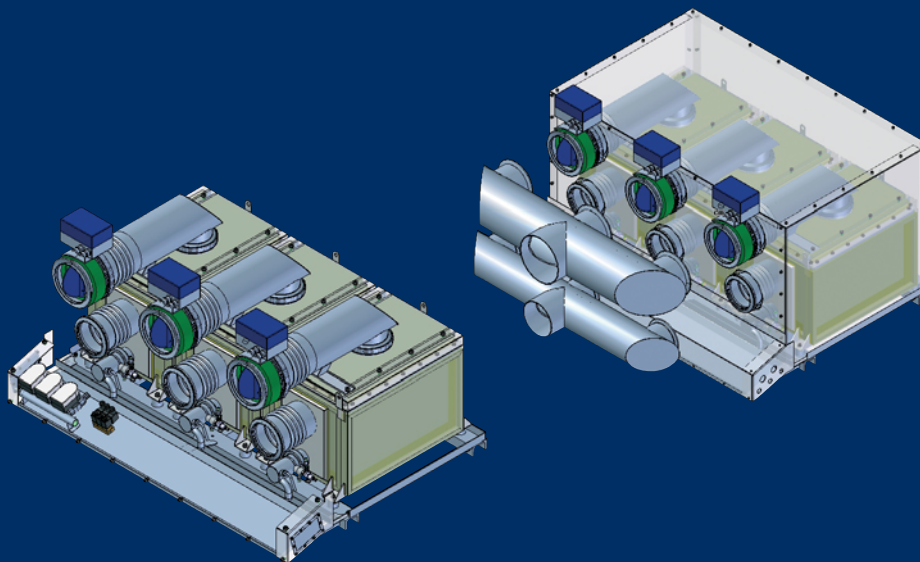


SOLUTIONS FOR A BETTER ENVIRONMENT

HEC – Soofi Series

EXHAUST GAS CLEANING FOR GENERATORS



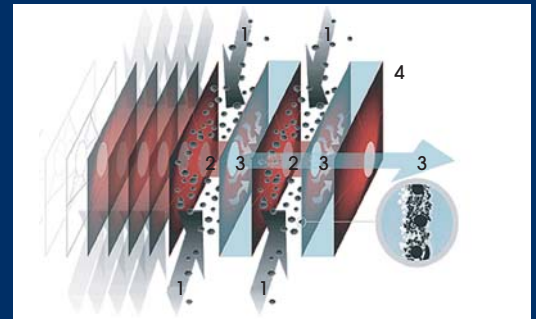
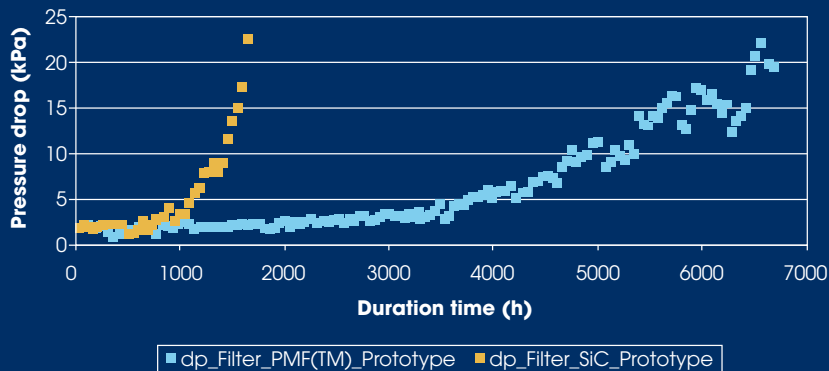
- UP TO 99% REDUCTION OF DIESEL SOOT PARTICULATES
- ULTRAMODERN SINTER METAL FILTER MEDIUM
- INTEGRATED HIGH SPEED FUEL BURNER
- ON-LINE REGENERATION DURING ENGINE OPERATION
- CONSTANT, OPTIMAL REGENERATION EVEN WITH LOW LOAD
- FULLY AUTOMATIC
- REDUNDANCY DUE TO MODULAR DESIGN
- PROTECTIVE OPERATION DUE TO INDIVIDUAL ADJUSTABLE FUEL BURNER PERFORMANCE (2 – 25 KW)
- NOISE REDUCTION BY APPROX. 25 DB/A
- SMALL REQUIRED SPACE
- TROUBLE-FREE COLD WEATHER STARTING EVEN AT LOWEST AMBIENT TEMPERATURE

EASY TO CLEAN • LONGER MAINTENANCE INTERVALS • DESIGNED FOR CONTINUOUS OPERATION

HEC – SooFi Series

EXHAUST GAS CLEANING FOR GENERATORS

ceramic filter (orange) vs. sintered metal filter (blue)



- | | |
|-------------------------------|--------------------------------|
| 1) Diesel Abgase | 1) Diesel exhaust |
| 2) Rußpartikel Ablagerung | 2) Particle deposition |
| 3) Sauberes Abgas | 3) Clean exhaust |
| 4) Sintermetall- Filtertasche | 4) Sintered metal filter plate |

HOW IT WORKS:

- The **HEC SooFi** (HAMANN Emission Control Soot Filtration) Series contains sintered metal filter elements which retain the soot particles in the exhaust gas by **up to 99%**.

The amount of filter elements in the system depends on the engine output as well as the max. permitted pressure loss. The soot collected during operation in the filter elements is oxidized (burned) at regular intervals with the help of a fuel burner almost entirely without residues. To achieve this, the flow rate regulator of a filter module is closed and the internal temperature raised above 500 °C. This regeneration (burning clean) then occurs successively in each individual filter module.

- For continuously operated engines, an **on-line regeneration** is ensured. For this purpose, the filter system is equipped with an additional filter module so that one of them can be closed and regenerated in alternating fashion without interfering with the operation of the engine.

- The Exhaust Gas Cleaning System also functions as sound absorber in the exhaust section. It reduces the sound pressure level by approx. **25 dB/A**.

- To operate the regeneration burner, current, air and fuel supply are required. The combustion air can either be taken from the onboard air network or supplied via an **optional combustion air blower**. The required 24 V direct current, if available, can be taken from the onboard line supply or provided by an **optional voltage transformer**. Diesel fuel is used as fuel which is also used for the engine. The system works with nearly all fuel grades.

- Ashes are generated through the combustion of engine oil in the engine and the regeneration of soot in the particle filter. They must be removed from the filter system at **regular maintenance intervals**. For this purpose, the individual filter packages must be removed from the filter modules. They can easily be cleaned with compressed air or a high-pressure cleaner.

- The electronic control unit (ECU) monitors and controls all functions of the diesel particle filter system fully automatically. This ECU can submit error messages to an existing bus system. Furthermore, the particle filter system is equipped with a **Data logger** which stores operating states and errors on a flash card.

HEC SooFi based on Greentop® Technology

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