

Marley developed the first cellular drift eliminator in the 1970s when designs were primarily ineffective blade type configurations. The XCEL generation of eliminators evolved in the early 80s. At that time no other eliminator could come close to XCEL eliminator's low drift rate and low pressure drop. Now, virtually every eliminator is a nesting cellular PVC type design.

The current XCEL TU eliminator is an advanced design that meets or exceeds today's demanding specifications for drift emissions without sacrificing fan horsepower.

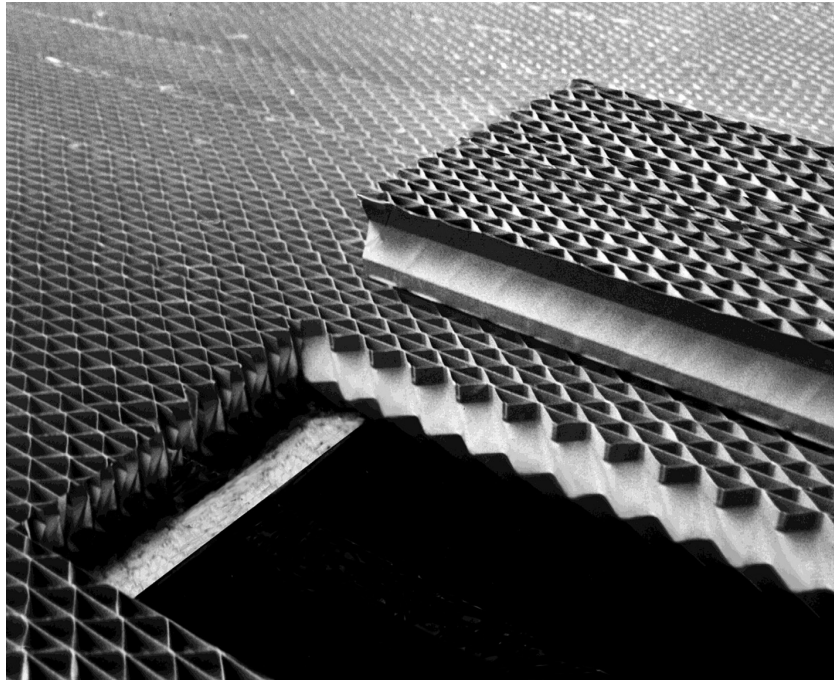
Drift rates of today's XCEL eliminator are half that of the original XCEL design with equivalent pressure drop.

The eliminator discharge angle is important enough to warrant two separate eliminator designs—one for crossflow and one for counterflow cooling towers. Tests show the air direction leaving the eliminator is extremely important—imperfect designs create additional work for the fan. This means either increased fan horsepower—or reduced cooling tower performance. The crossflow version features drainage slots

within the eliminator pack to ensure trapped drift is returned to the wet side of the cooling tower.

Low drift rates are the primary goal of eliminator designs with XCEL yielding typical drift rates of .0005% of the total gpm. Lower drift rates may be achievable depending upon tower configuration.

Considering low drift rates and low pressure drop, XCEL is one of the most effective cooling tower drift eliminator available for cooling towers today.



## SUGGESTED SPECIFICATION

Drift eliminators shall be of cellular type, Marley XCEL TU or approved equal. The eliminators shall be thermoformed from 17 mil (.017 ) PVC (polyvinyl chloride) material into a configuration providing at least three changes of air direction and solvent welded into multiple sheet packs. Flame spread rating of the material must not exceed 25 per ASTM E-84.

Eliminators used in crossflow towers must provide a discharge angle (as defined by the angle of the last section of the eliminator itself) of at least 42° from the horizontal when installed.

The mass drift quantity, determined by the CTI Drift Test Code ATC-140 shall not exceed \_\_\_\_\_% of the total gpm and shall be guaranteed for all operating conditions.

The eliminator packs shall be able to span 66" unsupported for counterflow configurations and 72" for crossflow, with minimal deflection at design conditions. Eliminators shall be FM approved.

Eliminator packs shall measure up to 24" wide, 5.75" in depth and up to 12'-0" long.

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