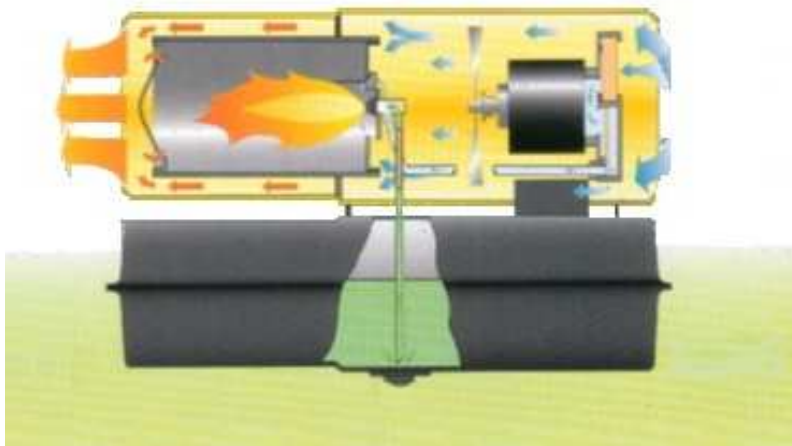


DIRECT OIL HEATER

**REM 22**



## FUNCTIONING PRINCIPLES



The compressor started by the motor compresses the air, which through the atomising nozzle, sucks up the fuel from the tank due to "VENTURI EFFECT". On contact with the igniter, the atomised fuel ignites inside the combustion chamber. The combustion product mixed with the flow of room air generated by the rotation of the fan and pushed towards the outside of the generator. A photoresistance, connected to the circuit board, constantly checks the correct functioning of the generator, stopping the cycle in the event of anomalies.

## TECHINICAL DATA

Max capacity	kW	<b>29</b>	Fuel consumption	kg/h	<b>2,30</b>	
	Kcal/h	<b>25000</b>		Tank capacity	l	<b>44</b>
	Btu/h	<b>99300</b>			Autonomy	h
Combustible	Oil / Kerosene		Power supply	V	<b>220-240</b>	
Net weight	Kg	<b>25</b>	Frequency	Hz	<b>50</b>	
Gross weight	Kg	<b>28</b>	Rated current	A	<b>1</b>	
Noisy	dBa	<b>82</b>	Air displacement	m <sup>3</sup> /h	<b>800</b>	

## PACKING

Dimensions packing	mm	<b>1100 x 400 x 450</b>
Dimensions utilization	mm	<b>1075 x 600 x 480</b>
Pieces for Europallet	n°	<b>10</b>
Pieces full truck	n°	<b>330</b>

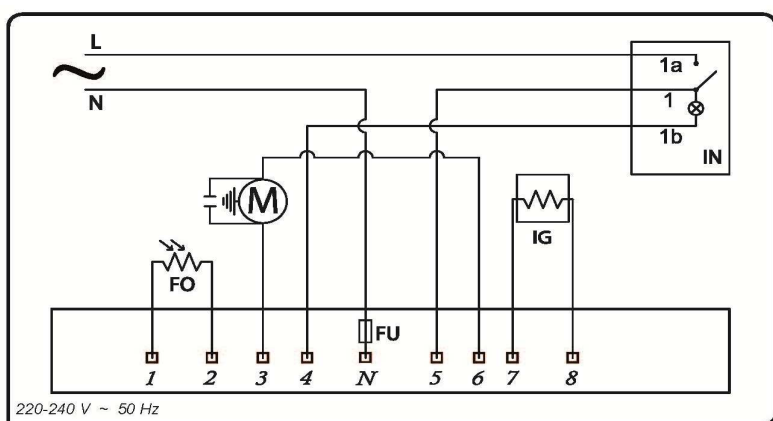
## COMPONENTS

Pump	Rotor with blade
Nozzle	Special nozzle for VENTURI EFFECTS
Flame control	Electronic board
Igniter	Hot plate
Oil filter	In the oil line by 250 µm
Motor	Asynchronous, monophase, with thermal protection, clockwise rotation, 2850 g/1'
Tank	Material plated

## ACCESSORIES

Ambient thermostat	Thermostat TH2
--------------------	----------------

## WIRING DIAGRAM



220-240 V ~ 50 Hz

CEL

L	:	Line
N	:	Neutral
M	:	Motor
FO	:	Photocell
IG	:	Igniter
FU	:	Fuse
IN	:	Switch