

NEW DRIVE MECHANISM IN COLD AREA WITH ECO-WHISPER MODE

The drive mechanism is extremely quiet and intelligently located in the cooler, lower section of the ECOS

NEW
at Sommerauer



100% STAINLESS STEEL

Entire lower drive mechanism
+ Cleaning basket and double turbulators

Mechanism below, with ECO whisper mode!

WEAR REDUCTION WITH INTELLIGENT POSITION

The mechanics of the heating system are located in the lower or cooler area of the system (e.g. heat exchanger cleaning mechanism, drive mechanism for sliding floor, mechanism for E-filter cleaning basket and drive shafts). It runs in **ECO** whisper mode!



Drive mechanism is not exposed to high temperatures (thermal load extremely low)



Wear on mechanical parts is reduced many times over!

PATENTED

Patent no. EP3789670B1



Due to the mounting brackets (**pos. 1**) in the lower, cooler area, the spiral automatically rotates into the mounting brackets under its own weight when the respective spring turbulator incl. the spiral turbulator (double turbulator) is mounted and is thus fixed and secured. This means that there is no need for a lateral opening of the water-flushed outer wall, which would reduce the heat exchanger surface and thus its performance

ALTERNATIVE SYSTEMS



Cleaning mechanics (e.g. heat exchanger cleaning) that have been installed in the upper or hotter area are exposed to a higher thermal load (temperature load due to hot volume flow) and thus have a shorter service life. This could increase parts wear and the cost of spare parts.

SEALING & INNOVATIVE TRANSITION SCREW

The self-developed transition screw has an integrated counter-run, which seals the screw

NEW



PATENTED

Patent no. EP3792551B1

INNOVATIVE TRANSITION SCREW

With the transition screw, the ash from the heat exchanger is brought together with the ash from the combustion chamber, but reliably seals the two areas from each other.



Transition screw with integrated counter-rotating screw, which seals 100%

ALTERNATIVE SYSTEMS



If alternative systems use a transition piece between the two ash screws, which have a different diameter, that is equipped with a plain bearing, this can cause a lot of wear due to foreign bodies in the fuel, slag in the ash and high temperatures (embers) during cleaning. If an alternative system has a flap as a separation between the transition, there could be places that are not 100% closed, which could have a negative influence on the combustion quality.