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ThermoLogic

Temperature-dependent dosing

Adjusting the spreading density to the current weather and road conditions is extremely important. The ThermoLogic system continuously monitors the temperature of the road surface, transmits this data to the control system and adjusts the dosage of spreading material within fractions of a second according to one of four predefined weather situations.

Highlights

- **Suitable for every spreading and spraying scenario:** dry salt, wet salt, spraying and spraying with salt.
- **Automatic dosage adjustment:** Based on the measured road temperature and the selected weather type.
- **Temperature offset:** Automatic adjustment of the dosage based on the measured road temperature minus the expected temperature reduction.

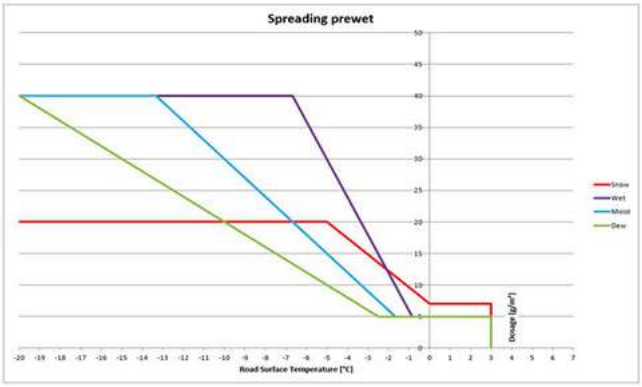
Your benefits

- **Reduced environmental impact:** The fast-reacting system adjusts the dosage more frequently and faster than is possible manually. This results in considerable savings in spreading material (approx. 15%).
- **Relief for the driver:** It is impossible to react quickly enough to changing influences manually. The ThermoLogic system takes over the adjustments. The driver can concentrate better on the journey.
- **Increased road safety:** More is spread in cold spots to achieve the same de-icing effect.

Features

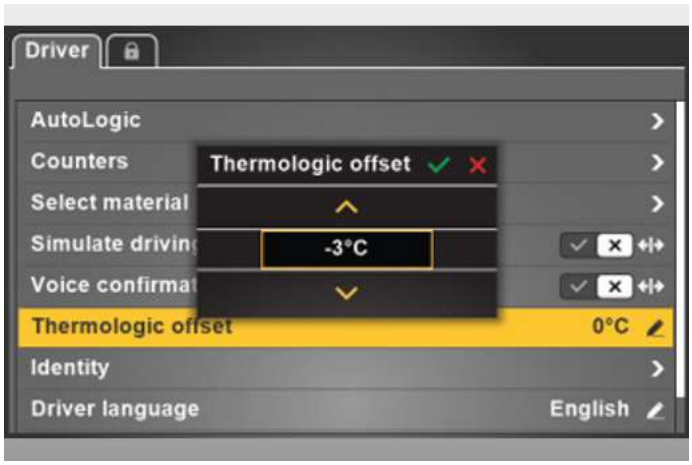
Fully automatic and lightning fast

The specially developed road temperature sensor continuously measures the road temperature and transmits these values to the control system. The correct dosage is determined not only by the road temperature, but also by the prevailing weather conditions.
Before spreading, the driver selects the appropriate weather type: dew, moist, wet or snow. In a fraction of a second, the dosing system reacts to the detected temperature fluctuations and adjusts the dosing based on the predefined dosing diagram.



Offset temperature functionality

The driver can set the expected temperature reduction (offset temperature) as part of a preventive de-icing action. The automatic dosage setting is based on the measured road temperature minus the expected temperature reduction.



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