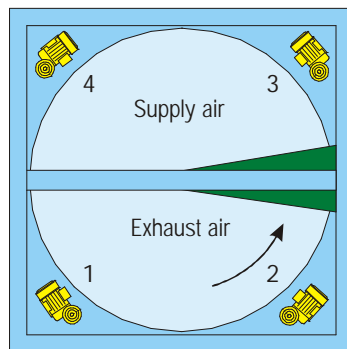
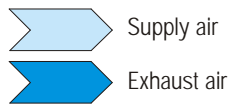
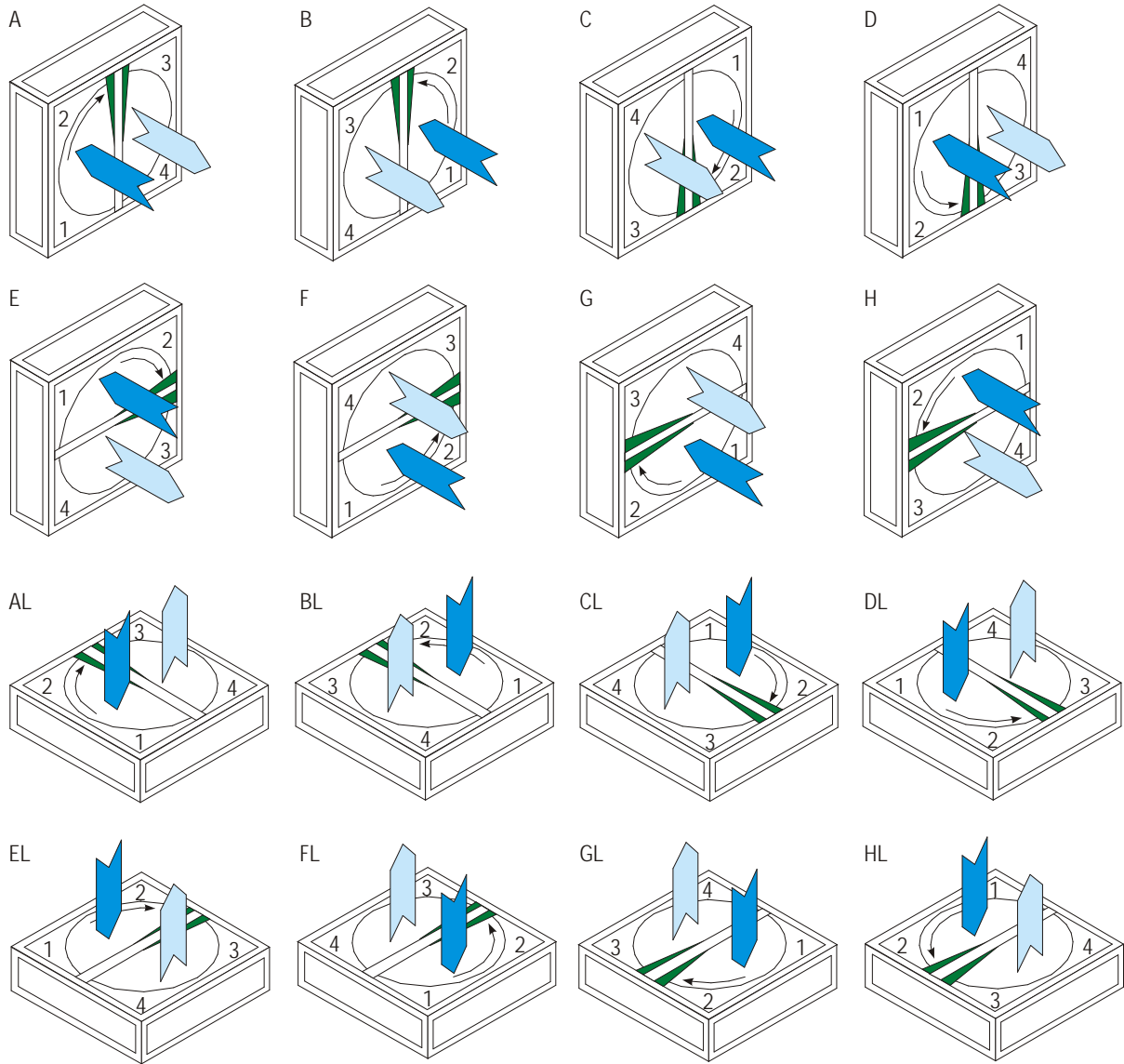
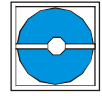


Rotor and motor position



Example for motor positions and cleaning sector arrangement F

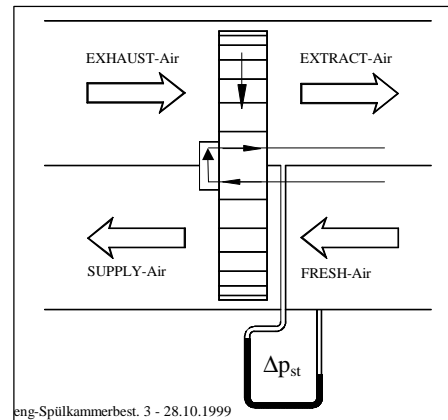
ORDERING A CLEANING - SECTOR

Regarding rotary-heat-exchangers a complete separation between SUPPLY-Air and EXHAUST-Air is not guaranteed.

Therefore, the pressure potential adjacent directly at the rotor should be **fundamentally** higher in the supply-air-channel than the pressure potential in the exhaust-air-channel in order to avoid an overflow of the exhaust-air into the supply-air.

In order to avoid an additional transport from exhaust-air into supply-air, a CLEANING SECTOR can be assigned for under certain suppositions. It avoids the transport from exhaust-air into supply-air by means of rotation and the contamination of the supply-air. The necessary volume flow - taken from the supply air - is insignificantly higher than the exhaust-air quantity that would be transferred by means of rotation.

In order to secure the function of a cleaning-sector the choice of the corresponding pressure potentials is of **primary** meaning. The dependence of a cleaning-sector on the static pressure difference measured directly at the rotary-heat-exchanger between FRESH-Air and EXTRACT-Air is listed in the following table.



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Your A-No. :	Static PRESSURE DIFFERENCE betw. FRESH- a. EXTRACT-Air (Measured directly at the rotor)	Rated quant. :
Our A-No. :		Rotor-No. :
$p_{\text{Fresh-air}}$ minus $p_{\text{Extract-air}}$	TYPE OF CLEANING SECTOR	Please check off
< 0 Pa	Overflow of extract-air into fresh-air => <i>No</i> cleaning-sector	<input type="checkbox"/>
0 - 200 Pa	Effect of cleaning-sector not guaranteed => <i>No</i> cleaning-sector	<input type="checkbox"/>
200 - 500 Pa	Big cleaning-sector => 2 x 5,0° (10°)	<input type="checkbox"/>
500 - 800 Pa	Small cleaning-sector => 2 x 2,5° (5°)	<input type="checkbox"/>
> 800 Pa	Scavenging-air quantity too high => <i>No</i> cleaning-sector	<input type="checkbox"/>
> 1500 Pa	Very high differential pressure => <i>Double</i> middle strut seal	<input type="checkbox"/>

The knowledge of the ARRANGEMENT OF FANS is therefore only a first *approach* to the **probable** differential pressures. This knowledge does **NOT** release the project planer from the investigation necessary for the type of cleaning-sector for the differential pressure explained above.

<p>I</p>	<p>II</p>	<p>III</p>	<p>IV</p>
<p>Exhaust-air-fan suction effect Supply-air-fan suction effect</p> <p>This arrangement should be given preference. The pressure potential of the fresh-air is probably higher than the pressure potential of the extract-air.</p> <p>Pos. cleaning-sector : 2 x 5°</p>	<p>Exhaust-air-fan suction effect Supply-air-fan pushing effect</p> <p>Due to the probably great different pressure potentials, the air quantity flowing through the cleaning sector will increase.</p> <p>Pos. cleaning-sector : 2 x 2,5°</p>	<p>Exhaust-air-fan pushing effect Supply-air-fan pushing effect</p> <p>The pressure potential of the fresh-air is probably higher than the pressure potential of the extract-air.</p> <p>Pos. cleaning-sector : 2 x 5°</p>	<p>Exhaust-air-fan pushing Supply-air-fan suction</p> <p>An overflow of extract-air into fresh-air is probable. This arrangement should only be installed by possible circulating air operation.</p> <p>Pos. cleang.-sector : None</p>

Rotary heat exchangers with a rated quantity < 1000 are fundamentally produced WITHOUT a cleaning-sector !