Method 25A—Determination of total gaseous organic concentration using a flame ionization analyzer

Method 25B—Determination of total gaseous organic concentration using a nondispersive infrared analyzer

Method 25C—Determination of nonmethane organic compounds (NMOC) in MSW landfill gases

Method 25D—Determination of the Volatile Organic Concentration of Waste Samples

Method 25E—Determination of Vapor Phase Organic Concentration in Waste Samples

Method 26—Determination of Hydrogen Chloride Emissions From Stationary Sources

Method 26A—Determination of hydrogen halide and halogen emissions from stationary sources—isokinetic method

Method 27—Determination of vapor tightness of gasoline delivery tank using pressure-vacuum test

Method 28—Certification and auditing of wood heaters

Method 28A—Measurement of air to fuel ratio and minimum achievable burn rates for wood-fired appliances

Method 29—Determination of metals emissions from stationary sources

The test methods in this appendix are referred to in §60.8 (Performance Tests) and §60.11 (Compliance With Standards and Maintenance Requirements) of 40 CFR part 60, subpart A (General Provisions). Specific uses of these test methods are described in the standards of performance contained in the subparts, beginning with Subpart D.

Within each standard of performance, a section title "Test Methods and Procedures" is provided to: (1) Identify the test methods to be used as reference methods to the facility subject to the respective standard and (2) identify any special instructions or conditions to be followed when applying a method to the respective facility. Such instructions (for example, establish sampling rates, volumes, or temperatures) are to be used either in addition to, or as a substitute for procedures in a test method. Similarly, for sources subject to emission monitoring requirements, specific instructions pertaining to any use of a test method as a reference method are provided in the subpart or in Appendix B.

Inclusion of methods in this appendix is not intended as an endorsement or denial of their applicability to sources that are not subject to standards of performance. The methods are potentially applicable to other sources; however, applicability should be confirmed by careful and appropriate evaluation of the conditions prevalent at such sources.

The approach followed in the formulation of the test methods involves specifications for equipment, procedures, and performance. In concept, a performance specification approach would be preferable in all methods because this allows the greatest flexibility to the user. In practice, however, this approach is impractical in most cases because performance specifications cannot be established. Most of the methods described herein, therefore, involve specific equipment specifications and procedures, and only a few methods in this appendix rely on performance criteria.

Minor changes in the test methods should not necessarily affect the validity of the results and it is recognized that alternative and equivalent methods exist. Section 60.8 provides authority for the Administrator to specify or approve (1) equivalent methods, (2) alternative methods, and (3) minor changes in the methodology of the test methods. It should be clearly understood that unless otherwise identified all such methods and changes must have prior approval of the Administrator. An owner employing such methods or deviations from the test methods without obtaining prior approval does so at the risk of subsequent disapproval and retesting with approved methods.

Within the test methods, certain specific equipment or procedures are recognized as being acceptable or potentially acceptable and are specifically identified in the methods. The items identified as acceptable options may be used without approval but must be identified in the test report. The potentially approvable options are cited as "subject to the approval of the Administrator" or as "or equivalent." Such potentially approvable techniques or alternatives may be used at the discretion of the owner without prior approval. However, detailed descriptions for applying these potentially approvable techniques or alternatives are not provided in the test methods. Also, the potentially approvable options are not necessarily acceptable in all applications. Therefore, an owner electing to use such potentially approvable techniques or alternatives is responsible for: (1) assuring that the techniques or alternatives are in fact applicable and are properly executed; (2) including a written description of the alternative method in the test report (the written method must be clear and must be capable of being performed without additional instruction, and the the degree of detail should be similar to the detail contained in the test methods); and (3) providing any rationale or supporting data necessary to show the validity of the alternative in the particular application. Failure to meet these requirements can result in the Administrator's disapproval of the alternative.

METHOD 1—SAMPLE AND VELOCITY TRAVERSES FOR STATIONARY SOURCES

1. *Principle and Applicability*

1.1 Principle. To aid in the representative measurement of pollutant emissions and/or total volumetric flow rate from a stationary source, a measurement site where the effluent stream is flowing in a known direction is

selected, and the cross-section of the stack is divided into a number of equal areas. A traverse point is then located within each of these equal areas.

1.2 Applicability. This method is applicable to flowing gas streams in ducts, stacks, and flues. The method cannot be used when: (1) flow is cyclonic or swirling (see Section 2.4), (2) a stack is smaller than about 0.30 meter (12 in.) in diameter, or 0.071 m²(113 in.²) cross-sectional area, or (3) the measurement site is less than two stack or duct diameters downstream or less than a half diameter upstream from a flow disturbance.

The requirements of this method must be considered before construction of a new facility from which emissions will be measured; failure to do so may require subsequent alterations to the stack or deviation from the standard procedure. Cases involving variants are subject to approval by the Administrator, U.S. Environmental Protection Agency.

2. *Procedure*

2.1 Selection of Measurement Site. Sampling or velocity measurement is performed at a site located at least eight stack or duct diameters downstream and two diameters upstream from any flow disturbance such as a bend, expansion, or contraction in the stack, or from a visible flame. If necessary, an alternative location may be selected, at a position at least two stack or duct diameters downstream and a half diameter upstream from any flow disturbance. For a rectangular cross section, an equivalent diameter (D_e) shall be calculated from the following equation, to determine the upstream and downstream distances:

$$D_e = \frac{2LW}{(L+W)}$$

where L=length and W=width.

An alternative procedure is available for determining the acceptability of a measurement location not meeting the criteria above. This procedure, determination of gas flow angles at the sampling points and comparing the results with acceptability criteria, is described in Section 2.5.
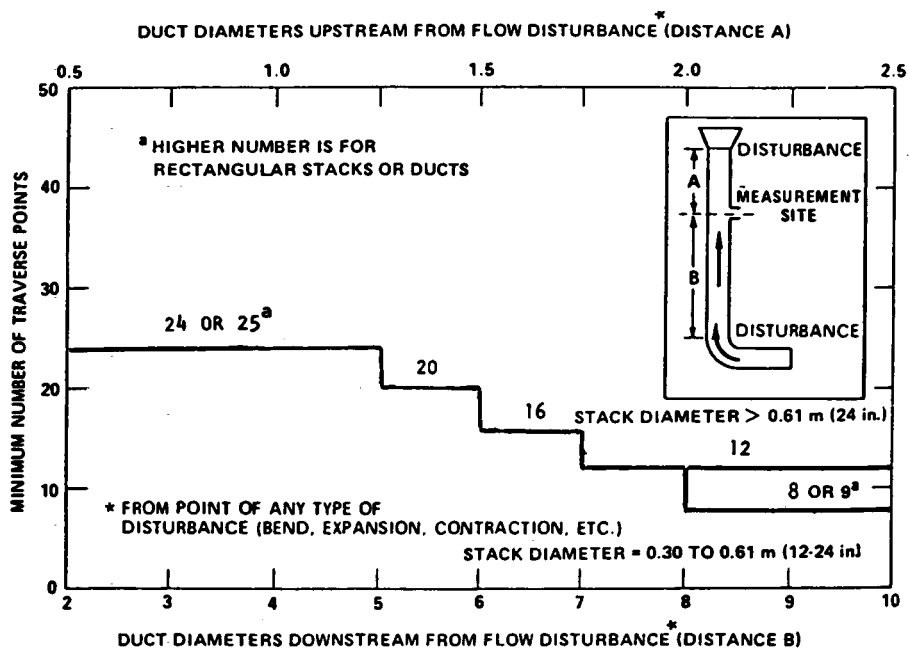
2.2 Determining the Number of Traverse Points.

Figure 1-1. Minimum number of traverse points for particulate traverses.

2.2.1 Particulate Traverses. When the eight- and two-diameter criterion can be met, the minimum number of traverse points shall be: (1) twelve, for circular or rectangular stacks with diameters (or equivalent diameters) greater than 0.61 meter (24 in.); (2) eight, for circular stacks with diameters between 0.30 and 0.61 meter (12–24 in.); (3) nine, for rectangular stacks with equivalent diameters between 0.30 and 0.61 meter (12–24 in.).

When the eight- and two-diameter criterion cannot be met, the minimum number of traverse points is determined from Figure 1–1. Before referring to the figure, however, determine the distances from the chosen measurement site to the nearest upstream and downstream disturbances, and divide each distance by the stack diameter or equivalent diameter, to determine the distance in terms of the number of duct diameters. Then, determine from Figure 1–1 the minimum number of traverse points that corresponds: (1) to the number of duct diameters upstream; and (2) to the number of diameters downstream. Select the higher of the two minimum numbers of traverse points, or a greater value, so that for circular stacks the number is a multiple of 4, and for rectangular stacks, the number is one of those shown in Table 1–1.

TABLE 1–1. CROSS-SECTION LAYOUT FOR RECTANGULAR STACKS

Number of traverse points	Matrix layout
9	3x3
12	4x3
16	4x4
20	5x4
25	5x5
30	6x5
36	6x6
42	7x6
49	7x7

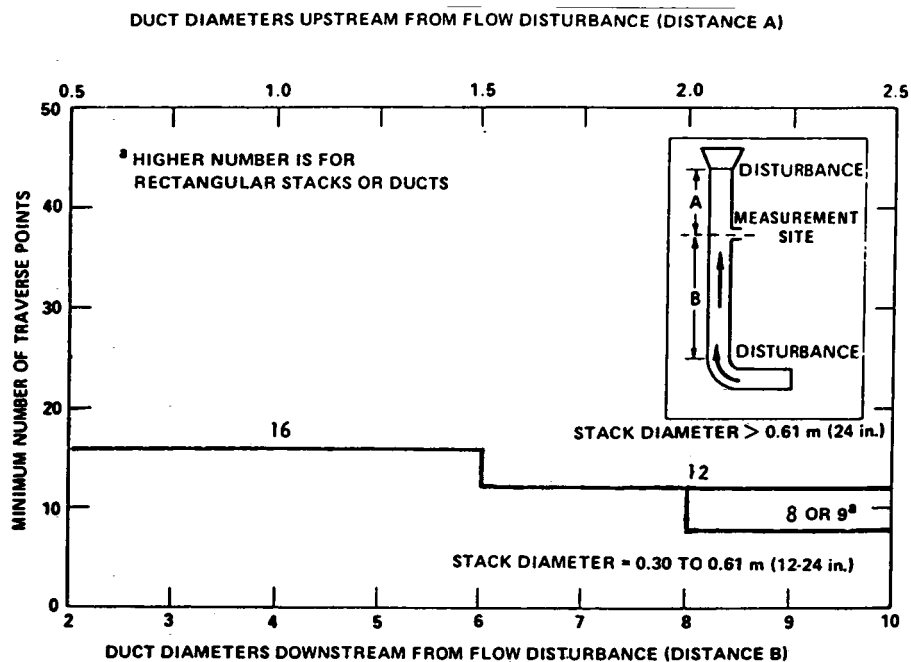**DUCT DIAMETERS UPSTREAM FROM FLOW DISTURBANCE (DISTANCE A)**

Figure 1-2. Minimum number of traverse points for velocity (nonparticulate) traverses.

2.2.2 Velocity (Non-Particulate) Traverses. When velocity or volumetric flow rate is to be determined (but not particulate matter), the same procedure as that for particulate traverses (Section 2.2.1) is followed, except that Figure 1–2 may be used instead of Figure 1–1.

2.3 Cross-sectional Layout and Location of Traverse Points.

2.3.1 Circular Stacks. Locate the traverse points on two perpendicular diameters according to Table 1–2 and the example shown in Figure 1–3. Any equation (for examples, see Citations 2 and 3 in the Bibliography) that gives the same values as those in Table 1–2 may be used in lieu of Table 1–2.

For particulate traverses, one of the diameters must be in a plane containing the greatest expected concentration variation, e.g., after bends, one diameter shall be in the plane of the bend. This requirement becomes less critical as the distance from the disturbance increases; therefore, other diameter locations may be used, subject to approval of the Administrator.

In addition for stacks having diameters greater than 0.61 m (24 in.) no traverse points shall be located within 2.5 centimeters (1.00 in.) of the stack walls; and for stack diameters equal to or less than 0.61 m (24 in.), no traverse points shall be located within 1.3 cm (0.50 in.) of the stack walls. To meet these criteria, observe the procedures given below.

2.3.1.1 Stacks With Diameters Greater Than 0.61 m (24 in.). When any of the traverse points as located in Section 2.3.1 fall within 2.5 cm (1.00 in.) of the stack walls, relocate them away from the stack walls to: (1) a distance of 2.5 cm (1.00 in.); or (2) a distance equal to the nozzle inside diameter, whichever is larger. These relocated traverse points (on each end of a diameter) shall be the ''adjusted'' traverse points.

Whenever two successive traverse points are combined to form a single adjusted traverse point, treat the adjusted point as two separate traverse points, both in the sampling (or velocity measurement) procedure, and in recording the data.
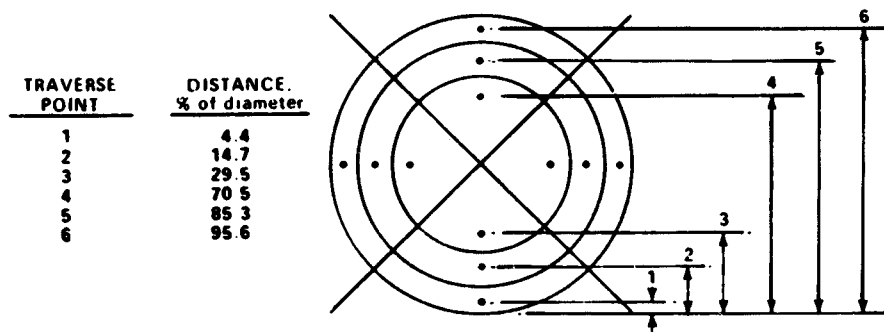

TRAVERSE POINT	DISTANCE. % of diameter
1	4.4
2	14.7
3	29.5
4	70.5
5	85.3
6	95.6

Figure 1-3. Example showing circular stack cross section divided into 12 equal areas, with location of traverse points indicated.

TABLE 1–2. LOCATION OF TRAVERSE POINTS IN CIRCULAR STACKS

[Percent of stack diameter from inside wall to traverse point]

Traverse point number on a diameter	Number of traverse points on a diameter—											
	2	4	6	8	10	12	14	16	18	20	22	24
1	14.6	6.7	4.4	3.2	2.6	2.1	1.8	1.6	1.4	1.3	1.1	1.1
2	85.4	25.0	14.6	10.5	8.2	6.7	5.7	4.9	4.4	3.9	3.5	3.2
3	....	75.0	29.6	19.4	14.6	11.8	9.9	8.5	7.5	6.7	6.0	5.5
4	....	93.3	70.4	32.3	22.6	17.7	14.6	12.5	10.9	9.7	8.7	7.9
5	....	....	85.4	67.7	34.2	25.0	20.1	16.9	14.6	12.9	11.6	10.5
6	....	....	95.6	80.6	65.8	35.6	26.9	22.0	18.8	16.5	14.6	13.2
7	....	....	....	89.5	77.4	64.4	36.6	28.3	23.6	20.4	18.0	16.1
8	....	....	....	96.8	85.4	75.0	63.4	37.5	29.6	25.0	21.8	19.4
9	....	....	....	....	91.8	82.3	73.1	62.5	38.2	30.6	26.2	23.0
10	....	....	....	....	97.4	88.2	79.9	71.7	61.8	38.8	31.5	27.2
11	....	....	....	....	....	93.3	85.4	78.0	70.4	61.2	39.3	32.3
12	....	....	....	....	....	97.9	90.1	83.1	76.4	69.4	60.7	39.8
13	....	....	....	....	....	....	94.3	87.5	81.2	75.0	68.5	60.2
14	....	....	....	....	....	....	98.2	91.5	85.4	79.6	73.8	67.7
15	....	....	....	....	....	....	....	95.1	89.1	83.5	78.2	72.8
16	....	....	....	....	....	....	....	98.4	92.5	87.1	82.0	77.0
17	....	....	....	....	....	....	....	....	95.6	90.3	85.4	80.6
18	....	....	....	....	....	....	....	....	98.6	93.3	88.4	83.9

TABLE 1–2. LOCATION OF TRAVERSE POINTS IN CIRCULAR STACKS—Continued

[Percent of stack diameter from inside wall to traverse point]

Traverse point number on a diameter	Number of traverse points on a diameter—											
	2	4	6	8	10	12	14	16	18	20	22	24
19	....	....	....	....	....	....	....	....	....	96.1	91.3	86.8
20	....	....	....	....	....	....	....	....	....	98.7	94.0	89.5
21	....	....	....	....	....	....	....	....	....	....	96.5	92.1
22	....	....	....	....	....	....	....	....	....	....	98.9	94.5
23	....	....	....	....	....	....	....	....	....	....	....	96.8
24	....	....	....	....	....	....	....	....	....	....	....	98.9

2.3.1.2 Stacks With Diameters Equal to or Less Than 0.61 m (24 in.). Follow the procedure in Section 2.3.1.1, noting only that any ''adjusted'' points should be relocated away from the stack walls to: (1) a distance of 1.3 cm (0.50 in.); or (2) a distance equal to the nozzle inside diameter, whichever is larger.

2.3.2 Rectangular Stacks. Determine the number of traverse points as explained in Sections 2.1 and 2.2 of this method. From Table 1–1, determine the grid configuration. Divide the stack cross-section into as many equal rectangular elemental areas as traverse points, and then locate a traverse point at the centroid of each equal area according to the example in Figure 1–4.

If the tester desires to use more than the minimum number of traverse points, expand the ''minimum number of traverse points'' matrix (see Table 1–1) by adding the extra traverse points along one or the other or both legs of the matrix; the final matrix need not be balanced. For example, if a 4x3 ''minimum number of points'' matrix were expanded to 36 points, the final matrix could be 9x4 or 12x3, and would not necessarily have to be 6x6. After constructing the final matrix, divide the stack cross-section into as many equal rectangular, elemental areas as traverse points, and locate a traverse point at the centroid of each equal area.

The situation of traverse points being too close to the stack walls is not expected to arise with rectangular stacks. If this problem should ever arise, the Administrator must be contacted for resolution of the matter.

2.4 Verification of Absence of Cyclonic Flow. In most stationary sources, the direction of stack gas flow is essentially parallel to the stack walls. However, cyclonic flow may exist (1) after such devices as cyclones and inertial demisters following venturi scrubbers, or (2) in stacks having tangential inlets or other duct configurations which tend to induce swirling; in these instances, the presence or absence of cyclonic flow at the sampling location must be determined. The following techniques are acceptable for this determination.
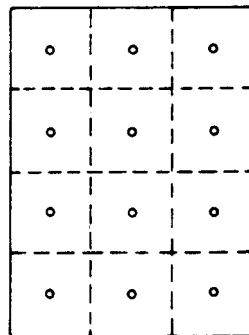
Level and zero the manometer. Connect a Type S pitot tube to the manometer. Position the Type S pitot tube at each traverse point, in succession, so that the planes of the face openings of the pitot tube are perpendicular to the stack cross-sectional plane; when the Type S pitot tube is in this position, it is at ''0° reference.'' Note the differential pressure (Δp) reading at each traverse point. If a null (zero) pitot reading is obtained at 0° reference at a given traverse point, an acceptable flow condition exists at that point. If the pitot reading is not zero at 0° reference, rotate the pitot tube (up to ±90° yaw angle), until a null reading is obtained. Carefully determine and record the value of the rotation angle (α) to the nearest degree. After the null technique has been applied at each traverse point, calculate the average of the absolute values of α; assign α values of 0° to those points for which no rotation was required, and include these in the overall average. If the average value of α is greater than 20°, the overall flow condition in the stack is unacceptable and alternative methodology, subject to the approval of the Administrator, must be used to perform accurate sample and velocity traverses.

The alternative procedure described in Section 2.5 may be used to determine the rotation angles in lieu of the procedure described above.

2.5 Alternative Measurement Site Selection Procedure. This alternative applies to sources where measurement locations are

less than 2 equivalent stack or duct diameters downstream or less than ½ duct diameter upstream from a flow disturbance. The alternative should be limited to ducts larger than 24 in. in diameter where blockage and wall effects are minimal. A directional flow-sensing probe is used to measure pitch and yaw angles of the gas flow at 40 or more traverse points; the resultant angle is calculated and compared with acceptable criteria for mean and standard deviation.

NOTE: Both the pitch and yaw angles are measured from a line passing through the traverse point and parallel to the stack axis. The pitch angle is the angle of the gas flow component in the plane that INCLUDES the traverse line and is parallel to the stack axis. The yaw angle is the angle of the gas flow component in the plane PERPENDICULAR to the traverse line at the traverse point and is measured from the line passing through the traverse point and parallel to the stack axis.

2.5.1 Apparatus.

2.5.1.1 Directional Probe. Any directional probe, such as United Sensor Type DA Three-Dimensional Directional Probe, capable of measuring both the pitch and yaw angles of gas flows is acceptable. (NOTE: Mention of trade name or specific products does not constitute endorsement by the U.S. Environmental Protection Agency.) Assign an identification number to the directional probe, and permanently mark or engrave the number on the body of the probe. The pressure holes of directional probes are susceptible to plugging when used in particulate-laden gas streams. Therefore, a system for cleaning the pressure holes by ''back-purging'' with pressurized air is required.

2.5.1.2 Differential Pressure Gauges. Inclined manometers, U-tube manometers, or other differential pressure gauges (e.g., magnehelic gauges) that meet the specifications described in Method 2, section 2.2.

NOTE: If the differential pressure gauge produces both negative and positive readings, then both negative and positive pressure readings shall be calibrated at a minimum of three points as specified in Method 2, section 2.2.

2.5.2 Traverse Points. Use a minimum of 40 traverse points for circular ducts and 42 points for rectangular ducts for the gas flow angle determinations. Follow section 2.3 and Table 1–1 or 1–2 for the location and layout of the traverse points. If the measurement location is determined to be acceptable according to the criteria in this alternative procedure, use the same traverse point number and locations for sampling and velocity measurements.

2.5.3 Measurement Procedure.

2.5.3.1 Prepare the directional probe and differential pressure gauges as recommended by the manufacturer. Capillary tubing or surge tanks may be used to dampen pressure

fluctuations. It is recommended, but not required, that a pretest leak check be conducted. To perform a leak check, pressurize or use suction on the impact opening until a reading of at least 7.6 cm (3 in.) H_2O registers on the differential pressure gauge, then plug the impact opening. The pressure of a leak-free system will remain stable for at least 15 seconds.

2.5.3.2 Level and zero the manometers. Since the manometer level and zero may drift because of vibrations and temperature changes, periodically check the level and zero during the traverse.

2.5.3.3 Position the probe at the appropriate locations in the gas stream, and rotate until zero deflection is indicated for the yaw angle pressure gauge. Determine and record the yaw angle. Record the pressure gauge readings for the pitch angle, and determine the pitch angle from the calibration curve. Repeat this procedure for each traverse point. Complete a ''back-purge'' of the pressure lines and the impact openings prior to measurements of each traverse point.

A post-test check as described in section 2.5.3.1 is required. If the criteria for a leak-free system are not met, repair the equipment, and repeat the flow angle measurements.

2.5.4 Calculate the resultant angle at each traverse point, the average resultant angle, and the standard deviation using the following equations. Complete the calculations retaining at least one extra significant figure beyond that of the acquired data. Round the values after the final calculations.

2.5.4.1 Calculate the resultant angle at each traverse point:

$$R_i = \text{arc cosine } [(\text{cosine } Y_i)(\text{cosine } P_i)]$$

Eq. 1–2

Where:

R_i=Resultant angle at traverse point i, degree.
Y_i=Yaw angle at traverse point i, degree.
P_i=Pitch angle at traverse point i, degree.

2.5.4.2 Calculate the average resultant for the measurements:

$$\overline{R} = \frac{\sum R_i}{n} \qquad \text{Eq. 1-3}$$

Where:

R=Average resultant angle, degree.
n=Total number of traverse points.

2.5.4.3 Calculate the standard deviations:

$$S_d = \sqrt{\frac{\sum_{i=1}^{n}(R_i - \overline{R})^2}{(n-1)}}$$

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Eq. 1–4

Where:

S_d=Standard deviation, degree.

2.5.5 The measurement location is acceptable if $R \leq 20°$ and $S_d \leq 10°$.

2.5.6 Calibration. Use a flow system as described in Sections 4.1.2.1 and 4.1.2.2 of Method 2. In addition, the flow system shall have the capacity to generate two test-section velocities: one between 365 and 730 m/min (1200 and 2400 ft/min) and one between 730 and 1100 m/min (2400 and 3600 ft/min).

2.5.6.1 Cut two entry ports in the test section. The axis through the entry ports shall be perpendicular to each other and intersect in the centroid of the test section. The ports should be elongated slots parallel to the axis of the test section and of sufficient length to allow measurement of pitch angles while maintaining the pitot head position at the test-section centroid. To facilitate alignment of the directional probe during calibration, the test section should be constructed of plexiglass or some other transparent material. All calibration measurements should be made at the same point in the test section, preferably at the centroid of the test section.

2.5.6.2 To ensure that the gas flow is parallel to the central axis of the test section, follow the procedure in Section 2.4 for cyclonic flow determination to measure the gas flow angles at the centroid of the test section from two test ports located 90°apart. The gas flow angle measured in each port must be ±2° of 0°. Straightening vanes should be installed, if necessary, to meet this criterion.

2.5.6.3 Pitch Angle Calibration. Perform a calibration traverse according to the manufacturer's recommended protocol in 5° increments for angles from −60° to =60° at one velocity in each of the two ranges specified above. Average the pressure ratio values obtained for each angle in the two flow ranges, and plot a calibration curve with the average values of the pressure ratio (or other suitable measurement factor as recommended by the manufacturer) versus the pitch angle. Draw a smooth line through the data points. Plot also the data values for each traverse point. Determine the differences between the measured data values and the angle from the calibration curve at the same pressure ratio. The difference at each comparison must be within 2° for angles between 0° and 40° and within 3°for angles between 40 ° and 60°.

2.5.6.4 Yaw Angle Calibration. Mark the three-dimensional probe to allow the determination of the yaw position of the probe. This is usually a line extending the length of the probe and aligned with the impact opening. To determine the accuracy of measurements of the yaw angle, only the zero or null position need be calilbrated as follows. Place the directional probe in the test section, and rotate the probe until the zero position is found. With a protractor or other angle measuring device, measure the angle indicated by the yaw angle indicator on the three-dimensional probe. This should be within 2°of 0°. Repeat this measurement for any other points along the length of the pitot where yaw angle measurements could be read in order to account for variations in the pitot markings used to indicate pitot head positions.

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METHOD 1A—SAMPLE AND VELOCITY TRAVERSES FOR STATIONARY SOURCES WITH SMALL STACKS OR DUCTS

1. Applicability and Principle

1.1 The applicability and principle of this method are identical to Method 1, except this method's applicability is limited to stacks or ducts less than about 0.30 meter (12 in.) in diameter or 0.071 m^2 (113 in.^{2}) in cross-sectional area, but equal to or greater than about 0.10 meter (4 in.) in diameter or 0.0081 m^2 (12.57 in.^{2}) in cross-sectional area.

1.2 In these small diameter stacks or ducts, the conventional Method 5 stack assembly (consisting of a Type S pitot tube attached to a sampling probe, equipped with a nozzle and thermocouple) blocks a significant portion of the cross section of the duct and causes inaccurate measurements. Therefore, for particulate matter (PM) sampling in small stacks or ducts, the gas velocity is measured using a standard pitot tube downstream of the actual emission sampling site. The straight run of duct between the PM sampling and velocity measurement sites allows the flow profile, temporarily disturbed by the presence of the sampling probe, to redevelop and stabilize.

1.3 The cross-sectional layout and location of traverse points and the verification of the absence of cyclonic flow are the same as in Method 1, Sections 2.3 and 2.4, respectively. Differences from Method 1, except as noted, are given below.

2. Procedure

2.1 Selection of Sampling and Measurement Sites.

2.1.1 PM Measurements. Select a PM sampling site located preferably at least 8 equivalent stack or duct diameters downstream and 10 equivalent diameters upstream from any flow disturbances such as bends, expansions, or contractions in the stack, or from a visible flame. Next, locate the velocity measurement site 8 equivalent diameters downstream of the PM sampling site. See Figure 1A–1. If such locations are not available, select an alternative PM sampling site that is at least 2 equivalent stack or duct diameters downstream and 2½ diameters upstream from any flow disturbance. Then, locate the velocity measurement site 2 equivalent diameters downstream from the PM sampling site. Follow Section 2.1 of Method 1 for calculating equivalent diameters for a rectangular cross section.
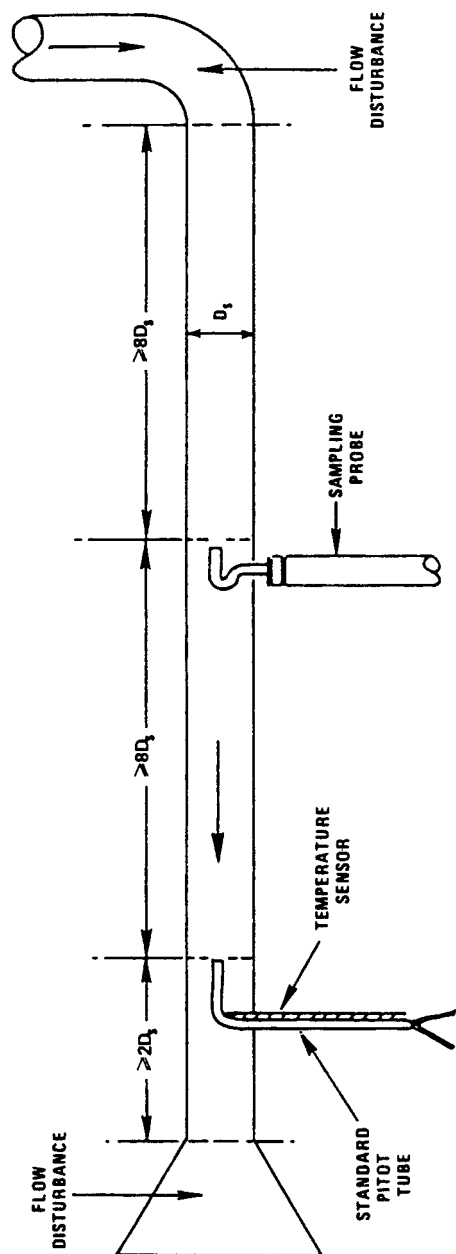
Figure 1A-1. Recommended sampling arrangement for small ducts.

2.1.2 PM Sampling (Steady Flow) or only Velocity Measurements. For PM sampling when the volumetric flow rate in a duct is constant with respect to time, Section 2.1 of Method 1 may be followed, with the PM sampling and velocity measurement performed at one location. To demonstrate that the flow rate is constant (within 10 percent)

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when PM measurements are made, perform complete velocity traverses before and after the PM sampling run, and calculate the deviation of the flow rate derived after the PM sampling run from the one derived before the PM sampling run. The PM sampling run is acceptable if the deviation does not exceed 10 percent.

2.2 Determining the Number of Traverse Points.

2.2.1 PM Sampling. Use Figure 1–1 of Method 1 to determine the number of traverse points to use at both the velocity measurement and PM sampling locations. Before referring to the figure, however, determine the distances between both the velocity measurement and PM sampling sites to the nearest upstream and downstream disturbances. Then divide each distance by the stack diameter or equivalent diameter to express the distances in terms of the number of duct diameters. Next, determine the number of traverse points from Figure 1–1 of Method 1 corresponding to each of these four distances. Choose the highest of the four numbers of traverse points (or a greater number) so that, for circular ducts, the number is a multiple of four, and for rectangular ducts, the number is one of those shown in Table 1–1 of Method 1. When the optimum duct diameter location criteria can be satisfied, the minimum number of traverse points required is eight for circular ducts and nine for rectangular ducts.

2.2.2 PM Sampling (Steady Flow) or Velocity Measurements. Use Figure 1–2 of Method 1 to determine the number of traverse points, following the same procedure used for PM sampling traverses as described in Section 2.2.1 of Method 1. When the optimum duct diameter location criteria can be satisfied, the minimum number of traverse points required is eight for circular ducts and nine for rectangular ducts.

3. Bibliography

1. Same as in Method 1, Section 3, Citations 1 through 6.

2. Vollaro, Robert F. Recommended Procedure for Sample Traverses in Ducts Smaller Than 12 Inches in Diameter. U.S. Environmental Protection Agency, Emission Measurement Branch, Research Triangle Park, NC. January 1977.

METHOD 2—DETERMINATION OF STACK GAS VELOCITY AND VOLUMETRIC FLOW RATE (TYPE S PITOT TUBE)

1. Principle and Applicability

1.1 Principle. The average gas velocity in a stack is determined from the gas density and from measurement of the average velocity head with a Type S (Stausscheibe or reverse type) pitot tube.

1.2 Applicability. This method is applicable for measurement of the average velocity of a gas stream and for quantifying gas flow.

This procedure is not applicable at measurement sites which fail to meet the criteria of Method 1, Section 2.1. Also, the method cannot be used for direct measurement in cyclonic or swirling gas streams; Section 2.4 of Method 1 shows how to determine cyclonic or swirling flow conditions. When unacceptable conditions exist, alternative procedures, subject to the approval of the Administrator, U.S. Environmental Protection Agency, must be employed to make accurate flow rate determinations; examples of such alternative procedures are: (1) to install straightening vanes; (2) to calculate the total volumetric flow rate stoichiometrically, or (3) to move to another measurement site at which the flow is acceptable.

2. Apparatus

Specifications for the apparatus are given below. Any other apparatus that has been demonstrated (subject to approval of the Administrator) to be capable of meeting the specifications will be considered acceptable.
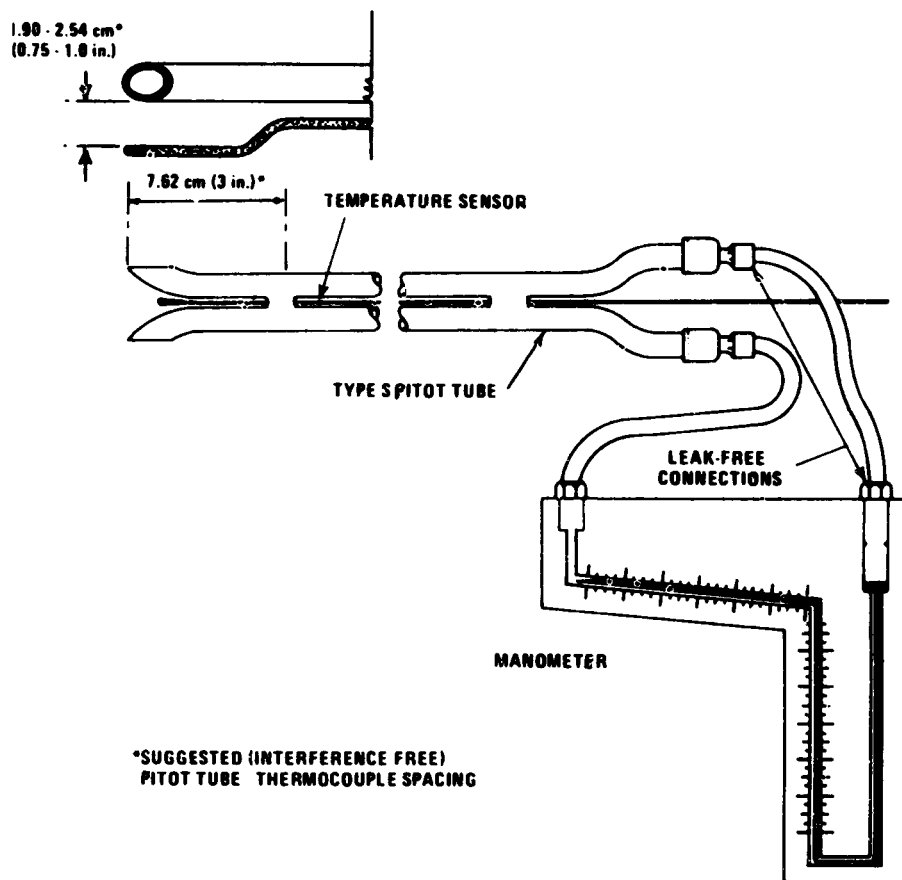
1.90 - 2.54 cm*
(0.75 - 1.0 in.)

7.62 cm (3 in.)*

TEMPERATURE SENSOR

TYPE S PITOT TUBE

LEAK-FREE CONNECTIONS

MANOMETER

*SUGGESTED (INTERFERENCE FREE)
PITOT TUBE   THERMOCOUPLE SPACING

Figure 2-1. Type S pitot tube manometer assembly.

2.1 Type S Pitot Tube. The Type S pitot tube (Figure 2–1) shall be made of metal tubing (e.g., stainless steel). It is recommended that the external tubing diameter (dimension D_t Figure 2–2b) be between 0.48 and 0.95 centimeter ($\frac{3}{16}$ and $\frac{3}{8}$ inch). There shall be an equal distance from the base of each leg of the pitot tube to its face-opening plane (dimensions P_A and P_B Figure 2–2b); it is recommended that this distance be between 1.05 and 1.50 times the external tubing diameter.

The face openings of the pitot tube shall, preferably, be aligned as shown in Figure 2–2; however, slight misalignments of the openings are permissible (see Figure 2–3).

The Type S pitot tube shall have a known coefficient, determined as outlined in Section 4. An identification number shall be assigned to the pitot tube; this number shall be permanently marked or engraved on the body of the tube.

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TRANSVERSE
TUBE AXIS

A   B

FACE
OPENING
PLANES

(a)

A-SIDE PLANE

LONGITUDINAL
TUBE AXIS

D_t

A

B

P_A

P_B

NOTE:

$1.05\ D_t < P < 1.50\ D_t$

$P_A = P_B$
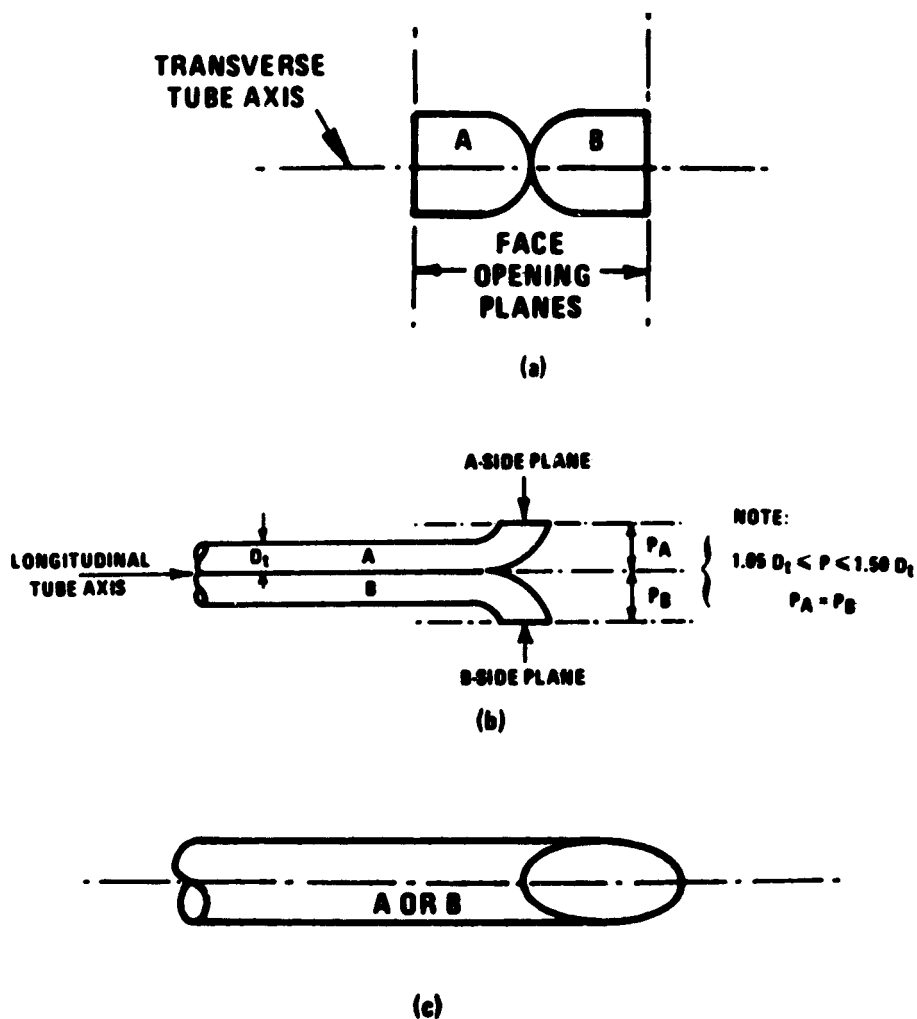
B-SIDE PLANE

(b)

A OR B

(c)

Figure 2-2. Properly constructed Type S pitot tube, shown in: (a) end view; face opening planes perpendicular to transverse axis; (b) top view; face opening planes parallel to longitudinal axis; (c) side view; both legs of equal length and centerlines coincident, when viewed from both sides. Baseline coefficient values of 0.84 may be assigned to pitot tubes constructed this way.
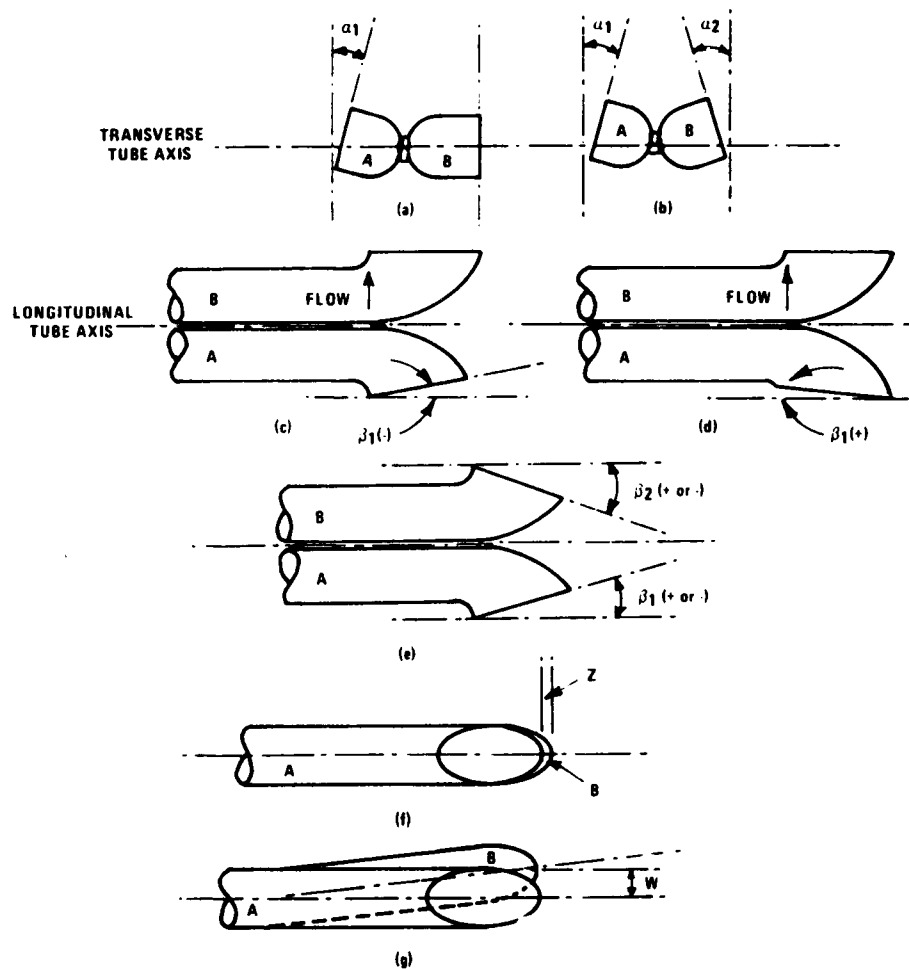
Figure 2-3. Types of face-opening misalignment that can result from field use or improper construction of Type S pitot tubes. These will not affect the baseline value of Cp(s) so long as $\alpha 1$ and $\alpha 2 \leq 10°$, $\beta 1$ and $\beta 2 \leq 5°$, $z \leq 0.32$ cm (1/8 in.) and $w \leq 0.08$ cm (1/32 in.) (citation 11 in Bibliography).

A standard pitot tube may be used instead of a Type S, provided that it meets the specifications of Sections 2.7 and 4.2; note, however, that the static and impact pressure holes of standard pitot tubes are susceptible to plugging in particulate-laden gas streams. Therefore, whenever a standard pitot tube is used to perform a traverse, adequate proof must be furnished that the openings of the pitot tube have not plugged up during the traverse period; this can be done by taking a velocity head (Δp) reading at the final traverse point, cleaning out the impact and static holes of the standard pitot tube by "back-purging" with pressurized air, and then taking another Δp reading. If the Δp readings made before and after the air purge are the same (±5 percent), the traverse is acceptable. Otherwise, reject the run. Note that if Δp at the final traverse point is unsuitably low, another point may be selected. If "back-purging" at regular intervals is part of the procedure, then comparative Δp readings shall be taken, as above, for the last two back purges at which suitably high Δp readings are observed.

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2.2 Differential Pressure Gauge. An inclined manometer or equivalent device is used. Most sampling trains are equipped with a 10-in. (water column) inclined-vertical manometer, having 0.01-in. H_2O divisions on the 0-to 1-in. inclined scale, and 0.1-in. H_2O divisions on the 1- to 10-in. vertical scale. This type of manometer (or other gauge of equivalent sensitivity) is satisfactory for the measurement of Δp values as low as 1.3 mm (0.05 in.) H_2O. However, a differential pressure gauge of greater sensitivity shall be used (subject to the approval of the Administrator), if any of the following is found to be true: (1) the arithmetic average of all Δp readings at the traverse points in the stack is less than 1.3 mm (0.05 in.) H_2O; (2) for traverses of 12 or more points, more than 10 percent of the individual Δp readings are below 1.3 mm (0.05 in.) H_2O; (3) for traverses of fewer than 12 points, more than one Δp reading is below 1.3 mm (0.05 in.) H_2O. Citation 18 in Bibliography describes commercially available instrumentation for the measurement of low-range gas velocities.

As an alternative to criteria (1) through (3) above, the following calculation may be performed to determine the necessity of using a more sensitive differential pressure gauge:

$$T = \frac{\sum_{i=1}^{n} \sqrt{\Delta p_i + K}}{\sum_{i=1}^{n} \sqrt{\Delta p_i}}$$

Where:

Δp_i=Individual velocity head reading at a traverse point, mm H_2O (in. H_2O).
n=Total number of traverse points.
K=0.13 mm H_2O when metric units are used and 0.005 in. H_2O when English units are used.

If T is greater than 1.05, the velocity head data are unacceptable and a more sensitive differential pressure gauge must be used.

NOTE: If differential pressure gauges other than inclined manometers are used (e.g., magnehelic gauges), their calibration must be checked after each test series. To check the calibration of a differential pressure gauge, compare Δp readings of the gauge with those of a gauge-oil manometer at a minimum of three points, approximately representing the range of Δp values in the stack. If, at each point, the values of Δp as read by the differential pressure gauge and gauge-oil manometer agree to within 5 percent, the differential pressure gauge shall be considered to be in proper calibration. Otherwise, the test series shall either be voided, or procedures to adjust the measured Δp values and final results shall be used subject to the approval of the Administrator.

2.3 Temperature Gauge. A thermocouple, liquid-filled bulb thermometer, bimetallic thermometer, mercury-in-glass thermometer, or other gauge, capable of measuring temperature to within 1.5 percent of the minimum absolute stack temperature shall be used. The temperature gauge shall be attached to the pitot tube such that the sensor tip does not touch any metal; the gauge shall be in an interference-free arrangement with respect to the pitot tube face openings (see Figure 2–1 and also Figure 2–7 in Section 4). Alternative positions may be used if the pitot tube-temperature gauge system is calibrated according to the procedure of Section 4. Provided that a difference of not more than 1 percent in the average velocity measurement is introduced, the temperature gauge need not be attached to the pitot tube; this alternative is subject to the approval of the Administrator.

2.4 Pressure Probe and Gauge. A piezometer tube and mercury- or water-filled U-tube manometer capable of measuring stack pressure to within 2.5 mm (0.1 in.) Hg is used. The static tap of a standard type pitot tube or one leg of a Type S pitot tube with the face opening planes positioned parallel to the gas flow may also be used as the pressure probe.

2.5 Barometer. A mercury, aneroid, or other barometer capable of measuring atmospheric pressure to within 2.5 mm Hg (0.1 in. Hg) may be used. In many cases, the barometric reading may be obtained from a nearby National Weather Service station, in which case the station value (which is the absolute barometric pressure) shall be requested and an adjustment for elevation differences between the weather station and the sampling point shall be applied at a rate of minus 2.5 mm (0.1 in.) Hg per 30-meter (100 foot) elevation increase or vice-versa for elevation decrease.

2.6 Gas Density Determination Equipment. Method 3 equipment, if needed (see Section 3.6), to determine the stack gas dry molecular weight, and Reference Method 4 or Method 5 equipment for moisture content determination; other methods may be used subject to approval of the Administrator.

2.7 Calibration Pitot Tube. When calibration of the Type S pitot tube is necessary (see Section 4), a standard pitot tube is used as a reference. The standard pitot tube shall, preferably, have a known coefficient, obtained either (1) directly from the National Bureau of Standards, Route 270, Quince Orchard Road, Gaithersburg, Maryland, or (2) by calibration against another standard pitot tube with an NBS-traceable coefficient. Alternatively, a standard pitot tube designed according to the criteria given in 2.7.1 through 2.7.5 below and illustrated in Figure 2–4 (see also Citations 7, 8, and 17 in Bibliography) may be used. Pitot tubes designed according to these specifications will have baseline coefficients of about 0.99±0.01.

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2.7.1 Hemispherical (shown in Figure 2–4), ellipsoidal, or conical tip.

2.7.2 A minimum of six diameters straight run (based upon D, the external diameter of the tube) between the tip and the static pressure holes.

2.7.3 A minimum of eight diameters straight run between the static pressure holes and the centerline of the external tube, following the 90 degree bend.

2.7.4 Static pressure holes of equal size (approximately 0.1 D), equally spaced in a piezometer ring configuration.

2.7.5 Ninety degree bend, with curved or mitered junction.

2.8 Differential Pressure Gauge for Type S Pitot Tube Calibration. An inclined manometer or equivalent is used. If the single-velocity calibration technique is employed (see Section 4.1.2.3), the calibration differential pressure gauge shall be readable to the nearest 0.13 mm H_2O (0.005 in. H_2O). For multivelocity calibrations, the gauge shall be readable to the nearest 0.13 mm H_2O (0.005 in. H_2O) for Δp values between 1.3 and 25 mm H_2O (0.05 and 1.0 in. H_2O), and to the nearest 1.3 mm H_2O (0.05 in. H_2O) for Δp values above 25 mm H_2O (1.0 in. H_2O). A special, more sensitive gauge will be required to read Δp values below 1.3 mm H_2O [0.05 in. H_2O] (see Citation 18 in Bibliography).
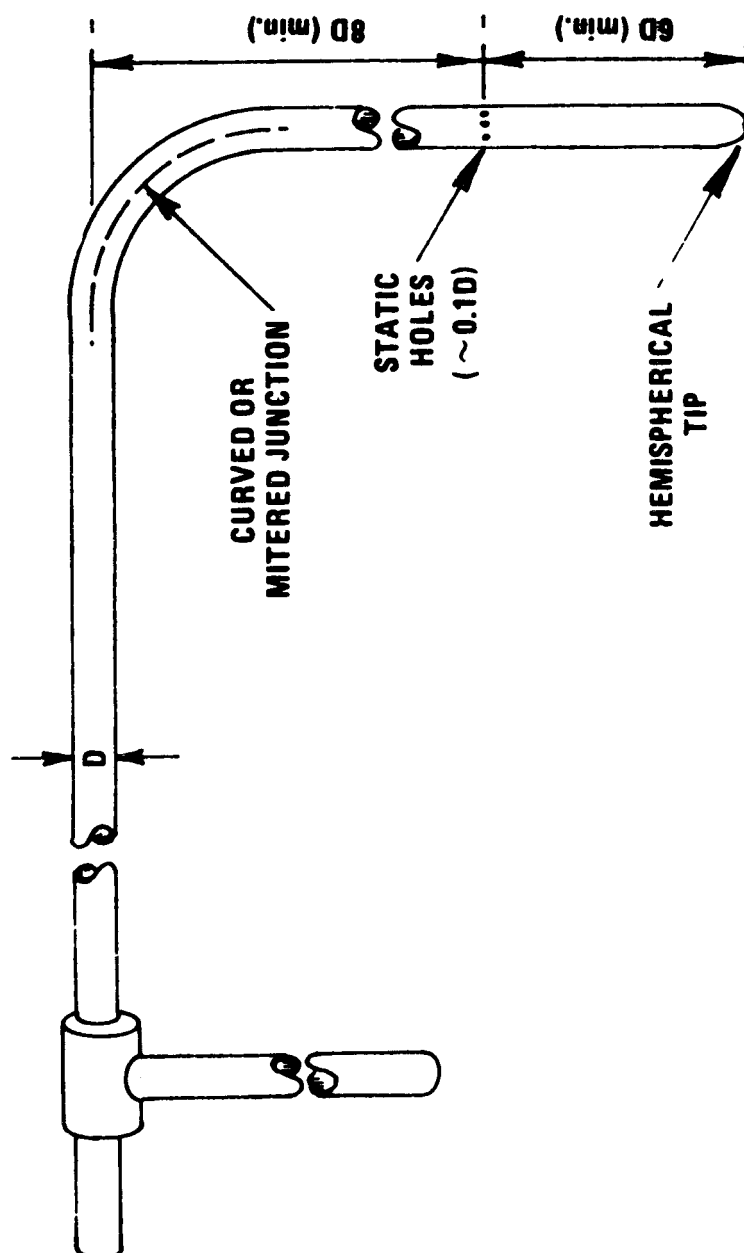
Figure 2-4. Standard pitot tube design specifications.

3. *Procedure*

3.1 Set up the apparatus as shown in Figure 2-1. Capillary tubing or surge tanks installed between the manometer and pitot tube may be used to dampen Δp fluctuations. It is recommended, but not required, that a pretest leak-check be conducted, as follows: (1) blow through the pitot impact opening

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until at least 7.6 cm (3 in.) H_2O velocity pressure registers on the manometer; then, close off the impact opening. The pressure shall remain stable for at least 15 seconds; (2) do the same for the static pressure side, except using suction to obtain the minimum of 7.6 cm (3 in.) H_2O. Other leak-check procedures, subject to the approval of the Administrator, may be used.
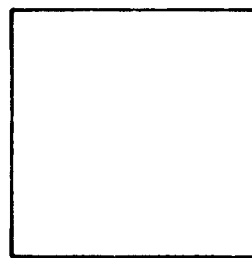
3.2 Level and zero the manometer. Because the manometer level and zero may drift due to vibrations and temperature changes, make periodic checks during the traverse. Record all necessary data as shown in the example data sheet (Figure 2–5).

3.3 Measure the velocity head and temperature at the traverse points specified by Method 1. Ensure that the proper differential pressure gauge is being used for the range of Δp values encountered (see Section 2.2). If it is necessary to change to a more sensitive gauge, do so, and remeasure the Δp and temperature readings at each traverse point. Conduct a post-test leak-check (mandatory), as described in Section 3.1 above, to validate the traverse run.

3.4 Measure the static pressure in the stack. One reading is usually adequate.

3.5 Determine the atmospheric pressure.

PLANT _____

DATE _____ RUN NO. _____

STACK DIAMETER OR DIMENSIONS, m(in.) _____

BAROMETRIC PRESSURE, mm Hg (in. Hg) _____

CROSS SECTIONAL AREA, m²(ft²) _____

OPERATORS _____

PITOT TUBE I.D. NO. _____

    AVG. COEFFICIENT, C_p = _____

    LAST DATE CALIBRATED _____

SCHEMATIC OF STACK CROSS SECTION

Traverse Pt. No.	Vel. Hd., Δp mm (in.) H_2O	Stack Temperature		P_g mm Hg (in.Hg)	$\sqrt{\Delta p}$
		t_s, °C (°F)	T_s, °K (°R)		
		Average			

Figure 2-5. Velocity traverse data.

3.6 Determine the stack gas dry molecular weight. For combustion processes or processes that emit essentially CO_2, O_2, CO, and N_2, use Method 3. For processes emitting essentially air, an analysis need not be conducted; use a dry molecular weight of 29.0. For other processes, other methods, subject

to the approval of the Administrator, must be used.

3.7 Obtain the moisture content from Reference Method 4 (or equivalent) or from Method 5.

3.8 Determine the cross-sectional area of the stack or duct at the sampling location. Whenever possible, physically measure the stack dimensions rather than using blueprints.

4. *Calibration*

4.1 Type S Pitot Tube. Before its initial use, carefully examine the Type S pitot tube in top, side, and end views to verify that the face openings of the tube are aligned within the specifications illustrated in Figure 2–2 or 2–3. The pitot tube shall not be used if it fails to meet these alignment specifications.

After verifying the face opening alignment, measure and record the following dimensions of the pitot tube: (a) the external tubing diameter (dimension D_t, Figure 2–2b); and (b) the base-to-opening plane distances (dimensions P_A and P_B, Figure 2–2b). If D_t is between 0.48 and 0.95 cm ($^3/_{16}$ and $^3/_8$ in.) and if P_A and P_B are equal and between 1.05 and 1.50 D_t, there are two possible options: (1) the pitot tube may be calibrated according to the procedure outlined in Sections 4.1.2 through 4.1.5 below, or (2) a baseline (isolated tube) coefficient value of 0.84 may be assigned to the pitot tube. Note, however, that if the pitot tube is part of an assembly, calibration may still be required, despite knowledge of the baseline coefficient value (see Section 4.1.1).

If D_t, P_A, and P_B are outside the specified limits, the pitot tube must be calibrated as outlined in 4.1.2 through 4.1.5 below.

4.1.1 Type S Pitot Tube Assemblies. During sample and velocity traverses, the isolated Type S pitot tube is not always used; in many instances, the pitot tube is used in combination with other source-sampling components (thermocouple, sampling probe, nozzle) as part of an ''assembly.'' The presence of other sampling components can sometimes affect the baseline value of the Type S pitot tube coefficient (Citation 9 in Bibliography); therefore an assigned (or otherwise known) baseline coefficient value may or may not be valid for a given assembly. The baseline and assembly coefficient values will be identical only when the relative placement of the components in the assembly is such that aerodynamic interference effects are eliminated. Figures 2–6 through 2–8 illustrate interference-free component arrangements for Type S pitot tubes having external tubing diameters between 0.48 and 0.95 cm ($^3/_{16}$ and $^3/_8$ in.). Type S pitot tube assemblies that fail to meet any or all of the specifications of Figures 2–6 through 2–8 shall be calibrated according to the procedure outlined in Sections 4.1.2 through 4.1.5 below, and prior to calibration, the values of the intercomponent spacings (pitot-nozzle, pitot-thermocouple, pitot-probe sheath) shall be measured and recorded.

NOTE: Do not use any Type S pitot tube assembly which is constructed such that the impact pressure opening plane of the pitot tube is below the entry plane of the nozzle (see Figure 2–6b).

4.1.2 Calibration Setup. If the Type S pitot tube is to be calibrated, one leg of the tube shall be permanently marked A, and the other, B. Calibration shall be done in a flow system having the following essential design features:
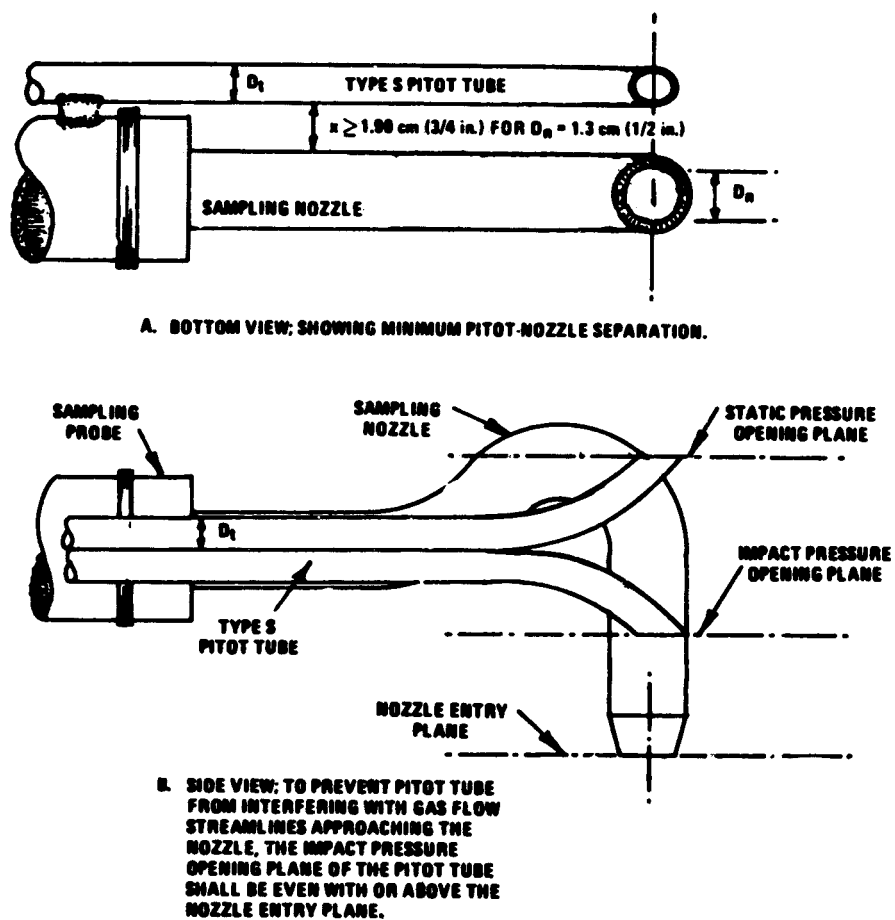
D_t   TYPE S PITOT TUBE

$x \geq 1.90$ cm (3/4 in.) FOR $D_n = 1.3$ cm (1/2 in.)

SAMPLING NOZZLE   D_n

A. BOTTOM VIEW; SHOWING MINIMUM PITOT-NOZZLE SEPARATION.

SAMPLING
PROBE

SAMPLING
NOZZLE

STATIC PRESSURE
OPENING PLANE

D_t

IMPACT PRESSURE
OPENING PLANE

TYPE S
PITOT TUBE

NOZZLE ENTRY
PLANE

B. SIDE VIEW; TO PREVENT PITOT TUBE FROM INTERFERING WITH GAS FLOW STREAMLINES APPROACHING THE NOZZLE, THE IMPACT PRESSURE OPENING PLANE OF THE PITOT TUBE SHALL BE EVEN WITH OR ABOVE THE NOZZLE ENTRY PLANE.

Figure 2-6. Proper pitot tube-sampling nozzle configuration to prevent aerodynamic interference; buttonhook-type nozzle; centers of nozzle and pitot opening aligned; D_t between 0.48 and 0.95 cm (3/16 and 3/8 in.).
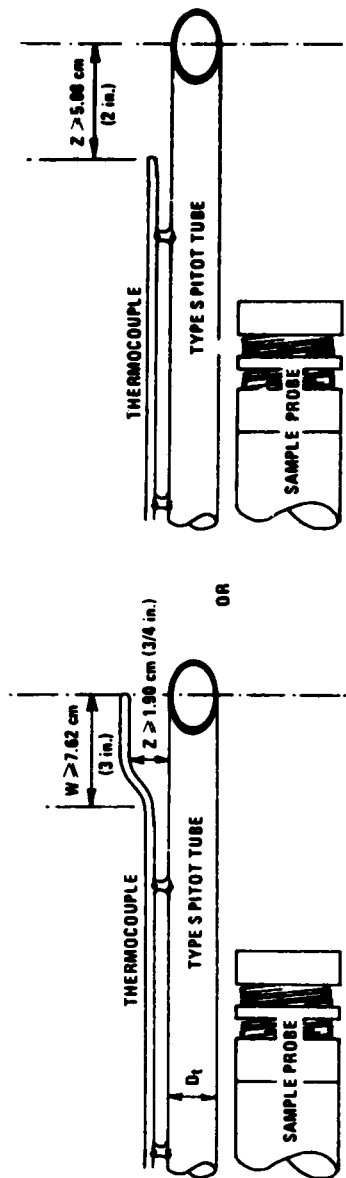
Figure 2-7. Proper thermocouple placement to prevent interference; D_t between 0.48 and 0.95 cm (3/16 and 3/8 in.).
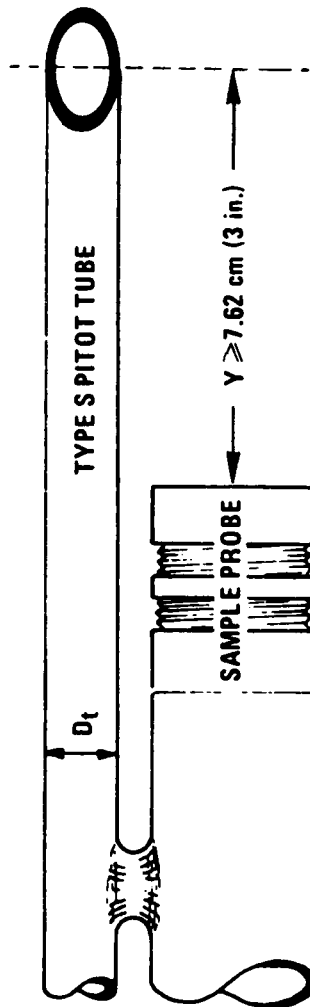

Figure 2-8. Minimum pitot-sample probe separation needed to prevent interference; D_t between 0.48 and 0.95 cm (3/16 and 3/8 in.).

4.1.2.1 The flowing gas stream must be confined to a duct of definite cross-sectional area, either circular or rectangular. For circular cross-sections, the minimum duct diameter shall be 30.5 cm (12 in.); for rectangular cross-sections, the width (shorter side) shall be at least 25.4 cm (10 in.).

4.1.2.2 The cross-sectional area of the calibration duct must be constant over a distance of 10 or more duct diameters. For a rectangular cross-section, use an equivalent diameter, calculated from the following equation, to determine the number of duct diameters:

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$$D_e = \frac{2LW}{(L+W)} \qquad \text{Eq. 2-1}$$

Where:
D_e=Equivalent diameter
L=Length
W=Width

To ensure the presence of stable, fully developed flow patterns at the calibration site, or ''test section,'' the site must be located at least eight diameters downstream and two diameters upstream from the nearest disturbances.

NOTE: The eight- and two-diameter criteria are not absolute; other test section locations may be used (subject to approval of the Administrator), provided that the flow at the test site is stable and demonstrably parallel to the duct axis.

4.1.2.3 The flow system shall have the capacity to generate a test-section velocity around 915 m/min (3,000 ft/min). This velocity must be constant with time to guarantee steady flow during calibration. Note that Type S pitot tube coefficients obtained by single-velocity calibration at 915 m/min (3,000 ft/min) will generally be valid to within ±3 percent for the measurement of velocities above 305 m/min (1,000 ft/min) and to within ±5 to 6 percent for the measurement of velocities between 180 and 305 m/min (600 and 1,000 ft/min). If a more precise correlation between C_p and velocity is desired, the flow system shall have the capacity to generate at least four distinct, time-invariant test-section velocities covering the velocity range from 180 to 1,525 m/min (600 to 5,000 ft/min), and calibration data shall be taken at regular velocity intervals over this range (see Citations 9 and 14 in Bibliography for details).

4.1.2.4 Two entry ports, one each for the standard and Type S pitot tubes, shall be cut in the test section; the standard pitot entry port shall be located slightly downstream of the Type S port, so that the standard and Type S impact openings will lie in the same cross-sectional plane during calibration. To facilitate alignment of the pitot tubes during calibration, it is advisable that the test section be constructed of plexiglas or some other transparent material.

4.1.3 Calibration Procedure. Note that this procedure is a general one and must not be used without first referring to the special considerations presented in Section 4.1.5. Note also that this procedure applies only to single-velocity calibration. To obtain calibration data for the A and B sides of the Type S pitot tube, proceed as follows:

4.1.3.1 Make sure that the manometer is properly filled and that the oil is free from contamination and is of the proper density. Inspect and leak-check all pitot lines; repair or replace if necessary.

4.1.3.2 Level and zero the manometer. Turn on the fan and allow the flow to stabilize. Seal the Type S entry port.

4.1.3.3 Ensure that the manometer is level and zeroed. Position the standard pitot tube at the calibration point (determined as outlined in Section 4.1.5.1), and align the tube so that its tip is pointed directly into the flow. Particular care should be taken in aligning the tube to avoid yaw and pitch angles. Make sure that the entry port surrounding the tube is properly sealed.

4.1.3.4 Read Δp_{std} and record its value in a data table similar to the one shown in Figure 2–9. Remove the standard pitot tube from the duct and disconnect it from the manometer. Seal the standard entry port.

4.1.3.5 Connect the Type S pitot tube to the manometer. Open the Type S entry port. Check the manometer level and zero. Insert and align the Type S pitot tube so that its A side impact opening is at the same point as was the standard pitot tube and is pointed directly into the flow. Make sure that the entry port surrounding the tube is properly sealed.

4.1.3.6 Read Δp_s and enter its value in the data table. Remove the Type S pitot tube from the duct and disconnect it from the manometer.

4.1.3.7 Repeat steps 4.1.3.3 through 4.1.3.6 above until three pairs of Δp readings have been obtained.

4.1.3.8 Repeat steps 4.1.3.3 through 4.1.3.7 above for the B side of the Type S pitot tube.

4.1.3.9 Perform calculations, as described in Section 4.1.4 below.

4.1.4 Calculations.

4.1.4.1 For each of the six pairs of Δp readings (i.e., three from side A and three from side B) obtained in Section 4.1.3 above, calculate the value of the Type S pitot tube coefficient as follows:

PITOT TUBE IDENTIFICATION NUMBER: _____ **DATE:** _____

CALIBRATED BY: _____

	"A" SIDE CALIBRATION			
RUN NO.	Δp_{std} cm H$_2$O (in. H$_2$O)	$\Delta p_{(s)}$ cm H$_2$O (in. H$_2$O)	$C_{p(s)}$	**DEVIATION** $C_{p(s)} - \bar{C}_p(A)$
1				
2				
3				
		$\bar{C}_p$ (SIDE A)		

	"B" SIDE CALIBRATION			
RUN NO.	Δp_{std} cm H$_2$O (in. H$_2$O)	$\Delta p_{(s)}$ cm H$_2$O (in. H$_2$O)	$C_{p(s)}$	**DEVIATION** $C_{p(s)} - \bar{C}_p(B)$
1				
2				
3				
		$\bar{C}_p$ (SIDE B)		

$$\text{AVERAGE DEVIATION} = \sigma \text{ (A OR B)} = \frac{\sum\limits_{1}^{3} \left| C_p(s) - \bar{C}_p(A \text{ OR } B) \right|}{3} \longleftarrow \text{MUST BE} \leqslant 0.01$$

$$\left| \bar{C}_p \text{ (SIDE A)} - \bar{C}_p \text{ (SIDE B)} \right| \longleftarrow \text{MUST BE} \leqslant 0.01$$

Figure 2-9. Pitot tube calibration data.

$$C_{p(s)} = C_{p(std)} \sqrt{\frac{\Delta p_{std}}{\Delta p_s}}$$

Equation 2-2

Where:

$C_{p(s)}$=Type S pitot tube coefficient

$C_{p(std)}$=Standard pitot tube coefficient; use 0.99 if the coefficient is unknown and the tube is designed according to the criteria of Sections 2.7.1 to 2.7.5 of this method.

Δp_{std}=Velocity head measured by the standard pitot tube, cm H$_2$O (in. H$_2$O)

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Δp_s=Velocity head measured by the Type S pitot tube, cm H_2O (in. H_2O)

4.1.4.2 Calculate $C_{\bar{p}}$ (side A), the mean A-side coefficient, and C_p (side B), the mean B-side coefficient: calculate the difference between these two average values.

4.1.4.3 Calculate the deviation of each of the three A-side values of $C_{p(s)}$ from C_p (side A), and the deviation of each B-side value of $C_{p(s)}$ from C_p (side B). Use the following equation:

$$\text{Deviation} = C_{p(s)} - \overline{C}_p(\text{A or B})$$

Equation 2–3

4.1.4.4 Calculate σ, the average deviation from the mean, for both the A and B sides of the pitot tube. Use the following equation:

$$\sigma\,(\text{side A or B}) = \frac{\sum_1^3 |C_{p(s)} - \overline{C}_p(A \text{ or } B)|}{3}$$

Equation 2–4

4.1.4.5 Use the Type S pitot tube only if the values of σ (side A) and σ (side B) are less than or equal to 0.01 and if the absolute value of the difference between C_p (A) and C_p (B) is 0.01 or less.

4.1.5 Special considerations.

4.1.5.1 Selection of calibration point.

4.1.5.1.1 When an isolated Type S pitot tube is calibrated, select a calibration point at or near the center of the duct, and follow the procedures outlined in Sections 4.1.3 and 4.1.4 above. The Type S pitot coefficients so obtained, i.e., C_p (side A) and C_p (side B), will be valid, so long as either: (1) the isolated pitot tube is used; or (2) the pitot tube is used with other components (nozzle, thermocouple, sample probe) in an arrangement that is free from aerodynamic interference effects (see Figures 2–6 through 2–8).

4.1.5.1.2 For Type S pitot tube-thermocouple combinations (without sample probe), select a calibration point at or near the center of the duct, and follow the procedures outlined in Sections 4.1.3 and 4.1.4 above. The coefficients so obtained will be valid so long as the pitot tube-thermocouple combination is used by itself or with other components in an interference-free arrangement (Figures 2–6 and 2–8).

4.1.5.1.3 For assemblies with sample probes, the calibration point should be located at or near the center of the duct; however, insertion of a probe sheath into a small duct may cause significant cross-sectional area blockage and yield incorrect coefficient values (Citation 9 in Bibliography). Therefore, to minimize the blockage effect, the calibration point may be a few inches off-center if necessary. The actual blockage effect will be negligible when the theoretical blockage, as determined by a projected-area model of the probe sheath, is 2 percent or less of the duct cross-sectional area for assemblies without external sheaths (Figure 2–10a), and 3 percent or less for assemblies with external sheaths (Figure 2–10b).

4.1.5.2 For those probe assemblies in which pitot tube-nozzle interference is a factor (i.e., those in which the pitot-nozzle separation distance fails to meet the specification illustrated in Figure 2–6a), the value of $C_{p(s)}$ depends upon the amount of free-space between the tube and nozzle, and therefore is a function of nozzle size. In these instances, separate calibrations shall be performed with each of the commonly used nozzle sizes in place. Note that the single-velocity calibration technique is acceptable for this purpose, even though the larger nozzle sizes (>0.635 cm or ¼ in.) are not ordinarily used for isokinetic sampling at velocities around 915 m/min (3,000 ft/min), which is the calibration velocity; note also that it is not necessary to draw an isokinetic sample during calibration (see Citation 19 in Section 6).

4.1.5.3 For a probe assembly constructed such that its pitot tube is always used in the same orientation, only one side of the pitot tube need be calibrated (the side which will face the flow). The pitot tube must still meet the alignment specifications of Figure 2–2 or 2–3, however, and must have an average deviation (σ) value of 0.01 or less (see Section 4.1.4.4).

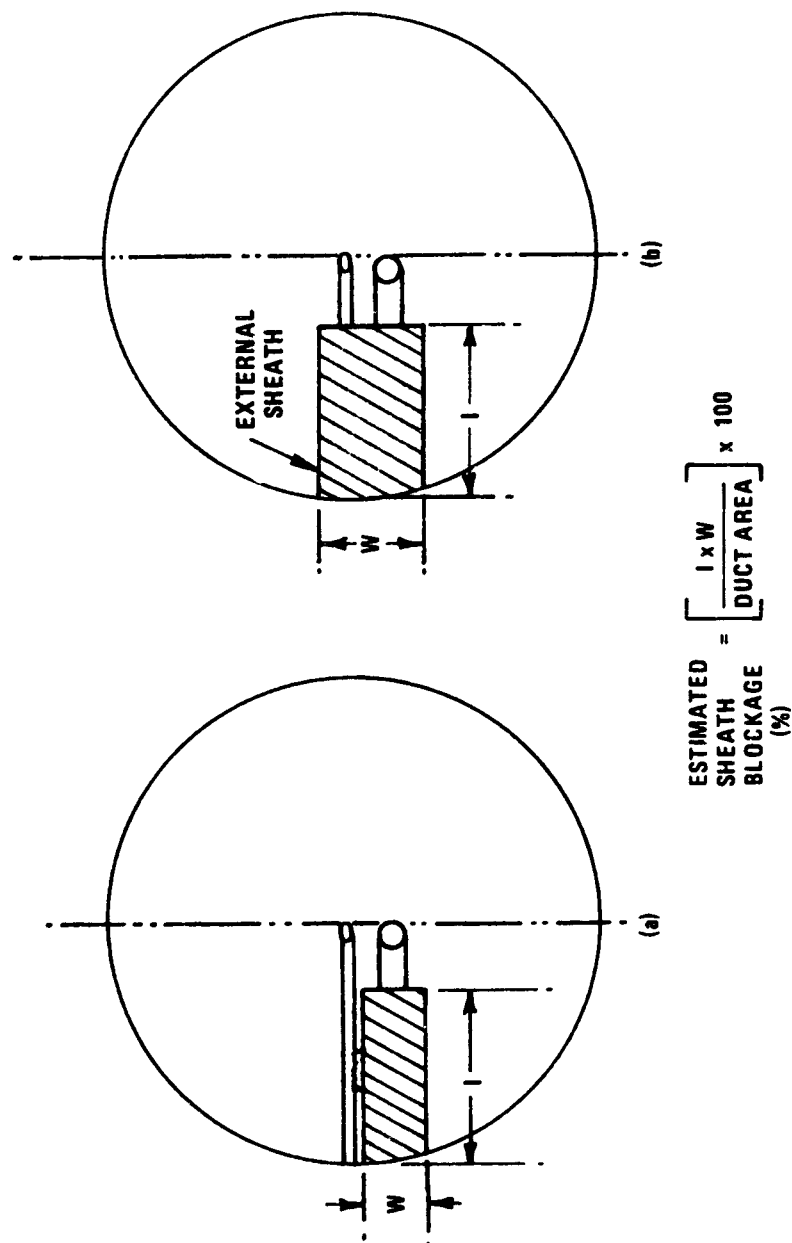$$\text{ESTIMATED SHEATH BLOCKAGE (\%)} = \left[\frac{l \times w}{\text{DUCT AREA}}\right] \times 100$$

Figure 2-10. Projected-area models for typical pitot tube assemblies.

4.1.6 Field Use and Recalibration.

4.1.6.1 Field Use.

4.1.6.1.1 When a Type S pitot tube (isolated tube or assembly) is used in the field, the appropriate coefficient value (whether assigned or obtained by calibration) shall be used to perform velocity calculations. For

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calibrated Type S pitot tubes, the A side coefficient shall be used when the A side of the tube faces the flow, and the B side coefficient shall be used when the B side faces the flow; alternatively, the arithmetic average of the A and B side coefficient values may be used, irrespective of which side faces the flow.

4.1.6.1.2 When a probe assembly is used to sample a small duct (12 to 36 in. in diameter), the probe sheath sometimes blocks a significant part of the duct cross-section, causing a reduction in the effective value of $C_{p(s)}$. Consult Citation 9 in Bibliography for details. Conventional pitot-sampling probe assemblies are not recommended for use in ducts having inside diameters smaller than 12 inches (Citation 16 in Bibliography).

4.1.6.2 Recalibration.

4.1.6.2.1 Isolated Pitot Tubes. After each field use, the pitot tube shall be carefully reexamined in top, side, and end views. If the pitot face openings are still aligned within the specifications illustrated in Figure 2–2 or 2–3, it can be assumed that the baseline coefficient of the pitot tube has not changed. If, however, the tube has been damaged to the extent that it no longer meets the specifications of Figure 2–2 or 2–3, the damage shall either be repaired to restore proper alignment of the face openings or the tube shall be discarded.

4.1.6.2.2 Pitot Tube Assemblies. After each field use, check the face opening alignment of the pitot tube, as in Section 4.1.6.2.1; also, remeasure the intercomponent spacings of the assembly. If the intercomponent spacings have not changed and the face opening alignment is acceptable, it can be assumed that the coefficient of the assembly has not changed. If the face opening alignment is no longer within the specifications of Figures 2–2 or 2–3, either repair the damage or replace the pitot tube (calibrating the new assembly, if necessary). If the intercomponent spacings have changed, restore the original spacings or recalibrate the assembly.

4.2 Standard pitot tube (if applicable). If a standard pitot tube is used for the velocity traverse, the tube shall be constructed according to the criteria of Section 2.7 and shall be assigned a baseline coefficient value of 0.99. If the standard pitot tube is used as part of an assembly, the tube shall be in an interference-free arrangement (subject to the approval of the Administrator).

4.3 Temperature Gauges. After each field use, calibrate dial thermometers, liquid-filled bulb thermometers, thermocouple-potentiometer systems, and other gauges at a temperature within 10 percent of the average absolute stack temperature. For temperatures up to 405 °C (761 °F), use an ASTM mercury-in-glass reference thermometer, or equivalent, as a reference; alternatively, either a reference thermocouple and potentiometer (calibrated by NBS) or thermo-

metric fixed points, e.g., ice bath and boiling water (corrected for barometric pressure) may be used. For temperatures above 405 °C (761 °F), use an NBS-calibrated reference thermocouple-potentiometer system or an alternate reference, subject to the approval of the Administrator.

If, during calibration, the absolute temperatures measured with the gauge being calibrated and the reference gauge agree within 1.5 percent, the temperature data taken in the field shall be considered valid. Otherwise, the pollutant emission test shall either be considered invalid or adjustments (if appropriate) of the test results shall be made, subject to the approval of the Administrator.

4.4 Barometer. Calibrate the barometer used against a mercury barometer.

5. *Calculations*

Carry out calculations, retaining at least one extra decimal figure beyond that of the acquired data. Round off figures after final calculation.

5.1 Nomenclature.

A=Cross-sectional area of stack, $m^2(ft^2)$.

B_{ws}=Water vapor in the gas stream (from Method 5 or Reference Method 4), proportion by volume.

C_p=Pitot tube coefficient, dimensionless.

K_p=Pitot tube constant,

$$34.97 \frac{m}{sec} \left[\frac{(g/g\text{-mole})(mm\ Hg)}{(°K)(mm\ H_2O)} \right]^{1/2}$$

for the metric system and

$$85.49 \frac{ft}{sec} \left[\frac{(lb/lb\text{-mole})(in.\ Hg)}{(°R)(in.\ H_2O)} \right]^{1/2}$$

for the English system.

M_d=Molecular weight of stack gas, dry basis (see Section 3.6) g/g-mole (lb/lb-mole).

M_s=Molecular weight of stack gas, wet basis, g/g-mole (lb/lb-mole).

$=M_d(1-B_{ws})+18.0\ B_{ws}$

Eq. 2–5

P_{bar}=Barometric pressure at measurement site, mm Hg (in. Hg).

P_g=Stack static pressure, mm Hg (in. Hg).

P_s=Absolute stack gas pressure, mm Hg (in. Hg).

$=P_{bar}+P_g$

Eq. 2–6

P_{std}=Standard absolute pressure, 760 mm Hg (29.92 in. Hg).

Q_{sd}=Dry volumetric stack gas flow rate corrected to standard conditions, dscm/hr (dscf/hr).

t_s=Stack temperature, °C (°F).

T_s=Absolute stack temperature, °K, (°R).

$=273+t_s$ for metric.

Eq. 2–7

$=460+t_s$ for English.

Eq. 2–8

T_{std}=Standard absolute temperature, 293 °K (528° R).
v_s=Average stack gas velocity, m/sec (ft/sec).
Δp=Velocity head of stack gas, mm H_2O (in. H_2O).
3,600=Conversion factor, sec/hr.
18.0=Molecular weight of water, g/g-mole (lb/lb-mole).

5.2 Average Stack Gas Velocity.

$$v_s = K_p C_p (\sqrt{\Delta p})_{avg} \sqrt{\frac{T_{s(avg)}}{P_s M_s}}$$

Equation 2–9

5.3 Average Stack Gas Dry Volumetric Flow Rate.

$$Q_{sd} = 3{,}600\left(1 - B_{ws}\right)v_s A \frac{T_{std}}{T_{s(avg)}} \frac{P_s}{P_{std}} \qquad \text{Eq. 2-10}$$

To convert Q_{sd} from dscm/hr (dscf/hr) to dscm/min (dscf/min), divide Q_{sd} by 60.

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