.124.2 - § 3.124.3 - § 3.124.4

Set pre-purge time in forced draught burners according to applicable and relevant standards (EN 676). During this time the flame simulation test is carried out.

The air output behavior during pre-purge is defined by parameter 302.

This is a merely waiting time if there is no air control.

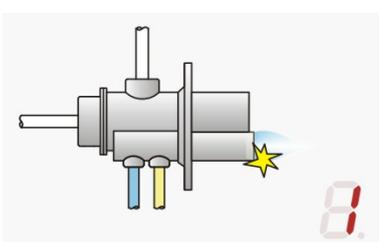


401 – PRE-IGNITION TIME

EN298 § 3.135.3

The ignition transformer is turned on 500 ms before the pilot fuel valve to check the correct operation before supplying the fuel.

This is a fixed time and can not be changed.



402 – FIRST SAFETY TIME

EN298 § 3.116

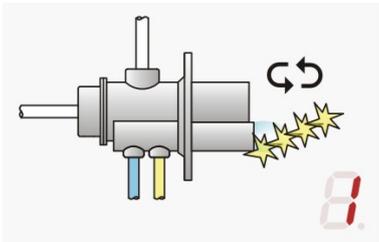
Set the correct time following EN 746-2 (or other relevant) requirements:

Natural draught burners ≤ 350 kW → 10" > 350 kW → 5"

IGNITION POWER ≤ 33% NOMINAL POWER WITH MAXIMUM OF 350 KW

Forced draught burners ≤ 70 kW → 5" > 70kW → 3"

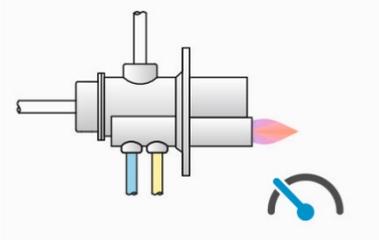
IGNITION POWER ≤ 10% NOMINAL POWER WITH MAXIMUM OF 350 KW



403 – PILOT BURNER STARTUP ATTEMPTS

EN746-2 - EN676

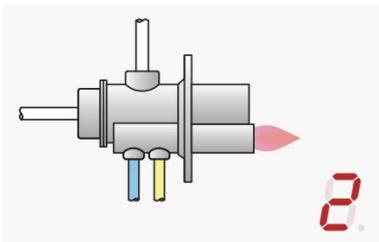
When the flame is not detected at the end of startup safety time, it's possible to make up to 4 startup attempts (including the first one), if the safety of the application is not impaired, repeating the cycle from the beginning. A lockout will occur if no flame has formed within programmed attempts.



404 – PILOT BURNER FLAME SENSITIVITY

EN298 § 3.107

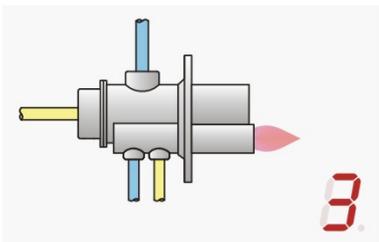
The minimum detectable flame signal during the ignition trial and when the first stage burner is running, in the range 1 ... 9 μA (maximum signal is 30 μA). This is the sensitivity used to detect illegal flame during pre-purge and post-purge.



501 – PILOT BURNER PROVING TIME

EN298 § 3.151

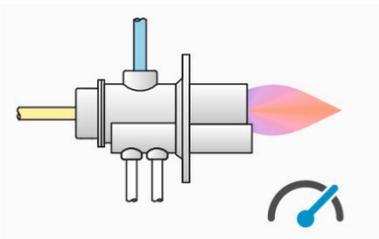
This time elapses before to begin the next program step so as to give the pilot burner flame enough time to stabilize (the main burner can be turned on only at the end of this time). Remains in this condition (until shutdown or lockout) if the 2nd stage is disabled.



502 – SECOND SAFETY TIME

EN298 § 3.117 - § 3.132 - § 3.133

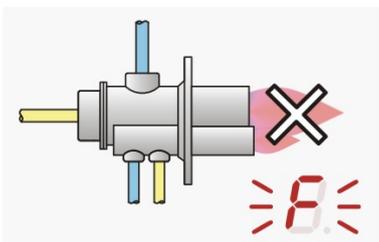
The setting of safety time is to be determined on the basis of burner capacity and relevant application standard (e.g. EN 746-2, EN 676, NFPA 85 or NFPA 86). V2 switched on when the safety time starts. V1 is switched off at the end of safety time (interrupted), unless selected for intermittent operation (remains active).



503 – MAIN BURNER FLAME SENSITIVITY

EN298 § 3.107

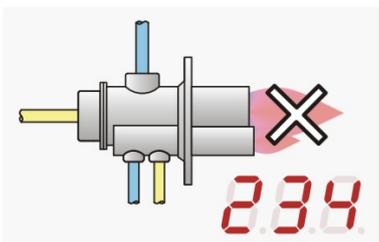
The minimum detectable flame signal when the second stage burner is running, in the range 1 ... 9 μA (maximum signal is 30 μA). This is the sensitivity used also when both first and second stage are running.



504 – FLAME FAILURE

EN298 § 7.101.2.3

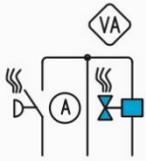
Determines the behavior at flame loss during normal burner operation. For burners with occasionally unstable flame signal a single recycle (including pre-purge) or direct ignition restoration can be attempted. The setting is to be determined on the basis of burner capacity and relevant application standard.



505 – FLAME FAILURE RESPONSE TIME

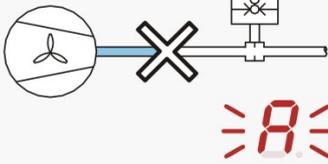
EN298 § 3.105.1 - § 7.101.3.4.3 - § 7.101.3.7

If the flame fails during operation, gas valves are switched off within this safety time that must be in accordance with relevant application standards (default for EN 298 is 1" and must not exceed 5", including valves closing time for EN 746-2).



506 – AIR OUTPUT DURING OPERATION

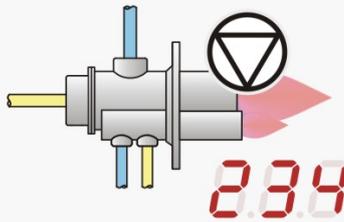
To suit different processes you can change the behavior of the air valve (or fan) output during burner operation. It could follow the pilot and/or main fuel valves, kept always closed, always open, controlled by means of P input at terminal 15 or through fieldbus command.



507 – AIR FAILURE DURING OPERATION

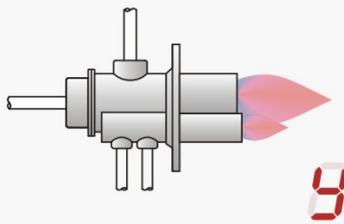
Determines the behavior at air loss during normal burner operation.

A single recycle (including pre-purge) can be attempted for burners with occasionally unstable air pressure. The setting is to be determined on the basis of burner capacity and relevant application standard.



508 – MINIMUM COMBUSTION TIME

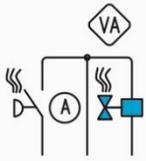
An immediate shutdown of the burner, once ignited, is prevented by the minimum combustion time. Time starts once pilot burner has been successfully ignited (after first safety time). Any shutdown from local thermostat $\vartheta 1$ or remote fieldbus command will be ignored until minimum combustion time has elapsed.



509 – ALLOWED POST-COMBUSTION TIME

Flame signal allowed for 20" once fuel valves has been closed.

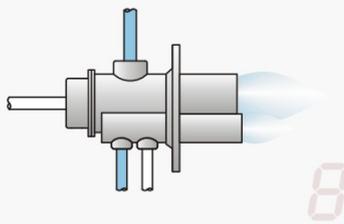
Lockout occurs when the flame is detected after this post-combustion time. Useful when fuel valves are distant from the burner.



601 – AIR OUTPUT DURING POSTPURGE

To suit different processes you can change the behavior of the air valve (or fan) output during post-purge (or waiting time).

Air output could be active or inactive.



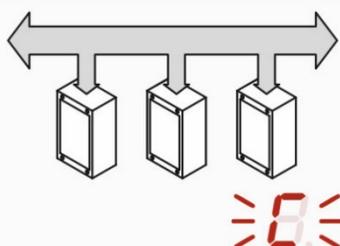
602 – POSTPURGE TIME

EN298 § 3.124.6

Set post-purge time in forced draught burners according to standards (EN 676). The flame simulation test is carried out during this time.

The air output behavior during post-purge is defined by parameter 601.

This is a merely waiting time if there is no air control.



70x – ZONE | UNIT | BAUD RATE | TIMEOUT

701 – ZONE belonging the burner control.

702 – UNIT belonging the burner control.

ALL ALPHANUMERIC (UPPERCASE/LOWERCASE) CHARACTERS ARE VALID IDENTIFIERS

703 – BAUD RATE: 4800, 9600, 19200, 38400

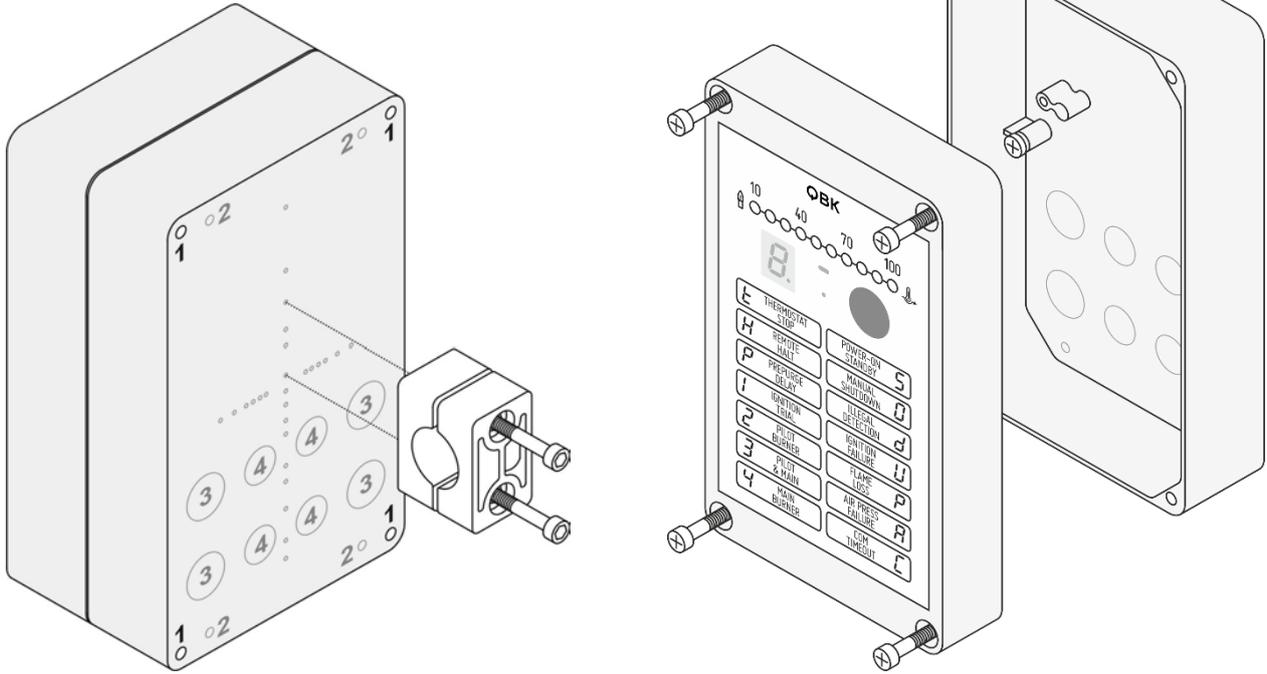
704 – TIMEOUT: remote host must send a valid message within the specified time interval to prevent lockout. Set from 1 to 50 seconds, 0 to disable.

ENCLOSURE

According to European Standard EN60529 a minimum protection degree IP40 must be guaranteed, raised to IP54 for open air application.



ALUMINUM ENCLOSURES MUST BE
CONNECTED TO PROTECTIVE EARTH



1	EXTERNAL FITTING HOLES (4)	106 x 186 mm
	4.2 mm SELF TAPPING OR M5 THREAD FORMING SCREW	
2	BREAKABLE FITTING HOLES (4)	77 x 182 mm
	4,0 mm DIAMETER	
3	BREAKABLE HOLES FOR WIRING (4)	Ø 19,0 mm
	SUITABLE FOR PG11 CABLE GLAND	
4	BREAKABLE HOLES FOR WIRING (4)	Ø 15,5 mm
	SUITABLE FOR PG9 CABLE GLANDS	

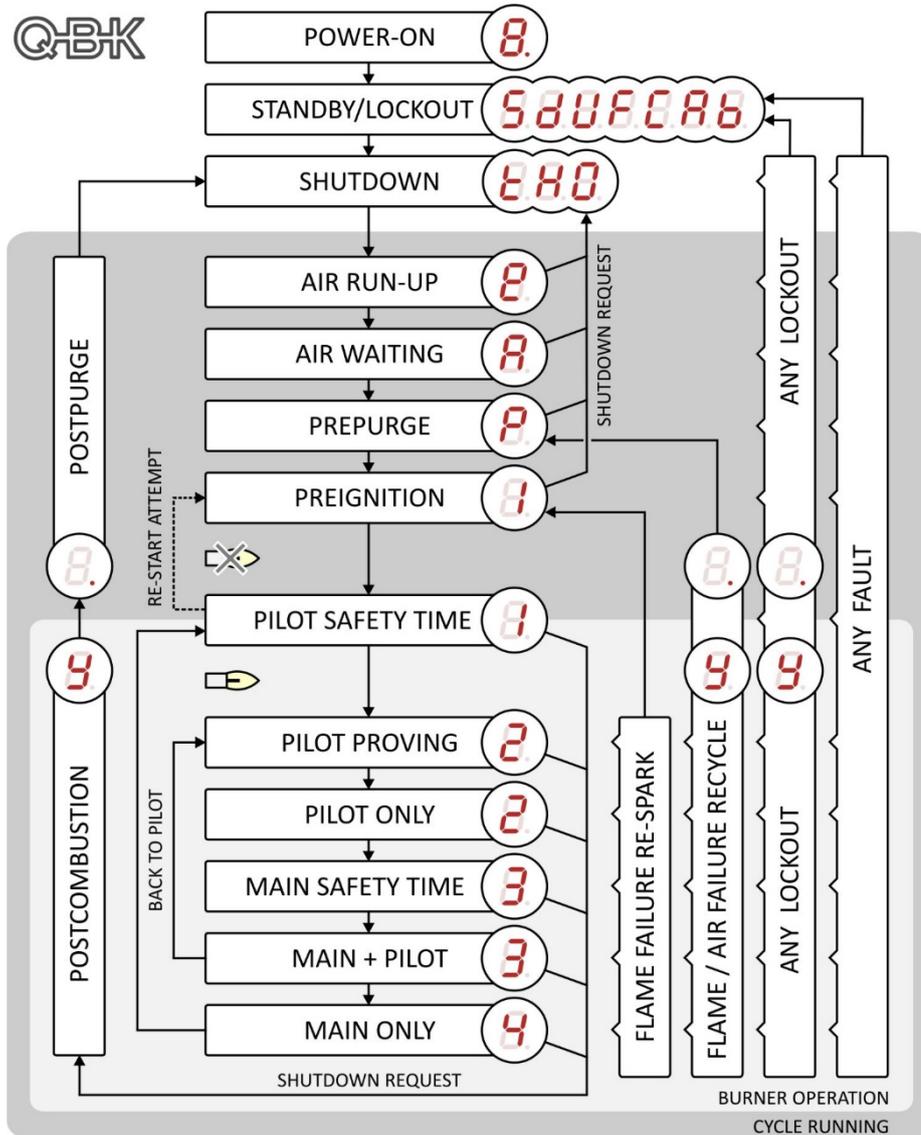
QBK - CAST ALUMINUM ALLOY EN AB 46100 IP64
 OVERALL DIMENSION: 200 x 120 x 71 mm WEIGHT: ≈ 1150 g
 ELECTROSTATIC POLYESTER POWDER COATING RAL9006

QPK - THERMOPLASTIC POLYMER BLEND UL-V0 IP64
 OVERALL DIMENSION: 200 x 120 x 71 mm WEIGHT: ≈ 850 g
 EXTERNAL FIRE RETARDANT COATING RAL9006

DEFAULT CONFIGURATION

	GENERAL					LCK	SHUT	PURGE			IGNITION			OPERATION					PURGE						
	001	002	003	004	005	101	102	201	202	301	302	303	402	403	404	501	502	503	504	505	506	507	508	601	602
QBK	2	2	G	T	01	A	N	000	N	000	N	001	03	1	2	03	C	2	L	01	N	L	00	N	000
QBK ALUMINIUM QPK PLASTIC	SUPPLY 230 VAC	INPUTS 230 VAC	FUEL GAS	THERMOSTAT 2	AIR RESPONSE TIME 1	AUTOSTART	AIR OUTPUT OFF	MIN PAUSE TIME 0	AIR OUTPUT OFF	AIR RUN-UP TIME 0	AIR OUTPUT OFF	PREPURGE TIME 1	1 ST SAFETY TIME 3	STARTUP ATTEMPTS 1	FLAME SENSITIVITY 2	1 ST PROVING TIME 3	2 ND SAFETY TIME NO	FLAME SENSITIVITY 2	FLAME FAILURE LOCK	FLAME FAILURE TIME 1	AIR OUTPUT OFF	AIR FAILURE LOCK	MIN COMBUSTION TIME 0	AIR OUTPUT OFF	POSTPURGE 0

PROGRAM SEQUENCE



A **SELF TEST** IS PERFORMED AT POWER-ON, ONCE SUCCESSFULLY COMPLETED BURNER IS READY TO START.

IF THE UNIT HAS BEEN TURNED OFF WHILE IN **LOCKOUT** OR PARAMETER 101 HAS BEEN SET TO **STANDBY**, IT WILL BE NECESSARY TO PUSH THE BUTTON OR ISSUE A FIELD BUS COMMAND TO EXIT FROM NON-VOLATILE LOCKOUT.

THE BURNER REMAINS IN **SHUTDOWN** UNTIL THE THERMOSTAT 1 IS CLOSED OR A REMOTE RUN COMMAND IS RECEIVED FROM FIELD BUS.

FLAME SIMULATION VERIFIED WHILE IN WAITING OR PREPURGE.

AFTER PRESET **WAITING OR PREPURGE** TIME HAS ELAPSED, IGNITION DEVICE ACTIVATED AND VERIFIED, THEN THE PILOT VALVE IS OPEN.

PILOT PROVING STARTS IF THE FLAME IS DETECTED WITHIN THE **SAFETY TIME**.

IF NO FLAME IS DETECTED WITHIN THE SAFETY TIME, A LOCKOUT OCCURS. DEPENDING ON PARAMETER 403 THE UNIT COULD CARRY OUT UP TO THREE FURTHER **START-UP ATTEMPTS**.

AFTER THE PILOT PROVING THE MAIN VALVE OPENS. AT THE END OF 2ND SAFETY TIME THE PILOT FUEL VALVE IS TURNED OFF (INTERRUPTED MODE) OR REMAINS OPEN (INTERMITTENT MODE). **MAIN VALVE** CONTROLLED BY MEANS OF THERMOSTAT 2 OR FIELD BUS.

FLAME FAILURE DURING OPERATION LEADS TO LOCKOUT, IGNITION RESTORATION OR RECYCLE (PARAMETER 504).

AIR FAILURES DURING OPERATION LEADS TO IMMEDIATE LOCKOUT OR RECYCLE DEPENDING ON PARAMETER 507.

SHUTDOWN REQUEST (THERMOSTAT 1 OR FIELD BUS COMMAND) WILL TURN OFF THE BURNER, WAITING FOR ALLOWED POSTCOMBUSTION AND OPTIONAL POSTPURGE. AN OPTIONAL ADJUSTABLE **MINIMUM COMBUSTION TIME** ENSURES THAT THE BURNER BURNS FOR A DEFINED PERIOD, EVEN IF THE THERMOSTAT 1 IS SWITCHED OFF OR AN HALT COMMAND IS RECEIVED THROUGH FIELD BUS BEFOREHAND.

FIRING SYSTEMS OPERATING ABOVE 750°C ARE CONSIDERED TO BE **HIGH TEMPERATURE EQUIPMENT** (SEE EN 746-2): FLAME PRESENCE MUST BE VERIFIED UNTIL THE FURNACE IS BELOW 750°C, BYPASS REQUEST CAN BE ISSUED THROUGH A CONTACT AT TERMINAL 17 (HANDLED BY SAFETY TEMPERATURE MONITOR, DIN 3440).

RECEIVING A VALID BYPASS REQUEST, THE INTERNAL FLAME CONTROL SYSTEM IS BYPASSED AND THE FUEL VALVES ARE OPENED WITHOUT FLAME SUPERVISION: THE SYSTEM WORKS AS USUAL BUT WITHOUT FLAME MONITORING.

THE BURNER IS TURNED ON DIRECTLY (NO SAFETY TIME, NO IGNITION TRANSFORMER) WHEN TEMPERATURE IS ABOVE 750°C. WHEN THE TEMPERATURE IN THE FURNACE DROPS BELOW 750°C THE REMOTE CONTROL MUST BE RELEASED.

RESET

A reset action is supposed to be a clear defined manual action. An automatic reset is not allowed by EN 13611:2015. When manual action is initiated from remote by means of RESET INPUT at terminal 14 or through the FIELD BUS CONTROL, without being within the visible sight of the appliance:

- actual status and relevant information of the process shall be visible to the user,
- QBK limits the maximum number of resets to 5 actions within a span of 15 minutes. Lockout (resettable only from local button) exceeding this limit.

SINGLE STAGE BURNER

Turn ON/OFF the burner by means of thermostat input at terminal 16 or through remote fieldbus command.

A flame simulation test is carried out during pre-purge.

Air simulation test is carried out before to activate the air output [VA] if enabled.

The fuel valve [V1] will be activated only if the ignition device is detected during pre-ignition time.

The fuel valve remains open during the programmed 1st safety time, if a valid flame signal is detected within the safety time the valve is kept open: the burner is on and after the pilot proving time the contact at terminals 11 will be closed (burner on).

If no flame is detected the system will lockout and contact at terminals 12 will be closed (lockout).

In accordance with EN746-2 and EN676, up to 4 ignition attempts are allowed if the safety is not impaired.

Push the front panel button or activate the input at terminal 14 to reset from lockout (will take place at release).

Flame quenching during burner operation will force the system to lockout, recycle or ignition restoration.

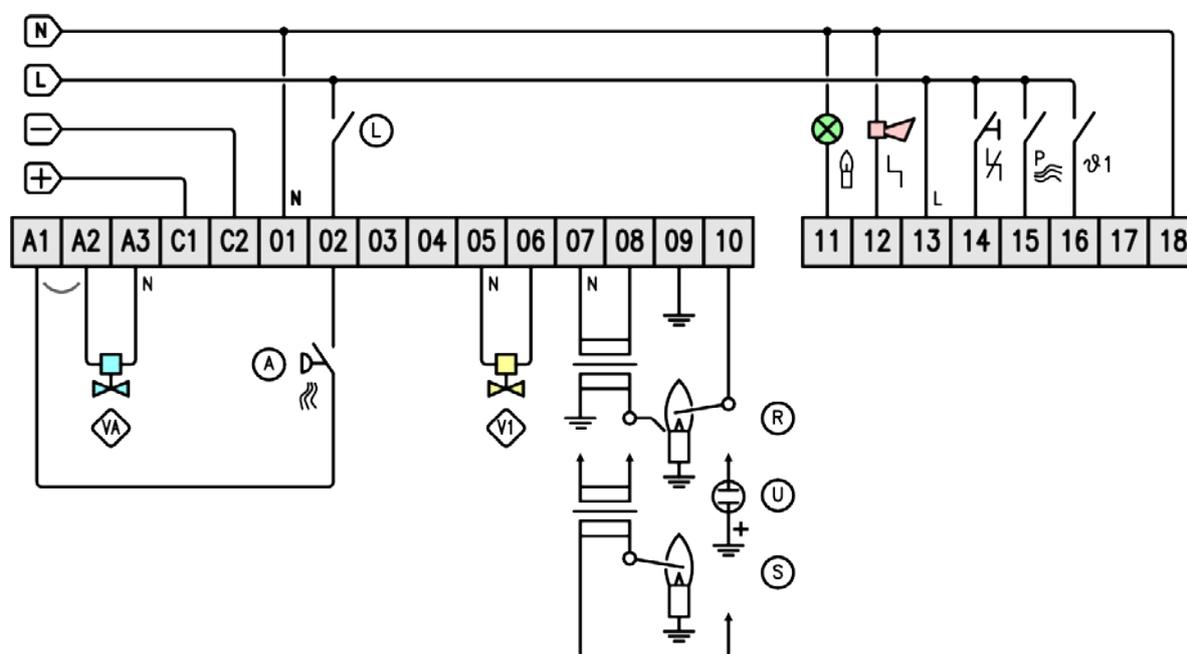
To put the burner out of service (manual shutdown) push the front panel button during the operating cycle.

A post-combustion time (max 20 seconds) is allowed after a lockout or shutdown request, followed by post-purge.

The air output [VA] behavior is configurable for each cycle step, providing also cooling and purging processes; this output is monitored through the low air pressure switch [A].

UV sensor or ionization rod can be used for flame detection.

It's possible to share a single rod for ignition and flame detection using special ignition transformers.



Ⓛ	EXTERNAL LIMITS
Ⓐ	LOW AIR PRESSURE SWITCH
ⓋⒶ	AIR VALVE
Ⓥ1	PILOT GAS VALVE
Ⓡ	DUAL ROD CIRCUIT
Ⓤ	UV SENSOR
Ⓢ	SINGLE ROD CIRCUIT

Ⓡ	RESET INPUT
Ⓐ	AIR CONTROL INPUT
Ⓡ1	ON/OFF THERMOSTAT INPUT
Ⓡ	BURNER ON
Ⓛ	BURNER LOCKOUT
⚠	MAKE JUMPER A1-A2 WHEN LOW AIR PRESSURE SWITCH IS NOT INSTALLED



ALL SAFETY SWITCHES SHOULD BE APPROVED AS LIMIT CONTROLS
THE USE OF ELECTRONIC SWITCHES MAY CAUSE ERRATIC OPERATIONS

DUAL STAGE BURNER

Turn ON/OFF the burner by means of thermostat input at terminal 16 or through remote fieldbus command. Depending on configuration, the pilot burner could be:

- INTERRUPTED - extinguished at the end of the second safety time.
- INTERMITTENT - shut off simultaneously with the main flame.

Flame detection options:

- A single flame detector monitors both the pilot and main burner.
PURSUANT TO EN 746-2: A SINGLE COMMON FLAME SAFEGUARD IS ALLOWED FOR BURNERS THAT GUARANTEE STABLE COMBUSTION THROUGHOUT THE RANGE OF REGULATION AND ARE ON THE SAME AIR/GAS RATIO CONTROL SYSTEM, ARRANGED ADJACENT AND IN SUCH WAY THAT, IF ONE OF THEM IS EXTINGUISHED, IT IS RE-IGNITED QUICKLY AND SMOOTHLY BY THE FLAME FROM THE NEXT BURNER.
- Pilot and main flame detected by two independent sensors wired at same input.
PURSUANT TO EN 746-2: WHEN TWO INDEPENDENT SENSORS SHARES THE SAME FLAME AMPLIFIER INPUT, THE MAIN FLAME SENSOR SHALL BE SO POSITIONED THAT IT CANNOT IN ANY CIRCUMSTANCES DETECT THE PILOT FLAME

Both UV detector or ionization rod can be used for pilot and main burner.

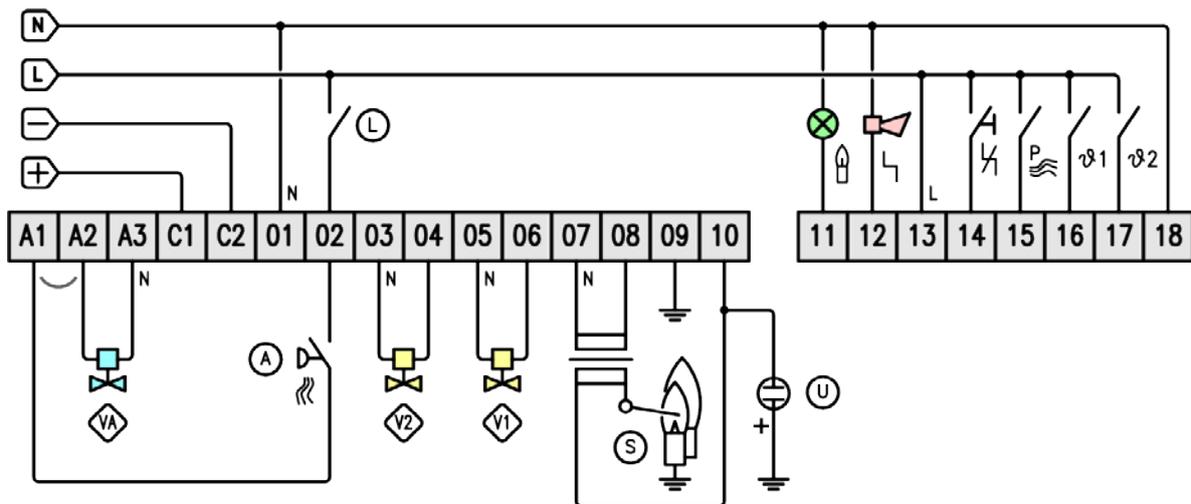
Once the pilot burner has started up, the main burner can be controlled by means of thermostat input at terminal 17 or through fieldbus command.

Turning off the main burner when the pilot burner is operating in INTERRUPTED mode will lead to a new burner ignition trial (1st safety time) including spark generation.

The air output operation is configurable during the whole cycle, providing also cooling and purging processes.

For modulating burners, the butterfly valve must be managed by external logic.

See SINGLE STAGE BURNER description for process input description.



Ⓛ	EXTERNAL LIMITS
Ⓐ	LOW AIR PRESSURE SWITCH
ⓋⒶ	AIR VALVE
Ⓥ1	PILOT GAS VALVE
Ⓥ2	MAIN GAS VALVE
Ⓤ	UV SENSOR (MAIN)
Ⓢ	SINGLE ROD CIRCUIT (PILOT)

Ⓚ	RESET INPUT
Ⓟ	AIR CONTROL INPUT
Ⓣ1	ON/OFF THERMOSTAT INPUT
Ⓣ2	MAIN THERMOSTAT INPUT
Ⓛ	BURNER LOCKOUT
Ⓤ	BURNER ON
Ⓛ	BURNER LOCKOUT
⚠	MAKE JUMPER A1-A2 WHEN LOW AIR PRESSURE SWITCH IS NOT INSTALLED

DUAL STAGE BURNER WITH INDEPENDENT FLAME SENSOR

When two independent sensor are required for dual stage burners, the input at terminal 17 can be configured to receive a contact from an external flame relay used for the 2nd stage burner.

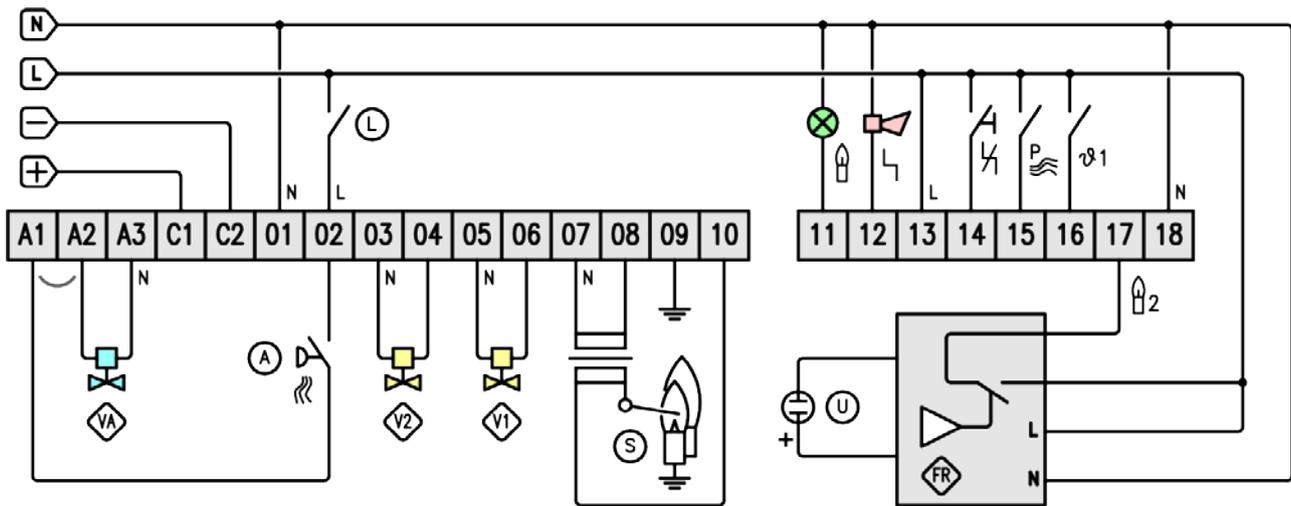
When external contact from independent flame surveillance is closed the last indicator of flame signal bargraph is permanently on (full scale).

A flame simulation lockout occurs when a flame is detected by sensor while related fuel valve is closed.

Pilot burner flame signal strength reported when only the pilot flame is detected.

WARNING

The flame sensor wired at terminal 17 must be certified for permanent operation if the main burner remains operative longer than 24 hours. Using a standard flame relay (i.e.: our FREY), the main burner must be turned off within 24 hours of continuous operation (non permanent operation of main burner).



(L)	EXTERNAL LIMITS
(A)	LOW AIR PRESSURE SWITCH
(VA)	AIR VALVE
(V1)	PILOT GAS VALVE
(V2)	MAIN GAS VALVE
(S)	SINGLE ROD CIRCUIT (PILOT)
(FR)	EXTERNAL FLAME RELAY
(U)	UV SENSOR (MAIN)

(K)	RESET INPUT
(P)	AIR CONTROL INPUT
(θ1)	ON/OFF THERMOSTAT INPUT
(B2)	MAIN BURNER FLAME INPUT
(B)	BURNER ON
(L)	BURNER LOCKOUT
(!)	MAKE JUMPER A1-A2 WHEN LOW AIR PRESSURE SWITCH IS NOT INSTALLED

OIL BURNER

A typical oil burner application is shown below.

When main switch is closed, heating of the oil in the oil preheater will begin.

Once the working temperature is detected, the oil preheater thermostat will activate the burner by means of thermostat1 input at terminal 16.

Air simulation test is carried out before to activate the burner motor [K].

When air pressure is detected the pre-purge begins, ignition transformer is activated (long pre-ignition) and flame simulation test is carried out.

The fuel valve [V1] will be activated only if the ignition device is detected during pre-ignition time. The fuel valve remains open during the programmed 1st safety time, if a valid flame signal is detected within the safety time the valve is kept open: the burner is on and after the pilot proving time the contact at terminals 11 will be closed.

If no flame is detected the system will lockout and contact at terminals 12 will be closed (lockout).

Push the front panel button or activate the input at terminal 14 to reset from lockout (will take place at release).

2nd stage burner control by means of Thermostat2 input at terminal 17.

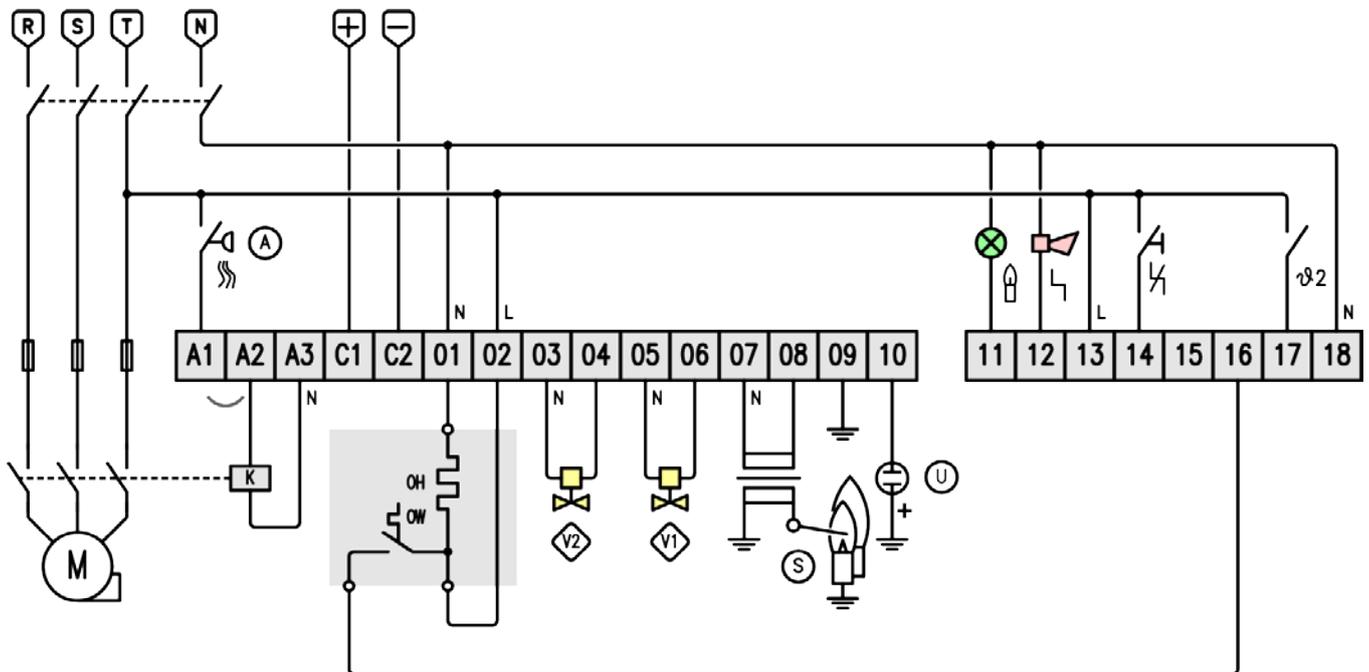
Flame quenching during burner operation will force the system to lockout, recycle or ignition restoration.

To put the burner out of service (manual shutdown) push the front panel button during the operating cycle.

A post-combustion time (max 20 seconds) is allowed after a lockout or shutdown request, followed by post-purge.

Only UV sensor can be used for flame detection. Single UV sensor detecting both pilot and main flame.

Ignition restoration is not allowed for burners with a maximum throughput > 30 kg/h.



Ⓐ	LOW AIR PRESSURE SWITCH
K	POWER RELAY
M	BURNER MOTOR
OH	OIL PREHEATER
OW	PREHEATER THERMOSTAT
Ⓒ	IGNITION ROD
Ⓢ	UV SENSOR

Ⓥ1	1 ST STAGE FUEL VALVE
Ⓥ2	2 ND STAGE FUEL VALVE
Ⓓ2	2 ND STAGE THERMOSTAT INPUT
Ⓛ	BURNER ON
Ⓛ	BURNER LOCKOUT



MAKE JUMPER WITHOUT
AIR PRESSURE SWITCH

HI-TEMP FLAME SURVEILLANCE BYPASS

When the burner is operating in combustion chamber having walls above 750°C it's possible to bypass the flame surveillance by means of specific contact at input terminal 17 (redundant safety control as per DIN 3440).

Flame surveillance must be active when the temperature in the combustion chamber is below 750°C

In high temperature mode the fuel valves are opened without flame surveillance. Indirect control of flame provided by external (dual channel, fail-safe) temperature monitor (DIN3440). Any failure to temperature monitor or sensor must release the bypass contact.

The burner is turned on without 1st safety time when the high temperature mode is active.

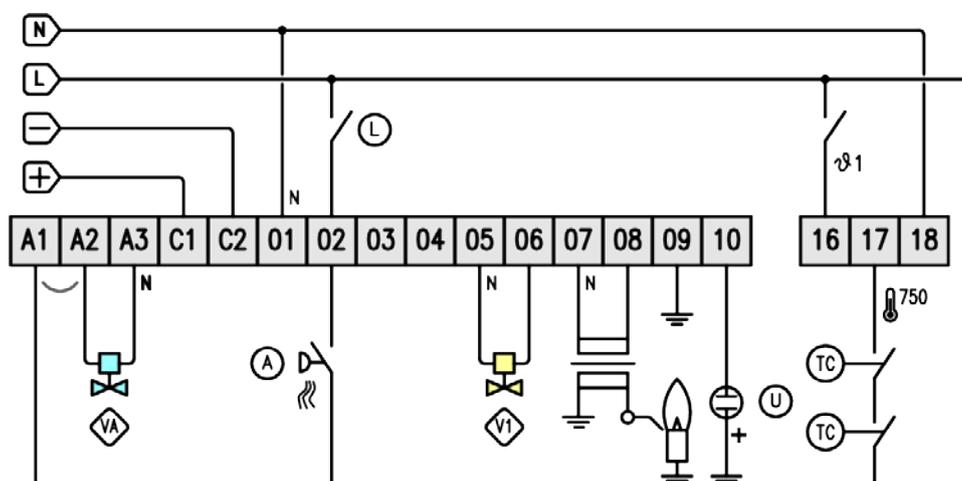
Flame simulation is not verified during pre-purge and the ignition transformer is not energized, no ignition spark generated, in order to provide reliable operation for flameless burners.

The only reason to activate high temperature mode is to improve system availability, ignoring false flame detection that may occur at high temperatures.

UV sensor or ionization rod can be used for flame detection.

The air output operation is configurable during the whole cycle.

See SINGLE STAGE BURNER description for process input description.



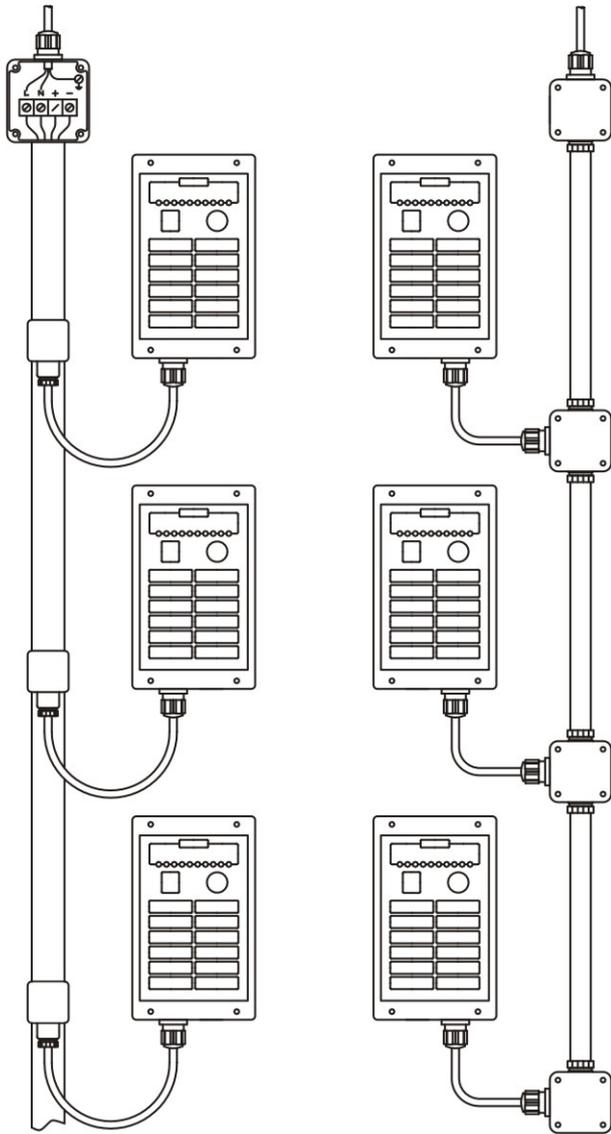
Ⓛ	EXTERNAL LIMITS
Ⓐ	LOW AIR PRESSURE SWITCH
ⓋⒶ	AIR VALVE
ⓋⓁ	GAS VALVE
Ⓤ	UV SENSOR

Ⓣ1	THERMOSTAT INPUT
750	HI TEMP BYPASS INPUT
ⓉⒸ	TEMPERATURE MONITOR
⚠	MAKE JUMPER A1-A2 WHEN LOW AIR PRESSURE SWITCH IS NOT INSTALLED



ALL SAFETY SWITCHES SHOULD BE APPROVED AS LIMIT CONTROLS
THE USE OF ELECTRONIC SWITCHES MAY CAUSE ERRATIC OPERATIONS

FIELDBUS REMOTE CONTROL



TraxBus using busbars or single wire lines
Ref. to TraxInterface literature for wiring details

Complete remote control and supervision is possible through built-in serial communication interface using proprietary fieldbus, designed for reliable operation in harsh industrial environments with simplified wiring.

Communication protocol could be easily implemented into any programmable controller for great efficiency and low cost. Ready to use gateways are available to convert TraxBus into standard industry fieldbus systems. See below for typical communication time at different baud rates.

Any supervisor takes some time for internal process, real performance of the fieldbus should be computed adding such delay.

POLLING TIME FOR 1 BURNER

	4800	9600	19200	38400
COMMAND	15 ms	8 ms	4 ms	2 ms
QBK PROCESS	4 ms	4 ms	4 ms	4 ms
ANSWER	15 ms	8 ms	4 ms	2 ms
OVERALL	34 ms	20 ms	12 ms	8 ms

POLLING TIME FOR 10 BURNERS

	4800	9600	19200	38400
COMMAND	150 ms	80 ms	40 ms	20 ms
QBK PROCESS	40 ms	40 ms	40 ms	40 ms
ANSWER	150ms	80 ms	40 ms	20 ms
OVERALL	340 ms	200 ms	120 ms	80 ms

POLLING TIME FOR 100 BURNERS

	4800	9600	19200	38400
COMMAND	1,5 s	800 ms	400 ms	200 ms
QBK PROCESS	0,4 s	400 ms	400 ms	400 ms
ANSWER	1,5 s	800 ms	400 ms	200 ms
OVERALL	3,4 s	2000 ms	1200 ms	800 ms

Messages to/from remote host supervisor must be ASCII characters, 8 bits, no parity, 1 or 2 stop bits.

COMMAND FROM SUPERVISOR TO PERIPHERALS

Commands issued to peripherals within a single string terminated with Carriage Return.

< S N C KK <Cr> < Preamble (from master)
 S Segment, Zone identifier
 N Node, Unit identifier
 C Command
 KK Checksum
 <Cr> Carriage return

STATUS FROM PERIPHERALS TO SUPERVISOR

Peripherals will acknowledge all valid command received from supervisor:

> S N T KK <Cr> > Preamble (to master)
 S Segment, Zone identifier
 N Node, Unit identifier
 T Status
 KK Checksum
 <Cr> Carriage return

S and N can be any alphanumeric character and must match the settings of the peripheral to be addressed.

The special character * (star) can be used like wild card to send broadcast command: a star character instead of S will address all existing nodes, a star character instead of N will address the whole segment, two star characters will address all the connected units. No acknowledge answer sent back after broadcast commands.

CHECKSUM CALCULATION

Commands without valid checksum KK are ignored.
 The answer includes a valid checksum that can be optionally evaluated by supervisor.
 KK is the ASCII figure of the sum of all characters HEX values, including Carriage Return. See example and use only last two characters, ignoring leading ones (if any).

< 0 8 S 04 <Cr>	<	Equals HEX	3C +
	0	Equals HEX	30 +
	8	Equals HEX	38 +
	S	Equals HEX	53 +
	<Cr>	Equals HEX	0D =
		ASCII	<u>104</u>

COMMAND LIST

a	AIR OFF	TURN OFF THE AIR VALVE (OR FAN) OUTPUT WHEN MODE BUS IS ENABLED	
A	AIR ON	TURN ON THE AIR VALVE (OR FAN) OUTPUT WHEN MODE BUS IS ENABLED	
H	BURNER HALT	SHUTDOWN THE BURNER	
R	BURNER RUN	RESTART THE BURNER FROM SHUTDOWN	§ 1
m	MAIN OFF	TURN OFF MAIN BURNER, BACK TO PILOT BURNER	
M	MAIN ON	TURN ON MAIN BURNER	
B	UNLOCK	RESET THE BURNER FROM LOCKOUT, MUST BE CONFIRMED	§ 2
Y	UNLOCK CONFIRM	RESET FROM LOCKOUT, CONFIRMATION	
S	STATUS	NO ACTION BUT STATUS REQUEST	
L	FLAME SIGNAL	ACTUAL FLAME CURRENT	

STATUS LIST

S	STOP	BURNER LOCKOUT OR FAILURE	§ 3
0	MANUAL SHUTDOWN	BURNER OUT OF SERVICE (MANUAL SHUTDOWN FROM PUSH BUTTON)	
H	HALT FROM REMOTE	BURNER SHUTDOWN (SWITCHED OFF FROM FIELDBUS)	§ 1
t	HALT FROM THERMOSTAT	BURNER SHUTDOWN (SWITCHED OFF FROM THERMOSTAT INPUT)	§ 1
A	AIR PRESSURE WAITING	AIR RUN-UP DELAY / AIR PRESSURE WAITING	
P	PREPURGE	PREPURGE IN PROGRESS	
1	IGNITION	BURNER IGNITION TRIAL IN PROGRESS	
2	PILOT ON	PILOT BURNER ON	
3	PILOT & MAIN ON	PILOT & MAIN BURNER ON	
4	MAIN ON	MAIN BURNER ON	
Y	POSTCOMBUSTION	WAITING FOR FLAME QUENCHING	
W	POSTPURGE	POSTPURGE IN PROGRESS	
	FLAME SIGNAL	LAST MEASURED SIGNAL STRENGTH 1 ... 26 µA	§ 4

- §1 PRIORITY TO LOCAL THERMOSTAT INPUT.
 ONCE THE THERMOSTAT IS ACTIVE, THE REMOTE FIELDBUS COMMAND IS EVALUATED.
- §2 THE SUPERVISOR MUST SEND A RESET CONFIRMATION WITHIN 25 SECONDS FROM PERIPHERAL ACKNOWLEDGE TO RESET COMMAND. AN UNCONFIRMED RESET COMMAND IS CANCELLED AFTER 25 SECONDS.
 LOCKOUT WILL BE FORCED TO PREVENT DANGEROUS OPERATION RECEIVING AN ILLEGAL RESET COMMAND (i.e.: CONFIRMATION BEFORE RESET).
- §3 ALL LOCKOUTS AND FAILURES ARE GROUPED WITHIN A SINGLE CODE TO SIMPLIFY THE PARSING. DETAILED INFORMATION AVAILABLE FROM THE FRONT PANEL DISPLAY.
 ADDITIONAL INFORMATION READING THE LOG FILE STORED INTO THE UNIT.
- §4 SIGNAL STRENGTH RETURNED IN A SINGLE LOWERCASE CHARACTER a TO z:
- → 0 µA
 - a → 1 µA
 - b...y → 2 ... 25 µA
 - z → 26 µA OR HIGHER

TECHNICAL DATA

POWER SUPPLY

VOLTAGE	115 or 230 V +10-15%
FREQUENCY	50/60 Hz
LINE FUSE	3 A QUICK-ACTING - 5x20mm
POWER CONSUMPTION	6 VA MAX
POWER DISSIPATION	4 W MAX

OVERVOLTAGE CATEGORY II PURSUANT TO EN 60730

ENVIRONMENT

OPERATING TEMPERATURE	(-4 ... 140 °F) -20 ... 60 °C
STORAGE TEMPERATURE	(-40 ... 185 °F) -40 ... 85 °C
RELATIVE HUMIDITY	NO CONDENSATION ALLOWED
PROTECTION CLASS	IP64 NEMA3
WEIGHT	≈ 1180 g ALUMINIUM ≈ 850 g PLASTIC
MOUNTING POSITION	ANY

THIS UNIT IS NOT INTENDED FOR EXPLOSIVE OR CORROSIVE ENVIRONMENTS

OUTPUTS

MAX RATED VOLTAGE	250 Vac
MAX SWITCHING VOLTAGE	440 Vac
MAX LOAD (PER OUTPUT)	2 A $\cos\phi=0,7$

AIR PRESSURE SWITCH INPUT

CURRENT	3 mA MAX
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PROCESS INPUTS

RATED VOLTAGE	230, 115, 48, 24 Vac
CURRENT	3 mA MAX

FLAME DETECTION

MINIMUM IONIZATION CURRENT	> 1 μ A
CURRENT LIMITATION	< 1 mA
SIGNAL DISPLAY	0... 100 % 0...30 μ A
DETECTOR LINE LENGTH	< 30 m
SINGLE ROD LINE LENGTH	< 2 m
DETECTOR VOLTAGE	250 Vac
DETECTOR INSULATION	> 50 M Ω
UV SENSOR	(NON PERMANENT OPERATION) UV4SH

TRAXBUS COMMUNICATION INTERFACE

VOLTAGE	30 Vdc MAX
BAUD RATE	4800, 9600, 19200, 38400, (57600, 115200)

EC TYPE EXAMINATION - NOTE

Since EN 298 does not describe all functions of QBK – implemented to manage all possible industrial scenarios – the operator is responsible for ensuring that parameters and functions are appropriate for the application. Certification applies only for options and values allowed by EN-298.



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