

Højvolt klimakompressorer | HELLA

Generelt Højvolt-kompressorer monteres i biler med fuldhybrid-teknik og er uafhængige af, om forbrændingsmotoren er i funktion. Det muliggør højere komfort for klimafunktionen. En solopvarmet kabine kan nu afkøles på forhånd til den ønskede temperatur ved hjælp af en fjernbetjening. Denne stilstandskøling kan kun foretages, hvis den disponible batterikapacitet tillader det. Kompressoren startes med den mindst mulige effekt under hensyn til kravene til klimafunktionen. For de aktuelt anvendte højvolt-kompressorer reguleres effekten via tilpasning af omdrejningstallet i trin på 50 o/min. Dermed kræves der ikke nogen intern effektregulering. Funktionl modsætning til remtrukne klimakompressorer, der overvejende er udformet efter skråskiveprincippet, benyttes der i højvolt-kompressorer det såkaldte scroll-princip til at komprimere kølemidlet. Fordelene er en vægtbesparelse på ca. 20 % og en reduktion af slagvolumenet af samme størrelse ved samme effekt. For at frembringe det tilsvarende store moment til at drive den elektriske kompressor benyttes der en jævnspænding på 200 volt. Faglig kompetence Nødvendig efteruddannelse til reparation af hybridbiler! Der kræves løbende videreuddannelse for at kunne servicere og reparere de komplicerede termokontrol-systemer i hybridbiler. Medarbejdere, der skal arbejde med sådanne højvolt-systemer, skal f.eks. i Tyskland have et ekstra 2-dages kursus som fagmand til højvolt-systemer. Med den viden, man får her, kan man for det første vurdere risikoen ved nødvendige arbejder på systemet, og for det andet sikre, at systemet er spændingsløst, mens arbejdet udføres. Uden den nødvendige uddannelse er det forbudt at foretage arbejde på højvolt-systemer. Vedligeholdelse af hybridbiler Også generelle eftersyn og reparationer (som f.eks. udstødningssystemer, dæk, støddæmpere, olieskift, dækskift etc.) må kun foretages af medarbejdere, der er gjort opmærksom på og instrueret i risikoen ved højvolt-systemer af en fagmand for højvolt-systemer. Desuden skal der ubetinget benyttes værktøj, der opfylder kravene fra producenten af hybridbilen! Ved klima-check og klimaservice skal man være opmærksom på, at elektriske klimakompressorer ikke smøres med de normale PAG-olier, da de ikke har de nødvendige isolerende egenskaber. Normalt benyttes der derfor POE-olie

eller en speciel PAG-olie, der har disse egenskaber. Derfor skal der ved klima-kontrol og klimaservice af hybridbiler benyttes klimaserviceenheder med intern skyllefunktion og en separat beholder til ny olie, således at de forskellige olietyper ikke sammenblandes. Højvoltage-kompressor1: Inverter og styreenhed2: Elmotor-enhed3: Scroll-kompressor-enhed4: Kompressorhus5: Lavtrykstilslutning6: Højtrykstilslutning

Vehicles with full-hybrid technology use high-voltage compressors that are not dependent on the running of the combustion engine.

This makes for more comfort when it comes to the air-conditioning in such vehicles. A vehicle's interior that has become overheated can now be cooled down to the desired temperature before the start of any journey simply by using a remote control. This stationary cooling process can only be brought about if sufficient battery capacity is available.

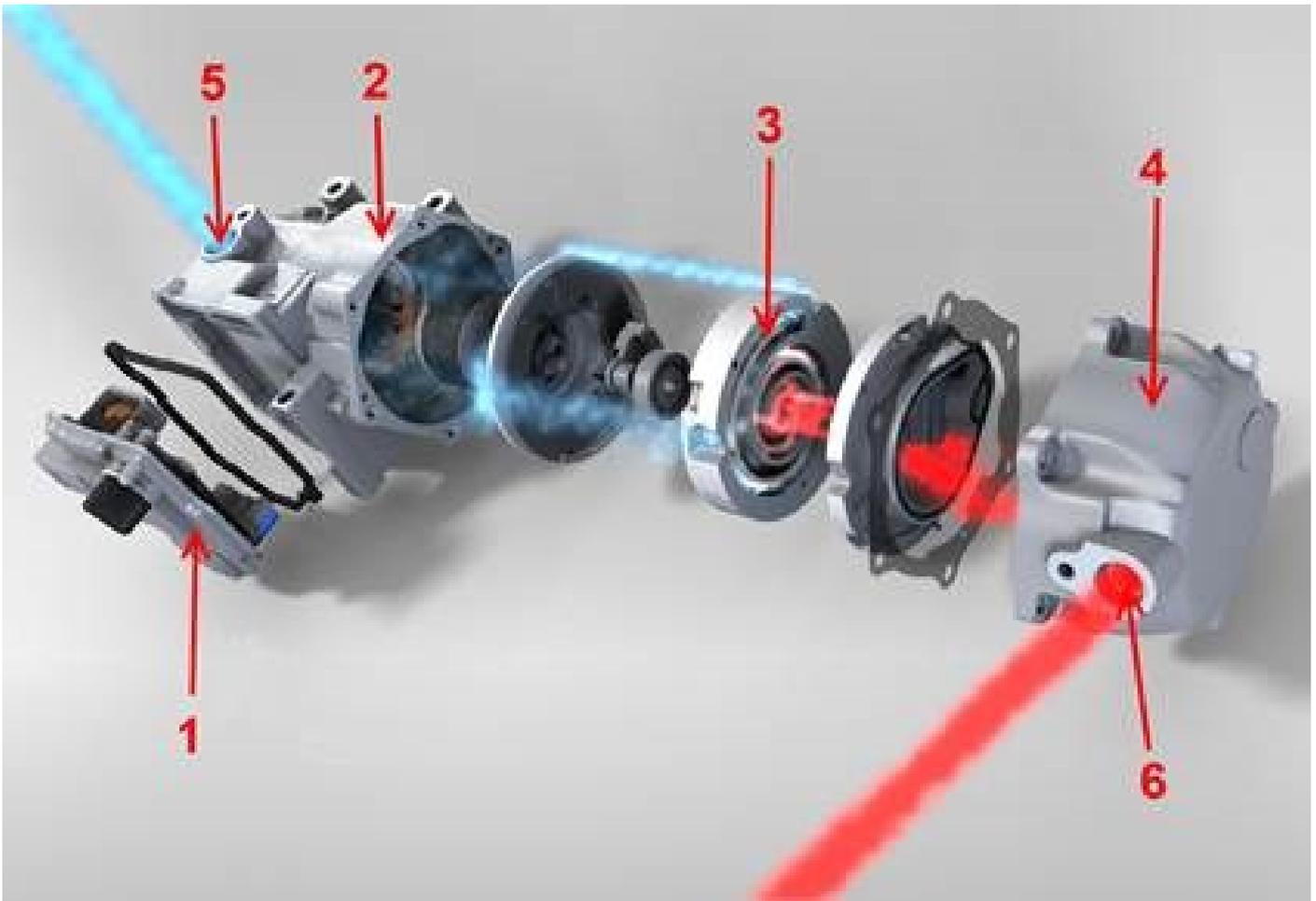
The compressor is controlled with the lowest possible output with the necessary air-conditioning requirements being taken into account. In the high-voltage compressors used today, the power is regulated by adjusting the rotary speed in steps of 50 min⁻¹. It is therefore not necessary to have an internal power control.

Function

In contrast to the swash plate principle, which is primarily used in the belt-driven compressor field, the high-voltage compressors use the scroll principle to compress the refrigerant.

The benefits are that the weight is reduced by approximately 20% and there is a reduction in the cylinder capacity of the same amount whilst the output remains identical.

In order to generate the right amount of torque for the drive of the electric compressor, a DC voltage of over 200 Volt is used.



Specialist expertise

Further staff training is required for the repairing of hybrid vehicles! Permanent further training is imperative for people who service and repair the complex thermal management systems found in hybrid vehicles. In Germany, for example, those employees who work on such high-voltage systems are obliged to attend an additional 2-day course in order to qualify as an "Electrician for High-Voltage Systems".

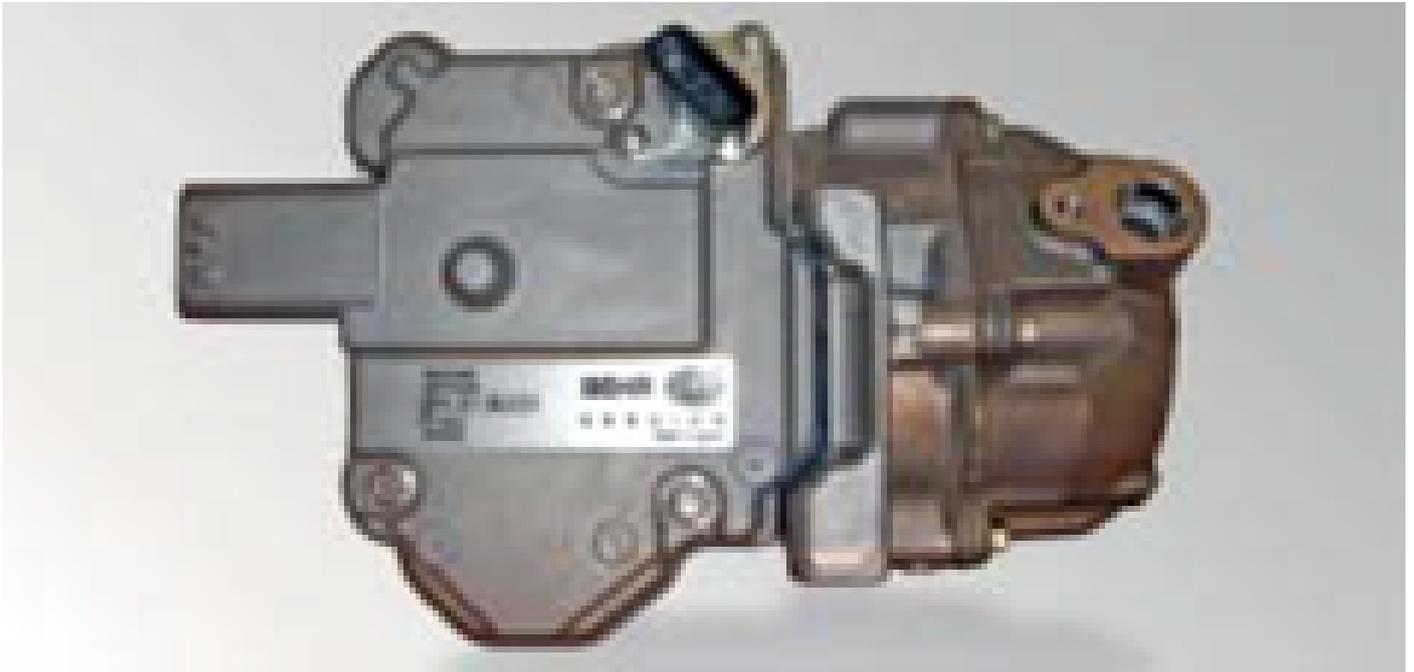
This course teaches the employee to recognize the risks when working on systems of this kind and also how to switch off all the current to the system for the duration of the work. It is prohibited for people who have not attended specific training courses to work on high-voltage systems.

Maintenance of hybrid vehicles

Also tasks dealing with general services and repairs (such as work on exhaust systems, tyres, shock absorbers, oil changes and the changing of tyres, etc.) may only be carried out by employees who have attended the "Electrician for High-Voltage Systems" course in order to learn about the risks associated with these high-voltage systems. It is also imperative that tools are used which comply with the specifications provided by the manufacturer of the hybrid vehicle! During the air-conditioning check and service, steps must be taken to ensure that the electric air-conditioning compressors are not lubricated with standard PAG oils as these do not have the necessary insulation properties. Therefore, POE oil or a special type of PAG oil is normally used as these have the required properties. Consequently, air-conditioning service units with an internal rinsing function and a separate fresh oil reservoir are to be used for the air-conditioning check and

service in hybrid vehicles. This then ensures that any mixing of the various types of fresh oil is prevented.

The high-voltage compressor



1: Inverter and control unit

2: Electric motor unit

3: Scroll compressor unit

4: Compressor housing

5: Low pressure connection

6: High pressure connection

