

IMPORTANT DISCLAIMER: The below tip charts are based on **commonly used** Pulse Width Modulation ("PWM") spray systems, and the inherent pressure drops that occur through the solenoid associated with them. ENSURE your PWM system follows the same gauge and tip pressure relationships. ALWAYS confirm pressure at spray tip corresponds with label requirements PRIOR to spraying any chemical. Proper maintenance and observation of system performance to maintain accurate pressures is recommended.



Pulse Width Modulation (PWM) Spray Tip Charts[§] for Spraying Tavium Plus VaporGrip, Technology¹



For use with COMBO-JET Tip-Caps & PWM Spray Systems

LEGEND: SC

Scharts based on application of water with 20" Nozzle Spacing, with 110° Spray Angle Tips

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(!) VERY IMPORTANT NOTE ON PRESSURE

GAUGE PRESSURE Boom Pressure (PSI)

Gauge pressure is the boom pressure required to obtain the required tip pressure (PSI). Gauge pressure figures (due to solenoids) are for standard Capstan and Raven PWM solenoids. Check with PWM system supplier to confirm gauge/tip pressure relationship

TIP PRESSURE

Pressure (PSI) at the Tip
All required label rates and operating
criteria are based on required tip
pressure, not to be confused with gauge
pressure. Tip pressure creates the spray
pattern and droplet quality required for
soray application.

FLOW RAT

Flow Rate at Tip Pressure
The US Gallon/Minute flow rate of
water at the tip at stated pressure.

DUTY CYCLE (%)Effective ON time of PWM

Effective UN time of PWM Since PWM systems hold pressure constant, the flow at the tip is adjusted by the length of time the solenoids stay open (the duty cycle). Ideal operating duty cycle range is 50-100%. At 100% duty cycle, solenoid is fully open and not pulsing.

25-PS[

OUTSIDE REQ'D RANGE

15.0 MPH

Outside label requirements
If a cell is crossed out, it signifies that the
travel speed, pressure or droplet category
is outside the required operating range by
the chemical label.

15.0-MIEH

OUTSIDE BOUNDS

Outside label requirements
If a cell is crossed out in black, it signifies
the speed is out of bound due to tip
pressure or other criteria

EXAMPLE APPLICATIONS

15 US GPA @ 12.5 MPH 20 US GPA @ 12.5 MPH



UR110-08 @ 15 US GPA 63 PSI @ Gauge 50 PSI @ Tip 12.5 MPH 71% duty cycle²



55 PSI @ Gauge 50 PSI @ Tip 12.5 MPH 75% duty cycle

²To calculate duty cycle for a specific speed, divide traveled speed by speed at 100% duty cycle. i.e. UR110-08 @ 15 GPA and 50 PSI @ tip: 13.3MPH / 17.7MPH = 71% Duty Cycle

(UR Dual Chamber Spray Tip Series

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SPRAY TIP	Gauge	Tip	FLOW	C	15 US	Gallon/A	cre Appl	ication	20 US	Gallon/A	cre Appl	ication	ı
PICTURE & PART #	Pressure	Pressure	RATE	Class.	SPEED	(MPH) @	% DUTY	CYCLE	SPEED	(MPH) @	% DUTY	CYCLE	
PICTURE & PART #	(PSI)	(PSI)	(US GPM)	.s	25%	50%	75%	100%	25%	50%	75%	100%	١.
UR110-05 - #40292-05	UR11	0-05 Spec	ifications		UR1	10-05 @	9 15 US	GPA	UR1	10-05 @	20 US	GPA	Е
UR Dual pre-orifice	28<	25	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	X	> ₹<	>>: €<	>₹ €	77:8 <	> <	>2:9<	\rightarrow	∑ ₹	
DESIGN	33	30	0.43	UC	2.1	4.3	6.4	8.6	1.6	3.2	4.8	6.4	
UR110 · 05	39	35	0.47	UC	2.3	4.6	6.9	9.3	1.7	3.5	5.2	6.9	
	44	40	0.50	UC	2.5	5.0	7.4	9.9	1.9	3.7	5.6	7.4	
- Patent Pending -	55	50	0.56	UC	2.8	5.5	8.3	11.1	2.1	4.2	6.2	8.3	
	66	60	0.61	UC	3.0	6.0	9.0	12.1	2.3	4.6	6.9	9.1	
UR110-06 - #40292-06	UR11	0-06 Spec	ifications		UR1	10-06 @	9 15 US	GPA	UR1	10-06	20 US	GPA	
UR Dual pre-orifice	29	25	D9:47<	X	XX XX	\rightarrow	\ <u>\</u>	>>.4<	$\geq <$	>≥ .5<	_ \ \$.3<	> ₹<	
DESIGN	34	30	0.52	UC	2.6	5.1	7.7	10.3	1.9	3.9	5.8	7.7	
UR110-06	40	35	0.56	UC	2.8	5.6	8.3	11.1	2.1	4.2	6.3	8.3	
OKIIO	46	40	0.60	UC	3.0	5.9	8.9	11.9	2.2	4.5	6.7	8.9	
	57	50	0.67	UC	3.3	6.6	10.0	13.3	2.5	5.0	7.5	10.0	
- Patent Pending -	69	60	0.73	UC	3.6	7.3	10.9	14.5	2.7	5.5	8.2	10.9	
UR110-08 - #40292-08	UR11	0-08 Spec	ifications	1	UR1	10-08 @	15 US	GPA	UR1	10-08 @	20 US	GPA	
UR Dual pre-orifice	>32	25<	>0.63 <	X	>*≪	>∂: \$<	>>.4<	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	<u>>:<</u>	>⊁:⊀ <	\ <u>\</u>	\searrow	
DESIGN	38	30	0.69	UC	3.4	6.9	10.3	13.7	2.6	5.1	7.7	10.3	
	44	35	0.75	UC	3.7	7.4	11.1	14.8	2.8	5.6	8.3	11.1	
UR110-08	51	40	0.80	UC	4.0	7.9	11.9	75:8	3.0	5.9	8.9	11.9	
OKIIO	63	50	0.89	UC	4.4	8.9	13.3	77 .7	3.3	6.6	10.0	13.3	
	76	60	0.98	UC	4.8	9.7	14.5	19.4	3.6	7.3	10.9	14.5	
- Patent Pending	90	70	1.06	UC	5.2	10.5	>>5.7	21.0	3.9	7.9	11.8	≯ 5.⊀<	
UR110-10 - #40292-10	UR11	0-10 Spec	eifications						UR1	10-10 @	20 US	GPA	
UR Dual pre-orifice	>35<	25	>0.79 <	\mathbb{X}		>>:8 <	$\nearrow\!$	≯ 5:⊀<	<u>>2:9</u> <	≥₹. 9<	>8:6<	>** <	
DESIGN	42	30	0.87	UC	4.3	8.6	12.9	>77. 5	3.2	6.4	9.6	12.9	
	51	35	0.94	UC	4.6	9.3	13.9	18.5	3.5	6.9	10.4	13.9	
UR110-10	57	40	1.00	UC	5.0	9.9	14.9	79.8	3.7	7.4	11.1	14.9	
	71	50	1.12	UC	5.5	11.1	76.6	22:1	4.2	8.3	12.5	16.6	
	86	60	1.22	UC	6.1	12.1	18.2	24.2	4.5	9.1	13.6	78:2	
	98	70	1.32	UC	6.5	13.1	19.6	26.2	4.9	9.8	14.7	79:6	

DR Single Pre-orifice Series

SPRAY TIP PICTURE & PART #	Gauge	Tip	FLOW	Class.	15 US Gallon/Acre Application SPEED (MPH) @ % DUTY CYCLE				20 US Gallon/Acre Application SPEED (MPH) @ % DUTY CYCLE			
	Pressure (PSI)	Pressure (PSI)	(US GPM)		25%	(MPH) @ 50%	75%	100%	25%	(MPH) @ 50%	75%	100%
DR110-10 - #40286-10			ifications	_	DR1	10-10			DR1		20 US	
DR SINGLE	>35<	25<	>0.79 <	\mathbb{X}	> ::€<	>₹ <	\rightarrow	≯ 5.⊀<	\\ \\ \\	₹.9	> ***<	>> **<
PRE-ORIFICE	42	30	0.87	UC	4.3	8.6	12.9	\supset 7	3.2	6.4	9.6	12.9
DESIGN	51	35	0.94	UC	4.6	9.3	13.9	78.5	3.5	6.9	10.4	13.9
- Patented -				UC	5.0	9.9	14.9	19.8	3.7	7.4	11.1	14.9

IMPORTANT: Required Pre-orifices

Each DR & UR tip-caps include snap-in pre-orifices that MUST be used for proper spray operation. These pre-orifices are **NOT** interchangeable between sizes/series of tip-cap.

(I) UR Dual Pre-orifices Series

The UR series tip-cap includes two snap-in orifices. One is short and snaps directly into the cap, the other is longer and snaps into the short orifice. NEVER operate UR series spray tips without BOTH orifices properly snapped in.



①DR Single Pre-orifice Series

The **DR series** tip-cap includes a single pre-orifice that snaps into the tip-cap. NEVER operate DR series spray tips without the pre-orifice properly snapped in.



