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## The factory system working conditions

The car air conditioning system works just like the ac system you have at home or in the office. It also serves one fundamental purpose, and that is cooling. In fact, it would be difficult to imagine a modern vehicle without some ways to provide a cooler and more comfortable ride, especially when the hot summer sun triggers your anger. There are people who think that the air conditioning system in the car creates cold air. That is not true. Like other types of air conditioning systems, ac in the car cools the air that is already in the car. It does not produce it. How does it do it? Well, read on. Components of the car air conditioning system It is best to familiarize yourself with the various components of the vehicle passenger cooling system to better understand the air conditioning process. It will also pave the way for answering the question of how an AC car works? Many consider the compressor to be the heart of the car's air conditioning system. As the name suggests, it compresses the refrigerant so that it turns from a gaseous state into a liquid state. The compressor connects to the crankshaft using a drive belt. Therefore, it draws its power from the engine. Every time you turn on your car's AC system, the compressor pumps a gas or refrigeration evaporator into the condenser. In basic science, we learned that condensation is due to rapid cooling of hot or warm air. Steam or moisture in hot air condenses to form a liquid state. That's what the condenser does. This is one of the most recognizable parts of the modern car AC system because it is very easy to check. It looks a bit like a heater. It is also placed right in front of the heater. As such, if you are wondering why you have two heaters, one on the front is a condenser. This device rotates or condenses a high-pressure, high-temperature, evaporated refrigerant from the compressor. The air flowing through the condenser removes heat in a high-pressure refrigerant, cooling it. Among all the elements of the modern ac system of the vehicle, the evaporator is the only one that is located inside the passenger compartment. The remaining components are located in the engine compartment. The evaporator looks like a very small heater with ribs and tubes. Cold air from the receiver dryer travels through the evaporator core. When air from the cabin circulates through the ducts, it is blown past the evaporator core and heat is released. What comes out of the ac vents is cold and dry air. This component prepares the refrigerant to enter the evaporator. It serves as a refrigerant tank, while removing moisture that may be present in the refrigerant. It is important that the built-in dryers remove moisture from the refrigerant. If ice crystals can form and lead to blockage and mechanical damage. The heat expansion valve is the boundary between the high-pressure side of the system (including compressor, condenser and receiver) and the low-pressure side of the system. As the name suggests, the expansion valve allows the expansion of the high-pressure liquid refrigerant from the receiver dryer. Due to the expansion of pressure relapse. Although not part of the car's air conditioning system, the refrigerant is the rescue of the system. Without it, the heat will not be able to move out of the system and provide cooling comfort to everyone in the passenger cabin. At low pressures and temperatures, the refrigerant takes on a gaseous form. At high temperatures and pressures, the refrigerant is liquid. AC air cooling process Looking at the different parts of the automotive AC system, it should already be obvious how such technologies cool the air inside the cab. We will try to illustrate here the next steps regarding the operation of such a system. Spring compressor or refrigerant pressure, converting it in liquid form from gaseous state. Liquid refrigerant under pressure circulates through a series of pipes placed in the condenser. Thanks to this, fresh air flows from the outside of the vehicle will come into contact with the liquid refrigerant. Because the condenser contains a liquid with a higher temperature, there is a temperature gradient between the liquid and the fresh air. What happens is that the heat moves from the liquid and into the air. The refrigerant is transferred to the receiver battery or dryer. The dryer removes moisture that may be present in the refrigerant. This leads to the formation of a refrigerant cooler while maintaining the integrity of the system Cool refrigerant liquid flows into the hole pipe or expansion valve. It reduces fluid pressure, making it much easier to transfer to the evaporator. A low-pressure liquid refrigerant travels through the evaporator. The air coming from the passenger compartment is drawn into the evaporator and blown through the evaporator core. Because the refrigerant is cooler, the heat moves from the air and into the refrigerant. Now it happens that the air leaving the evaporator is cold air. The fans help blow cold air through the vents and allow the cab to cool. This process also reduces the humidity in the air of the evaporator. This allows you to create dry air in the passenger compartment. At the same time, the system collects and discharges condensate. Since the liquid refrigerant in the system is now hotter, it turns into a gaseous state again. Hot, low-pressure gaseous refrigerant circulates back into the compressor, ready to start Cycle. Car air conditioners work to make our journeys more comfortable and much more cost-effective travel. So, if someone asks: how does an AC car work?, you already know how to explain it. Sources: The operation of the home air conditioning system is mystifying for many of us. The stoves are easy to understand – they heat the air and blow it out at home through the wires. Boilers make hot water or steam and move it around the house in pipes. But how do air conditioning systems make nice cold, drained air during dog days in summer? To understand this, you need to go back to the principle you learned in physics class in high school or college: the scientific law that every gas cools down when it expands in volume. Although this is a minor simplification, you can think of an air conditioner as a machine that takes heat from your home and dumps it outside using five interrelated parts: RefrigerantCompressorCondenserExpansion valveOur coil There are many types of air conditioning systems that can be used in your home, including window units, portable air conditioners, cantanless air conditioners and central air conditioning systems. Despite the differences, however, the physics of their operation is the same and everyone uses the process of direct cooling of expansion. In principle, it works very much like a kitchen refrigerator at home. The refrigerant is the blood pumping through the cooling tubes in the air conditioner system. It changes the state from gas vapor to liquid, because it collects heat from the house and throws heat outside. Refrigerant is a unique substance because it has a very low boiling point. This means that it changes from liquid to steam at low temperatures. This is the key to the safe operation of the air conditioning system without generating a dangerous level of heat. However, the refrigerant does not move independently in the system; requires a compressor to pump it. Think of the compressor as the heart of the system, a component that pumps the refrigerant through all the refrigeration components in a large copper loop. The refrigerant enters the compressor as a low-pressure heat steam and leaves it as a high-pressure hot steam. This transformation will be possible thanks to the condenser. From the compressor, the hot fumes of the refrigerant are transferred to the condenser. Here, the high-pressure hot cooling steam is cooled when it passes through the condensing coils. The coils have thin metal ribs (similar to the design on the front of the car cooler) that dissipate heat from the coils. The condenser fan blows air over the fins to speed up the cooling of fumes inside the coils. (Using a fin comb during routine maintenance helps keep these fins in shape.) When the refrigerant cools down, it changes from hot steam to hot liquid under high pressure and passes to the expansion valve. The compressor, condenser coil and condenser fan are located in such a way that the noisy box in the yard, which is often called a condensing unit. The expansion valve is what really works in the cold room. When a hot liquid refrigerant passes through a small high-pressure hole in the valve on one side, it emerges as a cool low-pressure mist on the other side. This is due to the natural properties of gases: As the gas expands, it cools down. The air conditioner is really nothing more than a device designed to force the refrigerant gas to expand, and that's what creates its ability to cool the air by expelling its heat. The next step is where your house will actually cool down. The low-pressure cold liquid, which now leaves the outer expansion valve, runs indoors to the evaporator coil located in the furnace plenum. (The box is a large metal box between the stove and the duct.) Here, the warmer air inside the house blows through the evaporator's coil and heats it, and at the same time the coil carrying the cold, extended cooling gas cools the air blown out by the evaporator. This chilled air is then circulated through the channel. When the refrigerant begins to heat up, it begins to boil and changes from a cold liquid into a warm steam (evaporation process). The heat refrigerant steam moves back to the compressor and the external condensing unit as it expands and cools once again, continuing the cooling cycle. In a typical central air conditioning unit, the cooling cycle is a continuous process of absorbing heat from indoor air and expanding into warm gas, traveling to an outdoor unit where it throws away heat and returns to a cool liquid, then returns to the interior to absorb more heat and continue the cycle. Despite the apparent complexity of the components, physics is quite simple— the principle that gas always cools as it expands. Any air conditioning or refrigeration system is merely a system by which the expansion and condensation of a refrigerant gas is carefully controlled in order to benefit from this physical property. Property.

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