

# Quenching Circuit

**Spark-Ignition** of the **Fuel-Cell** gases (B/D) is prevented when the "**Gas Retarding Process**" is used in conjunction with a "**Quenching Circuit**", as illustrated in Figure (2-3), (2-4), (2-5) and (2-6).

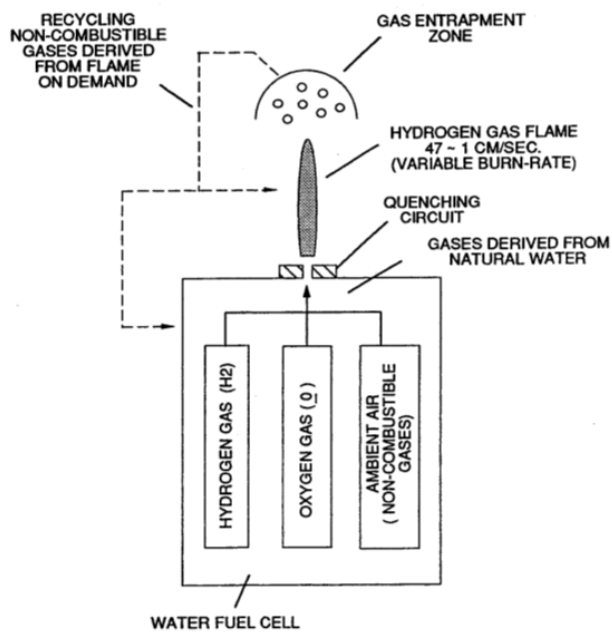


FIGURE 2-3: GAS MIXING REGULATOR

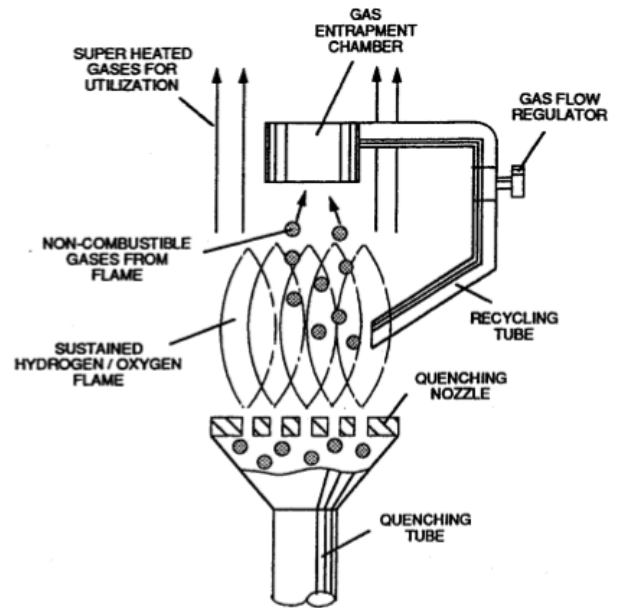
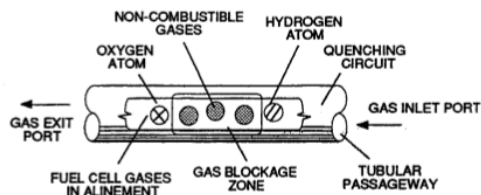


FIGURE 2-4: ADJUSTING FLAME TEMPERATURE



NOTE:  
 1) OXYGEN ATOM MUST UNITE WITH HYDROGEN ATOMS TO CAUSE GAS IGNITION.  
 2) TUBULAR PASSAGEWAY PREVENTS MOVING GAS ATOMS FROM REGROUPING.

FIGURE 2-5: PREVENTING GAS IGNITION

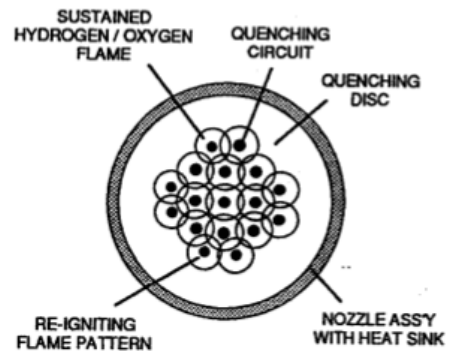


FIGURE 2-6: QUENCHING NOZZLE

The non-combustible gases (D) separates and prevents the hydrogen atoms to unite with oxygen atoms to "bring-on" or "initiate" **Gas-Ignition**.

The narrow passageway (at least 1/8 inch long and having a .015 diameter) prevents the moving gas atoms from "Re-Grouping".

The alignment of the Fuel-Cell gases (*BID*) inside the tubular-passageway is, hereinafter, called "**The Quenching Circuit**".

The **Quenching Circuit** "Anti-Spark technique" is "independent" of both **Gas-Velocity** and **Gas-Pressure**.

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