



## Wide SP-EB

**Wide Industry's ventilation louver, type SP-EB,** with self-regulating heating cable, is used where undesirable situations can arise if snow or ice clogs the ventilation louver. At a surface temperature around or below freezing, there may be a risk that fog, rain, or snow sticks to the ventilation louver resulting in clogged intake.

The heating cable is switched on when the outside temperature drops towards the freezing point. The heating cable is routed through the vanes, the drip tray, and the drainage connection. The surface temperature of the louver is controlled to be 4-10 degrees above the air temperature.

Wide's louver, with the energy-efficient and self-regulating heating cable, ensures that the ventilation louver, with minimum use of electricity, leads the necessary heat to where it has the best effect.

The material in the louver is seawater-resistant aluminium, type AA6063. Recommended air velocity 2-2.5 m/s.



**Wide SP-EB with heating cable has been developed so that the air supply does not fail in winter!**



Research Park, Svalbard



University of Oslo

### Includes:

- Burglary certification according to EN1627, RC3 and RC4 FG authorized
- Painted surface in optional RAL code
- Flush or Nose execution
- Drainage outside or inside
- Internally mounted filter

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### Fog and freezing rain

Panels without heat cables become a few tenths of a degree colder than the air temperature, due to the cooling effect of the speed through the air intake. This causes freezing rain and fog to freeze on metal surfaces that are in the air flow. With an integrated heating cable, the surface temperature of the vanes will be kept slightly warmer than the air temperature, thereby preventing the droplets from being deposited as ice crystals and clogging the air intake.

### Wet snow

Since the vanes are warmer than the air temperature, the wet snow will not stick to the vanes, but run down into the drip tray in the same way as rainwater. There, an extra loop on the heating cable will keep the drain open so that the meltwater is drained out via a heated drain.

### Light "drifting snow"

Light "drifting snow" remains suspended in the air and follows into the air intake. This snow will be partially captured in the first large pocket on the vanes, building up there, and partially deposited on the grooves of the vane surface. The snow that builds up in the pocket will melt and evaporate even on an extra cold winter day. Snow that passes through the ventilation louver can, if necessary, be melted and drained away in the intake chamber.

As additional protection against light drifting snow, Wide can provide a snow barrier. Feel free to contact us for more information about this.

Max air flow for Wide SP-EB at 2,3 m/s. For higher air flow louvers can be stacked							
B/H	500	1.000	1.500	2.000	2.500	3.000	m3/t
500	1.266	2.773	4.280	5.787	7.294	8.801	10.308
600	1.614	3.535	5.456	7.376	9.297	11.218	13.139
700	1.961	4.296	6.631	8.966	11.301	13.636	15.971
800	2.309	5.058	7.807	10.556	13.305	16.054	18.803
900	2.657	5.820	8.983	12.146	15.309	18.472	21.635
1.000	3.005	6.582	10.159	13.736	17.312	20.889	24.466
1.100	3.352	7.343	11.334	15.325	19.316	23.307	27.298
1.200	3.700	8.105	12.510	16.915	21.320	25.725	30.130
1.300	4.048	8.867	13.686	18.505	23.324	28.143	32.962
1.400	4.396	9.629	14.862	20.095	25.328	30.560	35.793
1.500	4.743	10.390	16.037	21.684	27.331	32.978	38.625