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(54) METHOD FOR SUPPLYING AIR INTO A SPRAY BOOTH (EMBODIMENTS) AND A VENTILATION UNIT FOR IMPLEMENTING THE METHOD (EMBODIMENTS)

VERFAHREN ZUR ZUFÜHRUNG VON LUFT IN EINE SPRITZKABINE (AUSFÜHRUNGSFORMEN) UND LÜFTUNGSEINHEIT ZUR DURCHFÜHRUNG DES VERFAHRENS (AUSFÜHRUNGSFORMEN)

PROCÉDÉ D'ALIMENTATION EN AIR D'UNE CABINE DE PULVÉRISATION ET UNITÉ DE VENTILATION POUR METTRE EN OEUVRE CE PROCÉDÉ

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Description

Technical Field

[0001] This invention relates to industrial manufacturing and is intended for providing air during painting and curing objects, e.g. cars after bodyshop repair, when liquid paints are sprayed on.

Background Art

[0002] Modern technologies of painting objects with liquid paints need air to be blown through the painting booth body by means of Air Supply Units, hereinafter referred to as ASU, to solve several technical tasks, namely:

A) to create a laminar air stream in the painting area with a velocity fast enough to evacuate the paint particle aerosole formed when spraying. The modern requirements for air stream velocity are 20-30 cm/sec, which is fast enough for high quality painting of, for example, car's body;
B) to evacuate vapors of Easy Flammable Liquids, hereinafter referred to as EFL, to a safe level (0,1-0,5 of Low Concentration Limit of Fire Propagation, or Low Explosive Limit, hereinafter referred to as LEL).

[0003] At present, one- or two-air fan ASUs are used [1, 2] comprising either an intake or an extract fan (a group of fans blocked), or both an intake and an extract fan (groups of fans) simultaneously which supply air into the painting zone (the painting booth body) in the "Paint" mode and/or extract it from the painting zone. Moreover, these devices simultaneously solve the above-mentioned tasks in the same air stream, i.e. an air stream sufficient to solve task A is fed from atmosphere through the painting zone during the painting process, task B being solved automatically because of a significantly higher air change than is necessary.

[0004] The above technological solutions are very simple because of a one-way air stream feed into the working area. Yet, this leads to an excessive consumption of fresh air and energy. Besides, many dispersed dry paint particles with a high content of toxic components combined with solvent vapors are emitted into atmosphere, and these emissions are strictly limited by ecological laws in most countries. Elimination of these contaminants from a significant air volume by means of filtration, sorption or burning requires bulky and expensive installations.

[0005] The technological task is therefore to improve the ASU operation in the "Paint" mode in order to decrease the energy costs for air which is supplied to and discharged from the painting zone, as well as it's treatment and subsequent ecological cleaning. The "Baking" mode is similar in all ASUs mentioned and is therefore not considered.

[0006] A car painting system and method are known, which comprise a number of consecutively installed painting booths, so that air is supplied from the first booth to the second, then third etc, until LEL is reached, with subsequent cleaning and/or extraction to atmosphere. The above painting system comprises several ASUs, fans, particle separator units, air valves etc. according to the number of painting booths in the system (see patent US3807291).

[0007] This method cannot be applied to a single object painting, a car or its parts after repair, in particular, and is intended for use in a number of automatic (or semiautomatic) painting booths in conveyor manufacturing lines.

[0008] There exists a method to feed air into a conveyor installation and a painting booth for this method which involves separation of the painting booth into a number of consecutive partitions when air into/from each partition is fed by separate fans through separate particle cleaners and the burning of EFL vapor follows the exit from the last partition (see patent US4587927).

[0009] Said method can only be used in conveyor automatic painting lines, and the conveyor painting booth is very complicated and not cost-effective, as it requires a great number of fans, particle cleaners, air valves etc. according to the number of partitions inside the painting booth.

[0010] The existing inventions require a significant volume of fresh air, which is equivalent to the standard way of paint booth air feeding (more than 20000 cubic meters per hour, as a rule). Solution of the task, i.e. more economical energy consumption in this group of innovations is based on the principle that when air is routed from one consecutive zone of the painting booth to the next, we use air that has already been heated in the previous zone, the energy consumption being thus lowered, but the air is still routed one-way and not returned to the previous zone, which means that the total amount of air volume has to be cleaned before being discharged to atmosphere after the last paint booth in the sequence, which still requires bulky and expensive systems of EFL vapor utilization.

[0011] Said methods and installations are used in conveyor painting lines, where the manufacturing volume is considerable and the technological process does not involve human labor. They are economically ineffective, however, for painting single objects on a small scale as well as for bodyshop repair, in absence of conveyor and when human presence in the painting booth is necessary. The bodyshop repair, for instance, involves painting of an immobilized car, and only one painting booth is usually available.

[0012] A painting booth for spray coating and a circulation system for the working area, and the method of air supply to paint booth (publication number WO 98/2808 of 02.07.1998 under PCT application PCT/CH 97/00468 of 15.12.1997), are much closer, in principle, to the method and installation proposed to realize the method .

[0013] Said method uses ASU to supply air from and discharge it back to atmosphere.

[0014] Said spray coating painting booth and circulation system for the working area include ASU to supply to and extract air from the booth. ASU comprises return air treatment and intake units connected together, as well as air ducts, an air regulation unit, hereinafter referred to as ARU, to extract air, ARU to feed air, recirculation and intake fans.

[0015] Said method and installation are not very reliable due to their complexity because the painting booth's working area, to realize the above method, has to be divided into multiple zones, namely: a paintwork zone, extraction zones and used air recirculation zone(s) combined with air stream regulation and/or stop air devices with their control units, fresh air feeding zone with separate stream regulation and/or stop air devices with their control units, up to 12 devices in all, let alone filters, light devices, a complicated installation to mechanically move objects being painted on the working area floor and ASU which is divided into sections to separately supply fresh and return air into the booth and extract it.

[0016] Exploitation of the above-mentioned painting booth and ASU is complicated because it is necessary to control/operate numerous air valves, which distracts the staff from the paint process and increases the time of fresh paint layer exposition to air stream before curing, which increases a possible deposition on the fresh painted surface. Different air supply zones in the booth's body and, consequently, different air flow volumes, also lead to a number of negative effects, in particular:

1) Low fire safety because of EFL accumulation in the main ASU volume and paint booth's body in the absence of fresh air feeding to those zones.
2) Formation of boundary turbulent air flows between fresh and recirculated air streams because of their different velocities, which leads to paint dispersed particles flying inside the booth and their subsequent potential deposition on the fresh painted surface.

[0017] BE 1 009 345 A3 discloses a method for treatment of an object in two or more phases in one room with forced air circulation comprising a suction of a specific flow of outside air using a supply fan and transporting this air at a controllable temperature into a supply chamber above the room and from this location downwards through an access filter and past the object and then through an outlet filter to a discharge channel. Air is vented to atmosphere during painting mode and recirculated during baking mode.

[0018] BE 1 008 634 A6 discloses a method for spray painting and drying, wherein use is made of an installation comprising a mixed paint cabin / drying, and two fans, and wherein during the painting, air is injected in the cabin with a fan and at the same time discharged from the cabin using the other fan, and during drying, air is discharged from the cabin and mostly reinjected in the cabin using at least one fan.

[0019] KR 100 543 723 B1 and JP 2009 285572 A disclose an air supply chamber 17 installed on one side of a booth body 11 and hot air that is primarily heated in the air supply chamber is again heated by an electric heater 27 in an upper part of the booth body in the drying step to make the temperature of the hot air supplied to the booth uniform and dampers 25, 26 and a circulation fan 15 are installed in the air supply chamber to adjust the air flow speed slow, so that not only the hot air circulated through the booth body but also the hot air of a heating room 23 is secondarily heated by the electric heater 2 while being circulated again and supplied.

[0020] EP 2 047 913 A1 discloses an aspirated apparatus for coating and drying equipment, paint spraying equipment for paint drying of vehicles and vehicle parts, both for drying water-based paints as well as conventional paints, with
an enclosed cabin case and a filter ceiling, through which air on the floor cross sections are distributed directed against the vehicle and on the cabin floor is characterized in that

a) a blow-off for coatings of all kinds between filter ceiling and lighting is installed in the cabin wall, in the beam direction is individually adjustable, and has spaced at regular intervals air nozzles,
b) the blow-off can be controlled via a control panel on which the operating modes of the system, namely "clean", "airing", "dry" and "cooling" via buttons or Buttons with "touch screen" function can be set,
c) are provided for other modes "energy saving" and "cleaning" additional keys / buttons with "touch screen" operation, and
d) a column of light, the type of operation being in different colors of lit lamps on the car.

[0021] DE 27 10 254 A1 discloses a method wherein during spraying of paint in a paint booth a part, for example 30%, of the exhaust air is mixed with the supply air stream and, during the times between spraying, up to 100% of the exhaust air is used as supply air in the system.

[0022] U.S. Patent no. 4,537,120 discloses a paint spray booth with separate zones defined by air curtains, one zone being polluted differently than another. A separate flow of ventilating air is passed through each zone and each zone has its own separator for cleaning exiting air of its pollutant. Suitable conduits permit total or partial recirculation of cleaned air or total exhaust of the air to atmosphere. Fresh outside air may be supplied to the ventilating flows along with spent ventilating air from the plant.

[0023] U.S. Patent no. 5,113,600 discloses a paint spray booth wich can also be utilized as a paint drying oven. The booth-oven comprises an enclosure which has a single air supply fan for moving air through the booth-oven. The booth-oven may also have a direct heater, a heat exchanger and may be provided with an air recirculating system. Paint laden air generated during the paint

spraying operation is routed around or away from the heat exchanger.

[0024] JP S60 190256 A disclosed a paint booth wherein the paint not deposited on the object to be painted is exhausted to an exhaust chamber as a paint mist and passes via a screen with conditioned air uniformly supplied to a painting chamber and the conditioned air containing the paint mist is guided to an exhaust duct.

Summary of the invention.

[0025] The technical effect of the group of innovations proposed is improved performance due to a simplified air feeding into the working zone and a simplified ASU design, as well as a higher quality of the painting surface because a uniform (laminar) air flow over the whole area of the painting booth is provided, which allows both the whole of the car (or any other bulky object) and its separate parts to be painted.

[0026] Said technical effect, in the method is achieved by a method of paint booth air feeding in painting mode with liquid paints employing the apparatus of the invention. The method includes steps of:

feeding air from atmosphere and exhausting air to atmosphere by means of an air supply unit,
creating a closed air stream inside the painting booth and air supply unit during painting mode,
dividing said closed air stream, after having passed the closed air stream through the painting zone (4) into first and second streams,
taking in air from the atmosphere and mixing the air with said first stream in the mixing zone (3) located downstream of the air intake unit (9) or in the embodiment of variant 3 with said closed air stream prior to dividing said closed air stream into first and second streams,
returning the first stream to the painting booth during painting mode as a laminar airflow, either with or without filter (24) cleaning, and
either cleaning the second stream by sorption or burning or directly exhausting the second stream, containing vapors of flammable liquids, to atmosphere.

[0027] Said technical result is achieved, by the devices of claims 1-2.

[0028] The partition to divide the internal volume of return air treatment unit into zones in ASU for air supply and extraction from the booth creates a suction zone, a pressure zone and either a cleaning or a recirculation zone connected with the air stream mixing zone.

Brief Description of Drawings

[0029]

Fig. 1 is a comparative painting booth not according to the invention with ASU having two groups of fans and separated units, general view, comparative variant 1.

Fig. 2 is a comparative painting booth not according to the invention with ASU having two groups of fans and combined units, general view, comparative variant 1.

Fig. 3 is a painting booth with ASU having two groups of fans and combined units, general view, variant 2.

Fig. 4 is a painting booth with ASU having two groups of fans and separated units, general view, variant 2.

Fig. 5 is a painting booth with ASU having one group of fans, general view, variant 3.

Description of Embodiments.

[0030] The painting booth with separated units of ASU (Comparative Variant 1 and Variant 2, Figs. 1 and 4) comprises body 1 with filters 2. Filters 2 divide the painting booth into three zones: zone 3 to mix streams of return (recirculated) air and fresh atmosphere air, zone 4 to paint objects (working zone) where the mixed air stream is supplied from zone 3, and zone 5 to extract used air contaminated with EFL vapors and paint's residue particles. Body 1 of the painting booth is connected by means of supply ducts 6 and extract ducts 7 with ASU which consists of two main units: unit 8 for return air treatment and intake unit 9.

[0031] The painting booth with combined units of ASU (Comparative Variant 1 and Variant 2, Figs. 2 and 3) comprises body 1 with filters 2. Filters 2 divide the painting booth into three zones: zone 20 to supply air, zone 4 to paint objects (working zone), and zone 5 to extract used air contaminated with EFL vapors and paint's residue particles. Body 1 of the painting booth is connected by means of supply duct 6 and extract duct 7 with ASU which consists of two main units: unit 8 for return air treatment and intake unit 9.

[0032] Unit 8 of ASU (Comparative Variant 1, Figs. 1 and 2) comprises recirculation fan 10 which creates a closed air stream as well as pressure zone 11 designed to divide used air into two streams, the first returning to the painting zone and creating a closed air stream inside the painting booth and ASU, while the second (with EFL vapors) is extracted to atmosphere by means of ARU 12.

[0033] Intake unit 9 comprises intake fan 13 which divides the internal volume of unit 9 into zone 14 responsible for suction and cleaning the fresh air with filters 15 and pressure zone 16, air heater unit 17 being placed either in pressure zone 16 or in suction and cleaning zone 14. Intake unit 9 consists of ARU 18, which provides for the required volume of fresh air. ARU 18 and 12 are coordinated to maintain the necessary air pressure inside body 1 of the painting booth.

[0034] Unit 8 of ASU (Variant 2 according to Claim 1, Figs. 3 and 4) comprises recirculation fan 10 to create a closed air stream and partition 21 which divides the in-

ternal volume of unit 8 into three zones: suction zone 22, pressure zone 11 and zone 23 to clean or recirculate return air, and zone 3 to mix air streams, connected with the painting booth by means of supply air duct 6. Pressure zone 11 is intended to divide the used air into streams, the first returning to the painting zone which creates a closed air stream inside the painting booth and ASU while the second stream (with EFL vapors) is extracted to atmosphere by means of ARU 12.

[0035] Partition 21 consists of two parts, the lower being air proof, the upper having holes for air which goes from pressure zone 11 to cleaning of return air zone 23 where return air is cleaned by filters 24. Filters 24 may be fitted either at the boundary between zones 11 and 23 into the holes of partition 21 or into supply air duct 6, zones 11 and 23 becoming one zone in this case.

[0036] Zone 23, where return air is cleaned, is connected with air stream mixing zone 3, the latter being connected with intake unit 9 comprising intake fan 13 which divides unit 9 into zone 14, where fresh air is sucked and cleaned by filters 15, and pressure zone 16, with air heater unit 17 being placed either in pressure zone 16 or in suction and cleaning zone 14.

[0037] Intake unit 9 also comprises ARU 18 which supplies the required volume of fresh air. ARU 18 and 12 are coordinated to maintain the required air pressure inside body 1 of the painting booth.

[0038] ASU (Comparative Variant 1 and Variant 2) can work either in the "Paint" or "Baking" mode. By-pass ARU 19 is fitted either in suction zone 22 of unit 8 (Fig. 3) or in suction zone 14 of unit 9 (Figs. 1, 2 and 4) to operate in the "Baking mode."

[0039] The painting booth (Variant 3 according to Claim 1) comprises body 1 with filters 2. Filters 2 divide the painting booth into three zones: zone 20 to supply air, zone 4 to paint objects (working zone), and zone 5 to extract used air contaminated with EFL vapors and paint's residue particles. Body 1 of the painting booth is connected by means of supply duct 6 and extract duct 7 with ASU which consists of two main units: unit 8 for return air treatment and intake unit 9.

[0040] Unit 8 of ASU comprises recirculation fan 10 to create a closed air stream and, simultaneously, to suck in fresh air, partition 21 which divides the internal volume of unit 8 into three zones: zone 3 to mix the air streams, pressure zone 11 and zone 23 to clean or recirculate return air. Zone 3 is intended to mix streams of used and fresh air, while pressure zone 11 is intended to divide air into two streams, the first returning to the painting zone which creates a closed air stream inside the painting booth and ASU, the second stream with EFL vapors being extracted to atmosphere by ARU 12.

[0041] ARU 25 is fitted into zone 3 to regulate (together with ARU 18 at the intake of unit 9) the proportion of used and fresh air streams supplied by the fan. Partition 21 consists of two parts: the lower is air proof, while the upper is made with holes for air coming from pressure zone 11 to return air cleaning zone 23 where the return air is cleaned by filters 24. Filters 24 can be placed either at the boundary between zones 11 and 23 in the holes of partition 21 or in supply air duct 6, or combined with filters 2 in the supply air zone, zones 11 and 23 being coupled in this case.

[0042] Zone 3 is connected with intake unit 9 comprising filters 15 and heater unit 17.

[0043] ARU 18 and 12 are coordinated to maintain the required air pressure inside body 1 of the painting booth.

[0044] ASU can be operated either in the "Paint" or "Baking" mode. By-pass ARU 19 is provided in fresh air intake unit 9 before heater unit 17 to operate in the "Baking" mode.

Modes for Carrying out the Invention.

[0045] The method of paint booth air feeding to paint with liquid paints (comparative variant 1) can be realized as follows.

[0046] To work in the "Paint" mode, the object to be painted is placed in body 1 of the paint booth (zone 4). Both recirculation 10 and intake 13 fans start working simultaneously when ASU is turned on. Some finely dispersed paint particles and EFL vapors, which are trapped in the air stream, are formed in zone 4 when the object is painted. The air stream, due to negative pressure created by fan 10, goes through bottom filters 2 of the booth's body, where paint particles are partially arrested, and then part of the air stream containing EFL vapors and finely dispersed dry paint particles is extracted through ARU 12 to be cleaned and/or exhausted to atmosphere, but the main air stream goes to mix with fresh external air supplied by the intake fan into zone 3, which leads to a decreased EFL vapor concentration and further removal of dust and paint in upper filters 2 of the booth's body. After the filters, the uniform mixed air stream is again supplied to the whole area of working zone 4.

[0047] The second stream containing EFL vapors is either cleaned of EFL vapors by sorption or burning, or is directly exhausted to atmosphere.

[0048] The method of paint booth air feeding to paint with liquid paints (variant 2) is realized as follows.

[0049] To work in the "Paint" mode, the object to be painted is placed in body 1 of the paint booth (zone 4). Fan 10 creates negative pressure in zone 3, which leads to suction of fresh air from atmosphere. This air is cleaned of dust in filter 15 and then goes through heater unit 17 to stream mixing zone 3. The volume of fresh air intake is determined by opening of ARU 18. Recirculation fan 10, due to negative pressure in zone 3, also creates negative pressure in zone 5 whereby air is sucked from the working zone inside the painting booth through paint particle cleaning filters 2. The used air from zone 5 goes through ARU 25 to zone 3 where it mixes with the fresh air stream. The mixed stream is then supplied by fan 10 to zone 11, where it is separated into 2 streams. The first stream, due to pressure of fan 10, goes through filters 24 which can be fitted into holes in partition 21, proceeds

through the air duct to the booth's body, where, as it passes through filters 2, it is again supplied as a uniform stream to the whole area of working zone 4 of the booth. The volume of air creating the second stream is determined by ARU 12 opening and is regulated by the operator depending on the amount of excess pressure required in working zone 4 of the painting booth, i.e. a little less than the volume of fresh air supplied.

[0050] The second stream containing EFL vapors is either cleaned of EFL vapors by sorption or burning, or is directly exhausted to atmosphere.

[0051] The Air Supply Unit to supply and extract air from the booth (comparative variant 1) works as follows.

[0052] To work in the "Paint" mode, the object to be painted is placed in body 1 of the paint booth (zone 4). Intake fan 13 creates negative pressure in zone 14 and sucks in fresh air which is cleaned of dust by filter 15 and is then supplied through heater 17 to stream mixing zone 3. The volume of fresh air sucked in is determined by opening of ARU 18. Recirculation fan 10 creates negative pressure in zone 5, whereby air is sucked (extracted) from working zone 4 inside the paint booth by paint particle filters 2. Then, the air is supplied by fan 10 to zone 11, where it is divided into 2 streams. The first stream, cleaned by additional filters (if available) or not cleaned, goes to zone 3 because of pressure of fan 10, where it is mixed with fresh air also supplied under pressure by fan 13 and, when passing through filters 2, is again supplied as a uniform stream to the whole area of working zone 4 of the booth. The volume of air creating the second stream which is exhausted into the cleaning device or atmosphere is determined by ARU 12 opening and is regulated by the operator depending on how much excess pressure is required in working zone 4 of the painting booth, i.e. a little less than the volume of fresh air supplied.

[0053] The Air Supply Unit to supply and extract air from the booth (variant 2) works as follows.

[0054] To work in the "Paint" mode, the object to be painted is placed in body 1 of the paint booth (zone 4). Both recirculation 10 and intake 13 fans start working simultaneously when ASU is turned on. Some finely dispersed paint particles and EFL vapors, which are trapped in the air stream, are formed in zone 4 when the object is painted. The air stream, due to negative pressure created by fan 10, goes through bottom filters 2 of the booth's body, where paint particles are partially arrested, and then part of the air stream containing EFL vapors and finely dispersed dry paint particles is extracted through ARU 12 to be cleaned and/or exhausted to atmosphere, while the main air stream goes to fine cleaning filters 24 where additional extraction of finely dispersed paint particles from the return air stream is carried out, and then mixes with fresh external air in zone 3, which leads to a decreased EFL vapor concentration, and finally is further cleaned of dust and paint in upper filters 2. After the filters, the uniform mixed air stream is again supplied to the whole area of working zone 4.

[0055] In said variant, internal partition 21 allows additional filters of fine cleaning 24 to be placed in return air treatment unit, which significantly improves the degree of air cleaning compared with variant 1 and lengthens the lifetime of upper filters 2 in the painting booth.

[0056] The "Baking" mode (comparative variant 1 and variant 2) is carried out as follows: the operator opens by-pass ARU 19 and closes ARU 12 and 18 after finishing the painting process. The level of mutual closing of the last two is determined by necessity to maintain some excess pressure in the paint booth body. Fan 13 starts to work in recirculation mode after completing the above steps, sucking air from zone 5 and supplying it through air heater unit 17 to zone 3, which provides fast air heating to the temperature required.

[0057] The Air Supply Unit to supply air to the painting booth (variant 3) works as follows.

[0058] To work in the "Paint" mode, the object to be painted is placed in body 1 of the paint booth (zone 4). The main (recirculation) fan 10 starts working when ASU is turned on. Fan 10 creates negative pressure in mixing zone 3 and, through it, in intake unit 9, whereby fresh air is sucked from atmosphere and is cleaned of dust by filter 15. It then goes through heater unit 17 to stream mixing zone 3. The volume of fresh air sucked in is determined by opening of ARU 18. Recirculation fan 10 (through zone 3) also creates negative pressure in zone 5 so that air is sucked (extracted) from working zone 4 inside the painting booth through paint particle cleaning filters 2. Used air goes to zone 3 through air duct 7 and ARU 25, where it is mixed with a fresh air stream. The stream ratio is regulated by the degree of mutual opening of ARUs 18 and 25. Then, the mixed air stream is supplied by fan 10 to zone 11, where it is separated into 2 streams. The first stream, due to pressure of fan 10, passes through filters 24 installed in partition 21 and goes to zone 23, then, through air duct 6, to zone 20 of the booth, where, after passing through cleaning filters 2 under pressure of fan 10, it is again supplied as a uniform stream to the whole area of working zone 4 of the booth. The volume of air creating the second stream is determined by ARU 12 opening and is regulated by the operator depending on the amount of excess pressure required in working zone 4 of the painting booth, i.e. a little less than the volume of fresh air supplied.

[0059] The "Baking" mode goes as follows: the operator opens by-pass ARU 19 and closes ARUs 12 and 18 after finishing the painting process. The level of mutual closing of the last two is determined by necessity to maintain some excess pressure in the paint booth body. ARU 25 is partly closed to increase the volume of air going through the air heater. Fan 10 starts operating in a full recirculating mode after completing the above steps: it sucks air from zone 5 and supplies it through air heater unit 17 to zone 4 of the booth, which provides fast air heating to the temperature required.

Industrial Applicability

[0060] Application of the group of innovations proposed leads to:

a) lower investment costs because of a simplified engineering design of the air units;
b) improvement of exploitation properties because of a lower energy consumption when moving and heating the air;
c) improved ecological properties because less atmospheric air is consumed and its subsequent complete cleaning before exhaust to atmosphere is facilitated.

Claims

1. An air supply unit for feeding and extracting air from a painting booth at least during painting mode, wherein the air supply unit comprises
a return air treatment unit (8) configured to provide a return air stream at the same time that paint is supplied to an object located in the painting booth to paint the object, the return air treatment unit (8) having a partition (21) that divides the internal volume of the return air treatment unit (8) thereby forming a suction zone (22), a pressure zone (11) and a recirculation zone (23), said partition being configured as upper and lower connected parts, the lower of said parts of said partition (21) being airtight and the upper of said parts of said partition (21) having holes for return air;
an intake unit (9) connected to the recirculation zone (23) of the return air treatment unit (8) by a mixing zone (3) of the air supply unit, said intake unit (9) configured to provide fresh air to said mixing zone (3) at the same time that paint is supplied to an object located in the painting booth to paint the object, said mixing zone (3) being configured for mixing said return air and fresh air exiting from the intake unit (9),
an air duct (7) operably connected to the suction zone (22) for transporting used air from said painting booth to the suction zone (22),
an air regulation unit (12) to extract air from said pressure zone (11) of said return air treatment unit (8),
an air regulation unit (18) to take in fresh air for supply to said intake unit (9),
a recirculation fan (10) located between said suction zone (22) and said pressure zone (11) configured to create negative pressure in said suction zone (22) and pressure in said pressure zone (11) so that a stream of air in the pressure zone (11) goes to the recirculation zone (23), and
an intake fan (13) positioned to draw air through said air intake unit (9), wherein said mixing zone (3) is located either in the painting booth between the return air treatment unit (8) and intake unit (9), or above the return air treatment unit (8) and intake unit (9).

2. An air supply unit for feeding and extracting air from a painting booth at least during painting mode, wherein the air supply unit comprises
a return air treatment unit (8) configured to provide a return air stream at the same time that paint is supplied to an object located in the painting booth to paint the object, the return air treatment unit (8) having a partition (21) that divides the internal volume of the return air treatment unit (8) thereby forming a mixing zone (3), a pressure zone (11) and a recirculation zone (23), said partition being configured as upper and lower connected parts, the lower of said parts of said partition (21) being airtight and the upper of said parts of said partition (21) having holes for return air;
an intake unit (9) connected to the mixing zone (3) of the return air treatment unit (8), said intake unit (9) configured to provide fresh air to said mixing zone (3) at the same time that paint is supplied to an object located in the painting booth to paint the object, said mixing zone (3) being configured for mixing said return air and fresh air exiting from the intake unit (9),
an air duct (7) operably connected to the mixing zone (3) for transporting used air from said painting booth to the mixing zone (3),
an air regulation unit (12) to extract air from said pressure zone (11) of said return air treatment unit (8),
an air regulation unit (18) to take in fresh air for supply to said intake unit (9), and a recirculation fan (10) located between said mixing zone (3) and said pressure zone (11) configured to create negative pressure in said mixing zone (3) and pressure in said pressure zone (11) so that a stream of air in the pressure zone (11) goes to the recirculation zone (23).

3. The air supply unit according to Claim 2, further comprising an air regulation unit (25) fitted in the mixing zone (3).

4. The air supply unit of any one of claims 1-2, further comprising filters (24) located within the partition (21) to separate the pressure zone (11) from the recirculation zone (23) so that air flowing from the pressure zone (11) to the recirculation zone (23) passes through said filters (24).

5. A method of paint booth air feeding in painting mode with liquid paints employing the apparatus of any one of claim 1 and claim 4 when dependent on claim 1, comprising the steps of:

feeding air from atmosphere and exhausting air to atmosphere by means of an air supply unit,
creating a closed air stream inside the painting booth and air supply unit during painting mode,
dividing said closed air stream, after having

passed the closed air stream through the painting zone (4) into first and second streams,
taking in air from the atmosphere and mixing the air with said first stream in the mixing zone (3) located downstream of the air intake unit (9),
returning the first stream to the painting booth during painting mode as a laminar airflow, either with or without filter (24) cleaning, and
either cleaning the second stream by sorption or burning or directly exhausting the second stream, containing vapors of flammable liquids, to atmosphere.

6. A method of paint booth air feeding in painting mode with liquid paints employing the apparatus of any one of claims 2-3 and claim 4 when dependent on claim 2, comprising the steps of:

feeding air from atmosphere and exhausting air to atmosphere by means of an air supply unit,
creating a closed air stream inside the painting booth and air supply unit during painting mode,
dividing said closed air stream, after having passed the closed air stream through the painting zone (4) into first and second streams,
taking in air from the atmosphere and mixing the air with said closed air stream prior to dividing said closed air stream into first and second streams,
returning the first stream to the painting booth during painting mode as a laminar airflow, either with or without filter (24) cleaning, and
either cleaning the second stream by sorption or burning or directly exhausting the second stream, containing vapors of flammable liquids, to atmosphere.

7. The method of any one of claims 5-6, comprising the step of cleaning the second stream by sorption or burning.

8. The method of any one of claims 5-6, comprising the step of filtering the first stream.

Patentansprüche

1. Luftversorgungseinheit zum Zuführen und Absaugen von Luft aus einer Lackierkabine zumindest während des Lackierbetriebs, wobei die Luftversorgungseinheit Folgendes umfasst:

eine Rückluftaufbereitungseinheit (8), die so ausgebildet ist, dass sie einen Rückluftstrom bereitstellt, während gleichzeitig Farbe zu einem in der Lackierkabine befindlichen Gegenstand zugeführt wird, um den Gegenstand zu lackieren, wobei die Rückluftaufbereitungseinheit (8) eine Trennwand (21) aufweist, die das Innenvolumen der Rückluftaufbereitungseinheit (8) teilt und dadurch eine Saugzone (22), eine Druckzone (11) und eine Rezirkulationszone (23) bildet, wobei die Trennwand als obere und untere verbundene Teile ausgebildet ist, wobei der untere Teil der Teile der Trennwand (21) luftdicht ist und der obere Teil der Teile der Trennwand (21) Löcher für die Rückluft aufweist,
eine Ansaugeinheit (9), die mit der Rezirkulationszone (23) der Rückluftaufbereitungseinheit (8) durch eine Mischzone (3) der Luftversorgungseinheit verbunden ist, wobei die Ansaugeinheit (9) so ausgebildet ist, dass sie der Mischzone (3) Frischluft zuführt, während gleichzeitig Farbe einem in der Lackierkabine befindlichen Gegenstand zugeführt wird, um den Gegenstand zu lackieren, wobei die Mischzone (3) so ausgebildet ist, dass sie die Rückluft und die Frischluft, die aus der Ansaugeinheit (3) austritt, vermischt,
einen Luftkanal (7), der funktionsfähig mit der Saugzone (22) verbunden ist, um verbrauchte Luft von der Lackierkabine zu der Saugzone (22) zu transportieren,
eine Luftregulierungseinheit (12) zum Absaugen von Luft aus der Druckzone (11) der Rückluftaufbereitungseinheit (8),
eine Luftregulierungseinheit (18), um Frischluft für die Zuführung zu der Ansaugeinheit (9) aufzunehmen, einen Umluftventilator (10), der zwischen der Ansaugzone (22) und der Druckzone (11) angeordnet und ausgebildet ist, um einen Unterdruck in der Ansaugzone (22) und einen Druck in der Druckzone (11) zu erzeugen, so dass ein Luftstrom in der Druckzone (11) in die Rezirkulationszone (23) gelangt, und
einen Ansaugventilator (13), der so angeordnet ist, dass er Luft durch die Lufteinlasseinheit (9) saugt, wobei die Mischzone (3) entweder in der Lackierkabine zwischen der Rückluftaufbereitungseinheit (8) und der Ansaugeinheit (9) oder oberhalb der Rückluftaufbereitungseinheit (8) und der Ansaugeinheit (9) angeordnet ist.

2. Luftversorgungseinheit zum Zuführen und Absaugen von Luft aus einer Lackierkabine zumindest während des Lackierbetriebs, wobei die Luftversorgungseinheit Folgendes umfasst:

eine Rückluftaufbereitungseinheit (8), die so ausgebildet ist, dass sie einen Rückluftstrom bereitstellt, während gleichzeitig Farbe zu einem in der Lackierkabine befindlichen Gegenstand zugeführt wird, um den Gegenstand zu lackieren, wobei die Rückluftaufbereitungseinheit (8) eine Trennwand (21) aufweist, die das Innenvolumen der Rückluftaufbereitungseinheit (8) teilt

und dadurch eine Mischzone (3), eine Druckzone (11) und eine Rezirkulationszone (23) bildet, wobei die Trennwand als obere und untere verbundene Teile ausgebildet ist, wobei der untere Teil der Teile der Trennwand (21) luftdicht ist und der obere Teil der Teile der Trennwand (21) Löcher für die Rückluft aufweist,
eine Ansaugeinheit (9), die mit der Mischzone (3) der Rückluftaufbereitungseinheit (8) verbunden ist, wobei die Ansaugeinheit (9) so ausgebildet ist, dass sie der Mischzone (3) Frischluft zuführt, während gleichzeitig Farbe einem in der Lackierkabine befindlichen Gegenstand zugeführt wird, um den Gegenstand zu lackieren, wobei die Mischzone (3) so ausgebildet ist, dass sie die Rückluft und die Frischluft, die aus der Ansaugeinheit (3) austritt, vermischt,
einen Luftkanal (7), der funktionsfähig mit der Mischzone (3) verbunden ist, um verbrauchte Luft von der Lackierkabine zu der Mischzone (3) zu transportieren,
eine Luftregulierungseinheit (12) zum Absaugen von Luft aus der Druckzone (11) der Rückluftaufbereitungseinheit (8),
eine Luftregulierungseinheit (18) zum Ansaugen von Frischluft für die Zuführung zu der Ansaugeinheit (9) und einen Umluftventilator (10), der zwischen der Mischzone (3) und der Druckzone (11) angeordnet und ausgebildet ist, um einen Unterdruck in der Mischzone (3) und einen Druck in der Druckzone (11) zu erzeugen, so dass ein Luftstrom in der Druckzone (11) in die Rezirkulationszone (23) gelangt.

3. Luftversorgungseinheit nach Anspruch 2, ferner umfassend eine Luftregulierungseinheit (25), die in die Mischzone (3) eingepasst ist.

4. Luftversorgungseinheit eines der Ansprüche 1 bis 2, ferner mit Filtern (24), die innerhalb der Trennwand (21) angeordnet sind, um die Druckzone (11) von der Rezirkulationszone (23) zu trennen, so dass Luft, die aus der Druckzone (11) in die Rezirkulationszone (23) strömt, die Filter (24) passiert.

5. Verfahren zum Zuführen von Luft zu einer Lackierkabine im Lackierbetrieb mit flüssigen Farben unter Verwendung der Vorrichtung eines beliebigen der Ansprüche 1 und 4 in Abhängigkeit von Anspruch 1, umfassend folgende Schritte:

Zuführen von Luft aus der Atmosphäre und Absaugen von Luft in die Atmosphäre über eine Luftversorgungseinheit,
Erzeugen eines geschlossenen Luftstroms innerhalb der Lackierkabine und der Luftversorgungseinheit während des Lackierbetriebs,
Teilen des geschlossenen Luftstroms, nachdem der geschlossene Luftstrom durch die Lackierzone (4) in den ersten und zweiten Strom geleitet wurde,
Ansaugen von Luft aus der Atmosphäre und Mischen der Luft mit dem ersten Strom in der Mischzone (3), die hinter der Lufteinlasseinheit (9) angeordnet ist,
Rückführen des ersten Stroms in die Lackierkabine während des Lackierbetriebs als laminaren Luftstrom, wahlweise mit oder ohne Reinigen des Filters (24), und
entweder Reinigen des zweiten Stroms durch Sorption oder Verbrennen oder direktes Absaugen des zweiten Stroms, welcher Dämpfe von brennbaren Flüssigkeiten enthält, in die Atmosphäre.

6. Verfahren des Zuführens von Luft zu einer Lackierkabine im Lackiermodus mit flüssigen Farben unter Verwendung der Vorrichtung eines beliebigen der Ansprüche 2 bis 3 und Anspruch 4, wenn sie von Anspruch 2 abhängig ist, umfassend folgende Schritte:

Zuführen von Luft aus der Atmosphäre und Absaugen von Luft in die Atmosphäre über eine Luftversorgungseinheit,
Erzeugen eines geschlossenen Luftstroms innerhalb der Lackierkabine und der Luftversorgungseinheit während des Lackierbetriebs,
Teilen des geschlossenen Luftstroms, nachdem der geschlossene Luftstrom durch die Lackierzone (4) in den ersten und zweiten Strom geleitet wurde,
Ansaugen von Luft aus der Atmosphäre und Vermischen der Luft mit dem geschlossenen Luftstrom, bevor der geschlossene Luftstrom in erste und zweite Ströme aufgeteilt wird,
Rückführen des ersten Stroms in die Lackierkabine während des Lackierbetriebs als laminaren Luftstrom, wahlweise mit oder ohne Reinigen des Filters (24), und
entweder Reinigen des zweiten Stroms durch Sorption oder Verbrennen oder direktes Absaugen des zweiten Stroms, welcher Dämpfe von brennbaren Flüssigkeiten enthält, in die Atmosphäre.

7. Verfahren nach einem der Ansprüche 5 bis 6, umfassend den Schritt des Reinigens des zweiten Stroms durch Sorption oder Verbrennen.

8. Verfahren eines der Ansprüche 5 bis 6, umfassend den Schritt des Filtrierens des ersten Stroms.

Revendications

1. Unité d'alimentation en air destinée à introduire et extraire de l'air d'une cabine de peinture au moins pendant un mode peinture, l'unité d'alimentation en air comprenant
une unité de traitement d'air de retour (8) conçue pour fournir un courant d'air de retour en même temps que de la peinture est fournie à un objet placé dans la cabine de peinture pour peindre l'objet, l'unité de traitement d'air de retour (8) ayant une cloison (21) qui divise le volume interne de l'unité de traitement d'air de retour (8) en formant ainsi une zone d'aspiration (22), une zone de pression (11) et une zone de recirculation (23), ladite cloison étant conçue sous forme de parties inférieure et supérieure connectées, la plus basse desdites parties de ladite cloison (21) étant étanche à l'air et la plus haute desdites parties de ladite cloison (21) comportant des trous pour l'air de retour ;
une unité d'admission (9) connectée à la zone de recirculation (23) de l'unité de traitement d'air de retour (8) par une zone de mélange (3) de l'unité d'alimentation en air, ladite unité d'admission (9) étant conçue pour fournir de l'air frais à ladite zone de mélange (3) en même temps que de la peinture est fournie à un objet placé dans la cabine de peinture pour peindre l'objet, ladite zone de mélange (3) étant conçue pour mélanger lesdits air de retour et air frais sortant de l'unité d'admission (9),
une conduite d'air (7) connectée fonctionnellement à la zone d'aspiration (22) pour transporter de l'air usagé depuis ladite cabine de peinture à la zone d'aspiration (22),
une unité de régulation d'air (12) pour extraire de l'air de ladite zone de pression (11) de ladite unité de traitement d'air de retour (8),
une unité de régulation d'air (18) pour admettre de l'air frais à fournir à ladite unité d'admission (9),
un ventilateur de recirculation (10) placé entre ladite zone d'aspiration (22) et ladite zone de pression (11) conçu pour créer une pression négative dans ladite zone d'aspiration (22) et une pression dans ladite zone de pression (11) de façon qu'un courant d'air dans la zone de pression (11) aille jusqu'à la zone de recirculation (23) et
un ventilateur d'admission (13) positionné de façon à aspirer de l'air à travers ladite unité d'admission d'air (9),
où ladite zone de mélange (3) est placée soit dans la cabine de peinture entre l'unité de traitement d'air de retour (8) et l'unité d'admission (9), soit au-dessus de l'unité de traitement d'air de retour (8) et de l'unité d'admission (9).

2. Unité d'alimentation en air destinée à introduire et extraire de l'air d'une cabine de peinture au moins pendant un mode peinture, l'unité d'alimentation en air comprenant
une unité de traitement d'air de retour (8) conçue pour fournir un courant d'air de retour en même temps que de la peinture est fournie à un objet placé dans la cabine de peinture pour peindre l'objet, l'unité de traitement d'air de retour (8) ayant une cloison (21) qui divise le volume interne de l'unité de traitement d'air de retour (8) en formant ainsi une zone de mélange (3), une zone de pression (11) et une zone de recirculation (23), ladite cloison étant conçue en tant que parties inférieure et supérieure connectées, la plus basse desdites parties de ladite cloison (21) étant étanche à l'air et la plus haute desdites parties de ladite cloison (21) comportant des trous pour l'air de retour ;
une unité d'admission (9) connectée à la zone de mélange (3) de l'unité de traitement d'air de retour (8), ladite unité d'admission (9) étant conçue pour fournir de l'air frais à ladite zone de mélange (3) en même temps que de la peinture est fournie à un objet placé dans la cabine de peinture pour peindre l'objet, ladite zone de mélange (3) étant conçue pour mélanger lesdits air de retour et air frais sortant de l'unité d'admission (9),
une conduite d'air (7) connectée fonctionnellement à la zone de mélange (3) pour transporter de l'air usagé depuis ladite cabine de peinture à la zone de mélange (3),
une unité de régulation d'air (12) pour extraire de l'air de ladite zone de pression (11) de ladite unité de traitement d'air de retour (8),
une unité de régulation d'air (18) pour admettre de l'air frais à fournir à ladite unité d'admission (9) et
un ventilateur de recirculation (10) placé entre ladite zone de mélange (3) et ladite zone de pression (11) conçu pour créer une pression négative dans ladite zone de mélange (3) et une pression dans ladite zone de pression (11) de façon qu'un courant d'air dans la zone de pression (11) aille jusqu'à la zone de recirculation (23).

3. Unité d'alimentation en air selon la revendication 2, comprenant en outre une unité de régulation d'air (25) installée dans la zone de mélange (3).

4. Unité d'alimentation en air selon l'une quelconque des revendications 1 à 2, comprenant en outre des filtres (24) placés à l'intérieur de la cloison (21) pour séparer la zone de pression (11) de la zone de recirculation (23) de sorte que de l'air s'écoulant de la zone de pression (11) à la zone de recirculation (23) traverse lesdits filtres (24).

5. Procédé d'alimentation en air d'une cabine de peinture en mode peinture avec des peintures liquides employant l'appareil selon l'une quelconque de la revendication 1 et de la revendication 4 quand elle dépend de la revendication 1, comprenant les étapes

consistant à :

fournir de l'air de l'atmosphère et évacuer de l'air dans l'atmosphère au moyen d'une unité d'alimentation en air,
créer un courant d'air fermé à l'intérieur de la cabine de peinture et de l'unité d'alimentation en air pendant le mode peinture,
diviser ledit courant d'air fermé, après avoir fait passer le courant d'air fermé à travers la zone de peinture (4) en des premier et second courants,
admettre de l'air depuis l'atmosphère et mélanger l'air avec ledit premier courant dans la zone de mélange (3) située en aval de l'unité d'admission d'air (9),
renvoyer le premier courant à la cabine de peinture pendant le mode peinture sous forme de flux d'air laminaire, avec ou sans nettoyage sur filtre (24) et
nettoyer le second courant par sorption ou combustion ou évacuer directement le second courant, contenant des vapeurs de liquides inflammables, dans l'atmosphère.

6. Procédé d'alimentation en air d'une cabine de peinture en mode peinture avec des peintures liquides employant l'appareil selon l'une quelconque des revendications 2 à 3 et de la revendication 4 quand elle dépend de la revendication 2, comprenant les étapes consistant à :

fournir de l'air de l'atmosphère et évacuer de l'air dans l'atmosphère au moyen d'une unité d'alimentation en air,
créer un courant d'air fermé à l'intérieur de la cabine de peinture et de l'unité d'alimentation en air pendant le mode peinture,
diviser ledit courant d'air fermé, après avoir fait passer le courant d'air fermé à travers la zone de peinture (4) en des premier et second courants,
admettre de l'air depuis l'atmosphère et mélanger l'air avec ledit courant d'air fermé avant de diviser ledit courant d'air fermé en premier et second courants,
renvoyer le premier courant à la cabine de peinture pendant le mode peinture sous forme de flux d'air laminaire, avec ou sans nettoyage sur filtre (24), et
nettoyer le second courant par sorption ou combustion ou évacuer directement le second courant, contenant des vapeurs de liquides inflammables, dans l'atmosphère.

7. Procédé selon l'une quelconque des revendications 5 à 6, comprenant l'étape consistant à nettoyer le second courant par sorption ou combustion.

8. Procédé selon l'une quelconque des revendications 5 à 6, comprenant l'étape consistant à filtrer le premier courant.

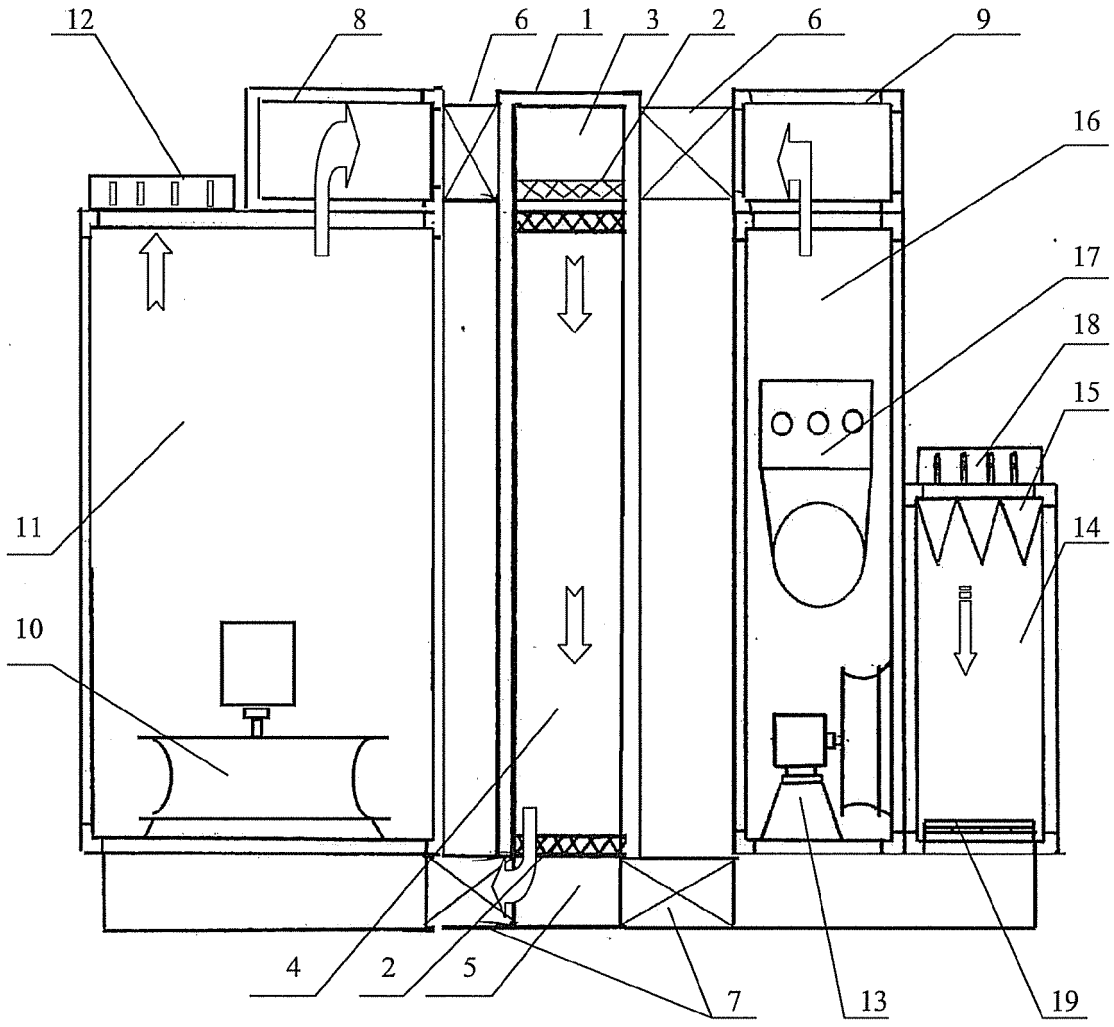

Fig. 1.

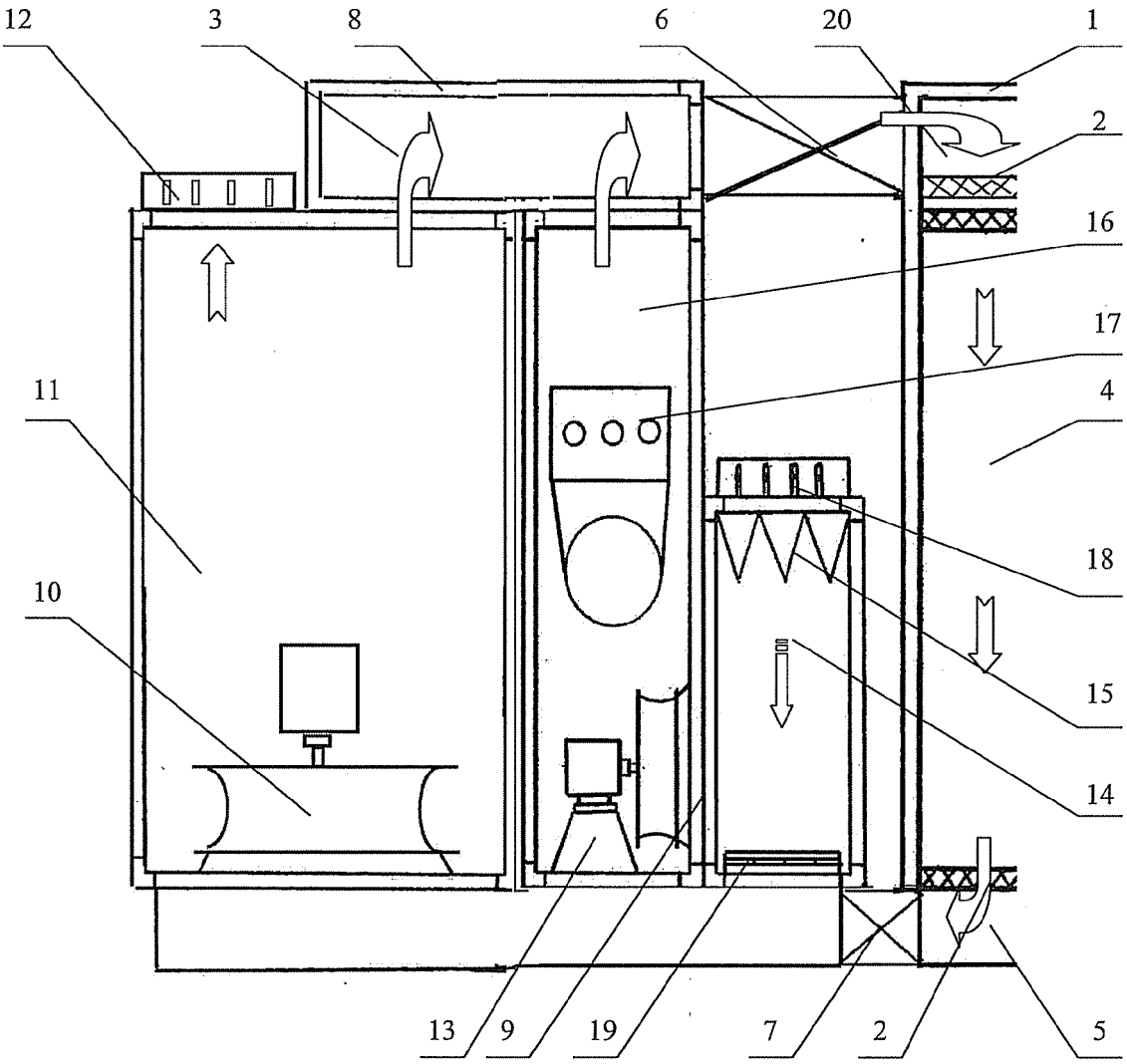

Fig. 2

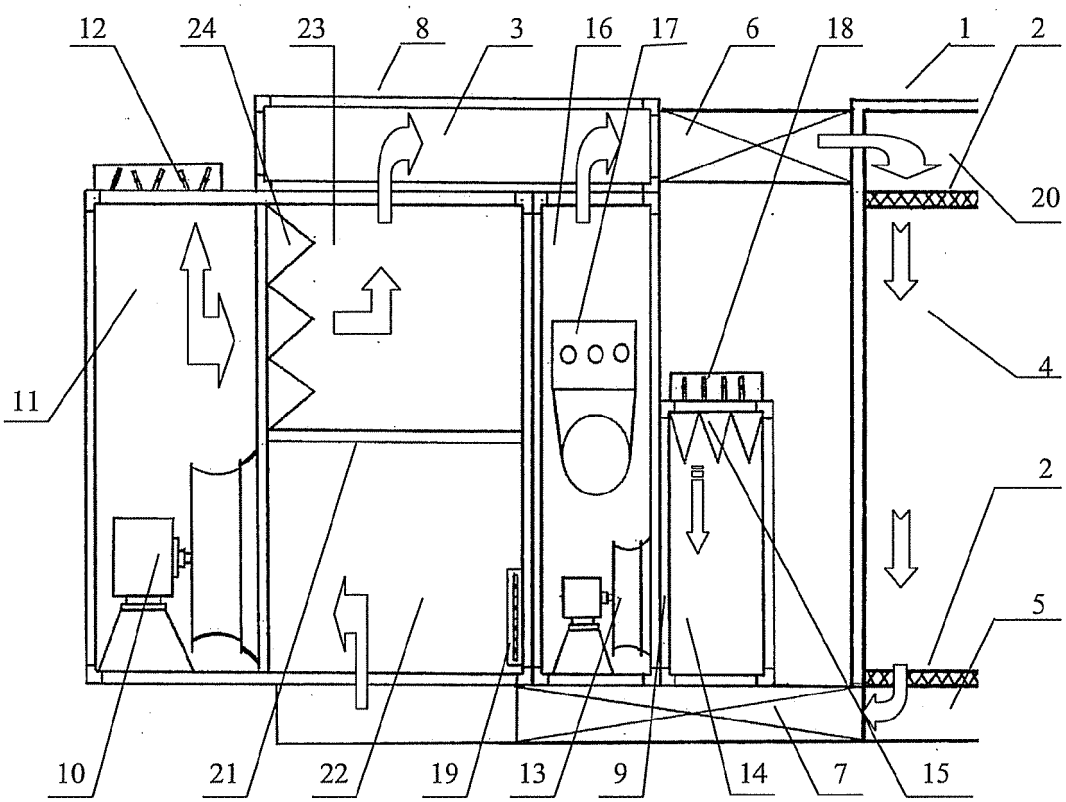

Fig. 3.

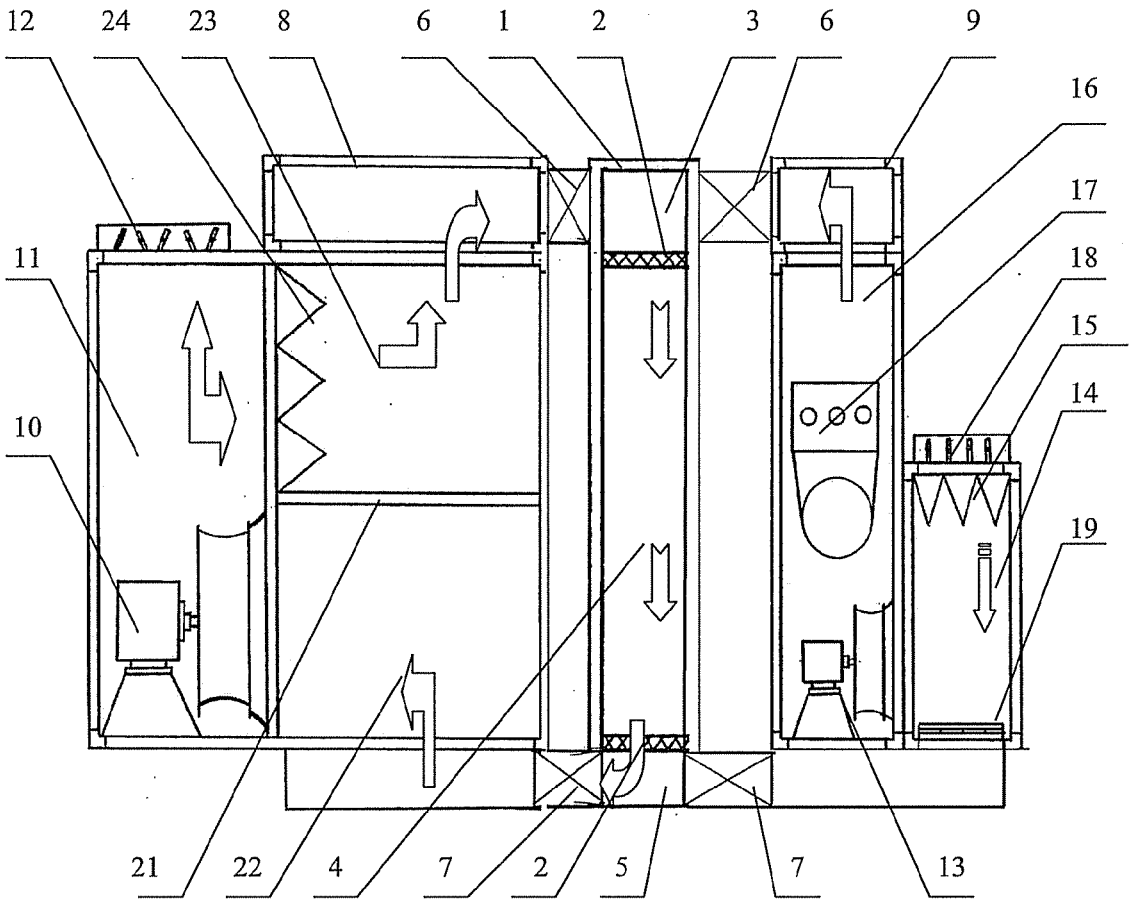

Fig. 4

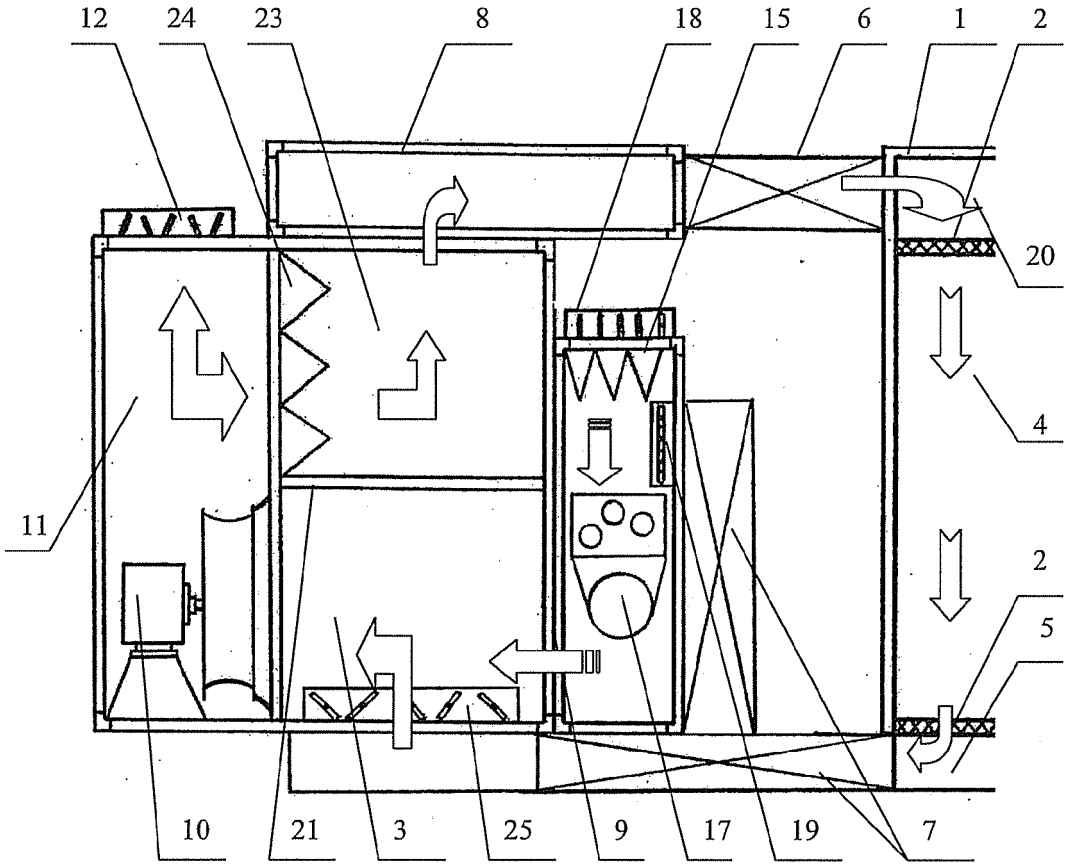

Fig. 5.

REFERENCES CITED IN THE DESCRIPTION

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