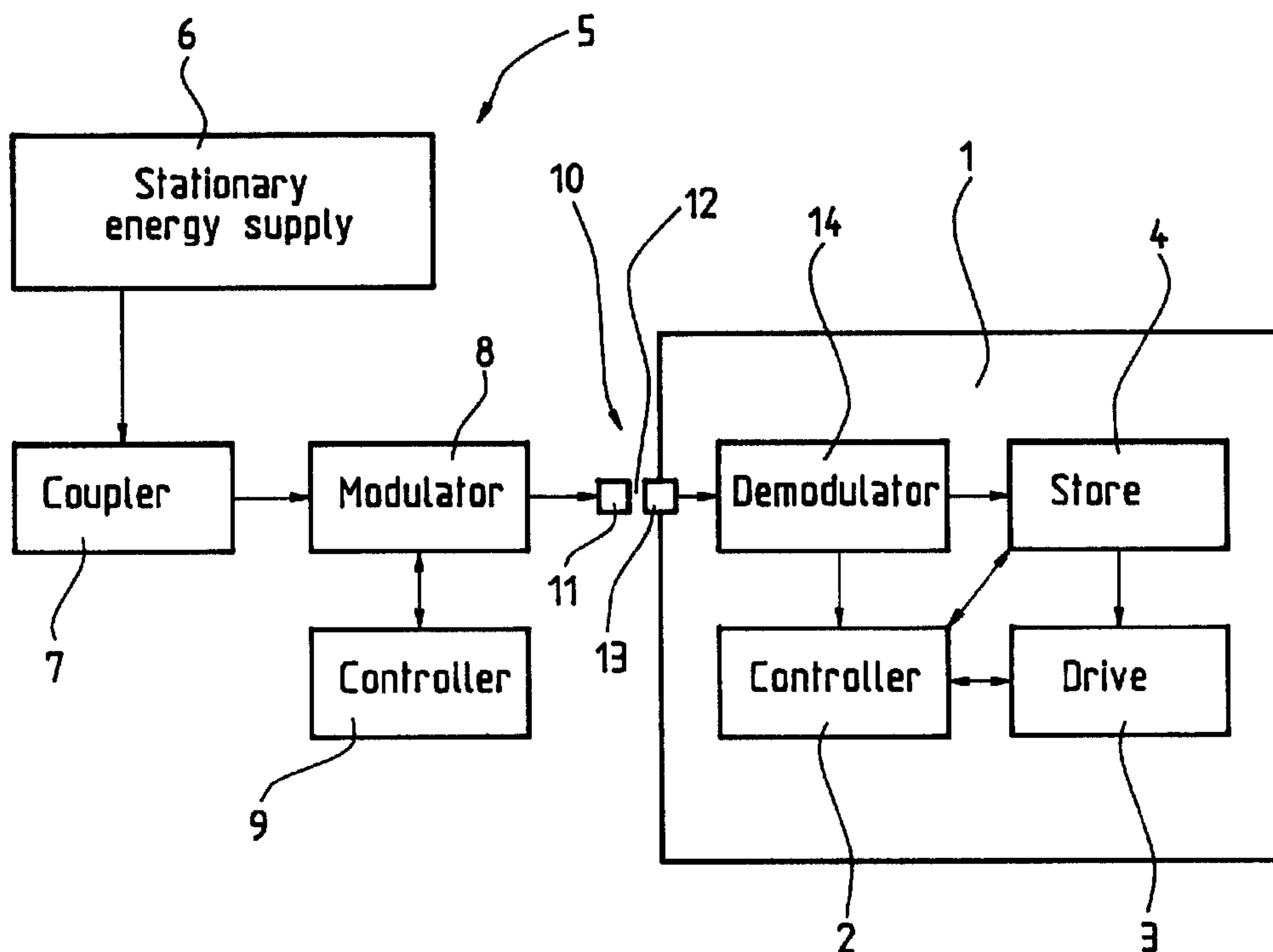




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 (72) Inventeur/Inventor:
 SCHUSTER, KILIAN, CH
 (73) Propriétaire/Owner:
 INVENTIO AG, CH
 (74) Agent: RICHES, MCKENZIE & HERBERT LLP

(54) Titre : DISPOSITIF DE TRANSFERT D'ENERGIE A UN VEHICULE D'UN SYSTEME DE TRANSPORT
 (54) Title: DEVICE FOR TRANSFERRING ENERGY TO A VEHICLE OF A TRANSPORTATION SYSTEM



(57) Abrégé/Abstract:

This vehicle (1) of a transportation system is moved by means of a drive (3). The drive (3) is supplied with electrical energy from an energy store (4). For the purpose of loading the energy store (4) at a stop a supply unit (5) is provided, by means of which energy from a stationary energy supply (6), for example the public power supply or a solar generator, is transferred by wireless means to the energy store (4). A modulator (8) raises the frequency of the energy to a higher level. The energy is transferred from the primary winding (11) of a coupling transformer (10) across an air gap (12) to a secondary winding (13), the primary winding (11) being stationary and the secondary winding (13) being located on the vehicle (1). The energy, whose frequency is set at a high level to improve the energy density, is delivered to a demodulator (14) on the vehicle side which, under the control of a controller (2), converts the energy into a form suitable for charging the energy store (4).

Abstract:

This vehicle (1) of a transportation system is moved by means of a drive (3). The drive (3) is supplied with electrical energy from an energy store (4). For the purpose of loading the energy store (4) at a stop a supply unit (5) is provided, by means of which energy from a stationary energy supply (6), for example the public power supply or a solar generator, is transferred by wireless means to the energy store (4). A modulator (8) raises the frequency of the energy to a higher level. The energy is transferred from the primary winding (11) of a coupling transformer (10) across an air gap (12) to a secondary winding (13), the primary winding (11) being stationary and the secondary winding (13) being located on the vehicle (1). The energy, whose frequency is set at a high level to improve the energy density, is delivered to a demodulator (14) on the vehicle side which, under the control of a controller (2), converts the energy into a form suitable for charging the energy store (4).

(Fig. 1)

Description:

**Device for Transferring Energy to a
Vehicle of a Transportation System**

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The invention relates to a device for transferring energy to a vehicle of a transportation system, energy from a stationary energy supply being transferable to the vehicle which has a drive for moving the vehicle.

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From patent specification EP 0 048 847 an elevator car driven by a linear motor has become known, having mounted on the counterweight a battery to supply the linear motor. For the purpose of transferring energy, the battery can be docked to the power supply at a stop intended for that purpose, or charged via a solar generator.

A disadvantage of the known device is that transfer of energy is not always assured, because the current connectors become dirty or mechanically worn due to the docking procedure.

It is in this respect that the invention aims to provide a remedy. The invention as characterized in Claim 1 solves the task of avoiding the disadvantages of the known device and assuring the energy supply for vehicles of a transportation system.

The advantages achieved by the invention relate mainly to the fact that by means of the maintenance-free energy supply, the vehicles can be kept in operation permanently

and without interruption for maintenance, which significantly improves the performance of the entire transportation system. A further advantage is that no traveling or trailing cables are necessary. As a result, the vehicles are more independent, have greater freedom of movement, and can travel any distance. Furthermore, the vehicles can continue to operate even when power outages occur.

10 In one aspect, the present invention provides an elevator, comprising: at least one elevator car which can be moved in an elevator hoistway; an elevator drive for driving the elevator car; a stationary energy supply; and means
15 operatively connected between the energy supply and the elevator car for wirelessly transferring energy from the energy supply to the elevator car, the transferring means including means for inductively transferring electrical energy, the inductive transferring means including a coupling transformer which has a stationary primary winding
20 and a secondary winding on the elevator car so that a transfer of energy takes place across an air gap located between the primary winding and the secondary winding, the drive including a linear motor provided as the coupling transformer for inductively transferring electrical energy
25 and for moving the elevator car.

In another aspect, the present invention provides a device for transmission of energy to a vehicle of a transportation system, comprising: a stationary energy supply; means
30 operatively connected between the energy supply and the vehicle for wirelessly transferring energy from the energy supply to the vehicle, the transferring means including means for inductively transferring electrical energy, the

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inductive transferring means including a coupling transformer which has a stationary primary winding and a secondary winding on the vehicle so that a transfer of energy takes place across an air gap located between the primary winding and the secondary winding; and a drive for moving the vehicle, the drive including a linear motor provided as the coupling transformer for inductively transferring electrical energy and for moving the vehicle.

10 The invention is described in greater detail below by reference to drawings illustrating an exemplary embodiment.

The drawings show:

15 FIG. 1 Localized inductive transfer of energy between a stationary energy supply and a vehicle;

FIG. 2 Details of the localized inductive energy transfer;

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FIG. 3 Optical transfer of energy between a stationary energy supply and a vehicle; and

FIG. 4 Transfer of energy by means of microwaves.

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FIG. 1 shows an exemplary embodiment of wireless transmission of energy to a vehicle 1 of a transportation system which can be, for example, an elevator system with at least one elevator hoistway in which at least one vehicle, or more specifically at least one elevator car 1,

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operates, which with respect to control 2 and drive 3 has great autonomy, and whose direction of movement can be vertical and/or horizontal. The vehicle 1 is moved by means of the drive 3. The drive 3 is supplied with
5 electrical energy from an energy store 4, for example a battery. For the purpose of loading the energy store 4 while the vehicle 1 is at rest there is, for example, at at least one stop a supply unit 5 by means of which electrical energy from a stationary energy supply 6, for
10 example from the public power supply or from a solar generator, is transferred to the energy store 4. A coupler 7 forms the connection between the stationary energy supply 6 and a modulator 8, which under the control of a controller 9 raises the frequency of the energy to a
15 higher level and delivers it to a coupling transformer 10. The energy is transferred from a primary winding 11 of the coupling transformer 10 across an air gap 12 to a secondary winding 13, the primary winding 11 being stationary and the secondary winding 13 being located on
20 the vehicle 1. The energy, whose frequency is set at a high level to improve the energy density, is delivered to a demodulator 14 on the vehicle side, which under the control of the controller 2 converts the energy into a form suitable for charging the energy store 4.

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Fig. 2 illustrates how the transmission of energy takes place when inductive coupling is used, the flow of energy itself serving as reference value. With inductive coupling there is feedback from the vehicle 1, as energy receiver,
30 to the supply unit 5 as energy transmitter. The complex voltages 15 and 16 are measured on the energy transmitter

side, and from them the impedance of the energy receiver is determined. The lower the impedance, the more energy is delivered by the modulator 8 to the coupling transformer 10. On the energy receiver side, when energy is required it is sufficient for a switch 17 to be closed by the control 2, and for it to open again when no energy is required. By closing the switch 17 the demodulator 14 is connected to the secondary winding 13 of the coupling transformer 10, which causes the value of the load impedance to fall. This is registered by the control 9 of the supply unit 5, and the flow of energy is increased. If the switch 17 is opened, the load impedance increases sharply and the flow of energy is reduced by the control 9.

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If a modulator/demodulator is provided both on the stationary side and on the vehicle side, and the drive 3 has a control and a power module for recuperative operation, the drive 3 of the vehicle 1 can brake recuperatively, the braking energy flowing back into the energy store 4 in electrical form. If the energy store 4 is fully charged by recuperation, at the next stop having a supply unit 5 the vehicle 1 feeds energy back into the stationary energy supply 6.

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In the case of a drive 3 with linear motor, the linear motor can serve as a coupling transformer 10 as shown above, with energy from the stationary part of the motor being transferred to the part of the motor on the vehicle side, for example at a stop. An advantage of this embodiment variant is the multiple utilization of existing

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parts of the drive, such as linear motor and frequency converter, for driving the vehicle and transferring energy.

5 For the purpose of wireless energy transfer, instead of the coupling transformer 10 there can be a capacitive coupling in which the transfer of energy over the air gap takes place between capacitor plates. Each line is provided with a capacitor having a plate on the stationary
10 side and a plate on the vehicle side, the transfer of energy taking place across the air gap lying between the plates.

Fig. 3 shows a further exemplary embodiment for wireless
15 transfer of energy from a stationary energy supply 6 to a vehicle 1 forming a movable energy consumer. A stationary laser device 19 controlled by a control 18 on the vehicle side emits light 19.1 which reaches an absorber 20 on the vehicle side, the light 19.1 reaching the absorber 20, for
20 example, at any position of the vehicle or only at certain positions of the vehicle. The absorber 20 has a strongly light-absorbing surface, and serves as a converter of light energy into thermal energy. By means of the thermoelectric element 21 the thermal energy is converted
25 into electrical energy, which serves via the energy store 4 to operate the drive and thereby to move the vehicle 1. The control 18 is connected to the laser device 19 and ensures that energy is only transferred when the energy is required for charging the energy store 4 and/or for moving
30 the vehicle 1. Data such as, for example, the quantity of energy or the time at which energy is transferred is

registered by the control 18. The absorber 20 can take the form of, for example, a piece of metal with a black surface. For the thermoelectric element 21 suitable semiconductors, for example, can be used. Conversion of thermal into electrical energy can also take place by means of a gas or a liquid, which is heated by means of the absorber 20 and which delivers mechanical energy to an electric current generator when stress is relieved.

Fig. 4 shows a further exemplary embodiment for wireless transfer of energy from a stationary energy supply 6 to a vehicle 1 forming a movable energy consumer. A stationary microwave device 22 controlled by a control 18 on the vehicle side radiates waves 22.1 of high frequency which are received by an antenna 23 on the vehicle side and delivered to a demodulator 24 which converts the waves 22.1 received into direct voltage which, by means of the energy store 4, serves to operate the drive and thereby to move the vehicle 1. A control 25 is connected to the microwave device 22 and ensures that energy is only transferred when the energy is required for charging the energy store 4 and/or for moving the vehicle 1. Data such as, for example, the quantity of energy or the time at which energy is transferred is registered by the control 25. Production of the microwaves 22.1 can be, for example, by means of a magnetron, and suitable semiconductors can be used for demodulation of the waves 22.1.

What is claimed is:

1. An elevator, comprising: at least one elevator car which can be moved in an elevator hoistway; an elevator drive for driving the elevator car; a stationary energy supply; and means operatively connected between the energy supply and the elevator car for wirelessly transferring energy from the energy supply to the elevator car, the transferring means including means for inductively transferring electrical energy, the inductive transferring means including a coupling transformer which has a stationary primary winding and a secondary winding on the elevator car so that a transfer of energy takes place across an air gap located between the primary winding and the secondary winding, the drive including a linear motor provided as the coupling transformer for inductively transferring electrical energy and for moving the elevator car.

2. A device for transmission of energy to a vehicle of a transportation system, comprising: a stationary energy supply; means operatively connected between the energy supply and the vehicle for wirelessly transferring energy from the energy supply to the vehicle, the transferring means including means for inductively transferring electrical energy, the inductive transferring means including a coupling transformer which has a stationary primary winding and a secondary winding on the vehicle so that a transfer of energy takes place across an air gap located between the primary winding and the secondary winding; and a drive for moving the vehicle, the drive including a linear motor provided as the coupling

transformer for inductively transferring electrical energy and for moving the vehicle.

3. A device according to claim 2, wherein the vehicle is an elevator car.

Fig. 1

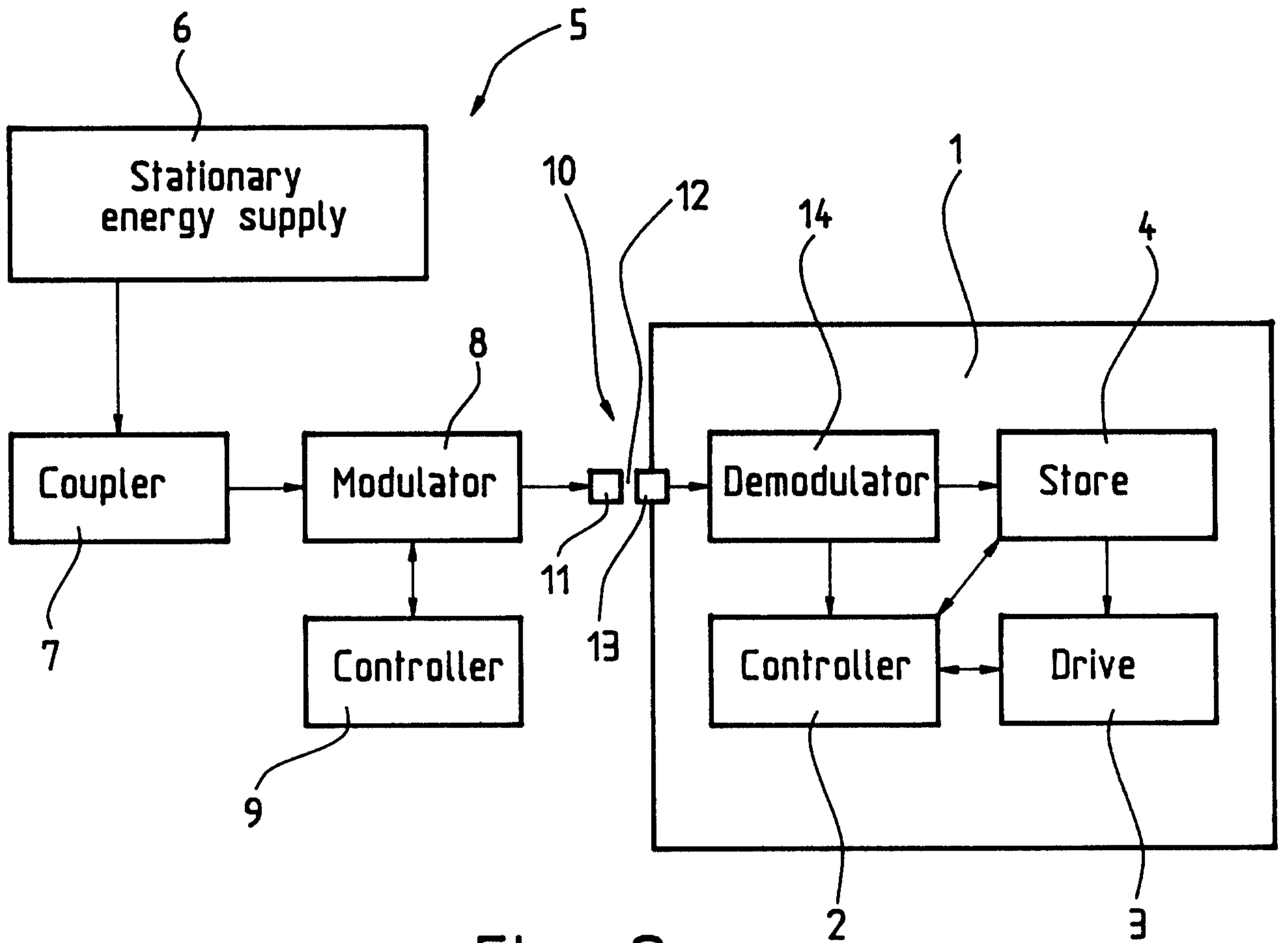


Fig. 2

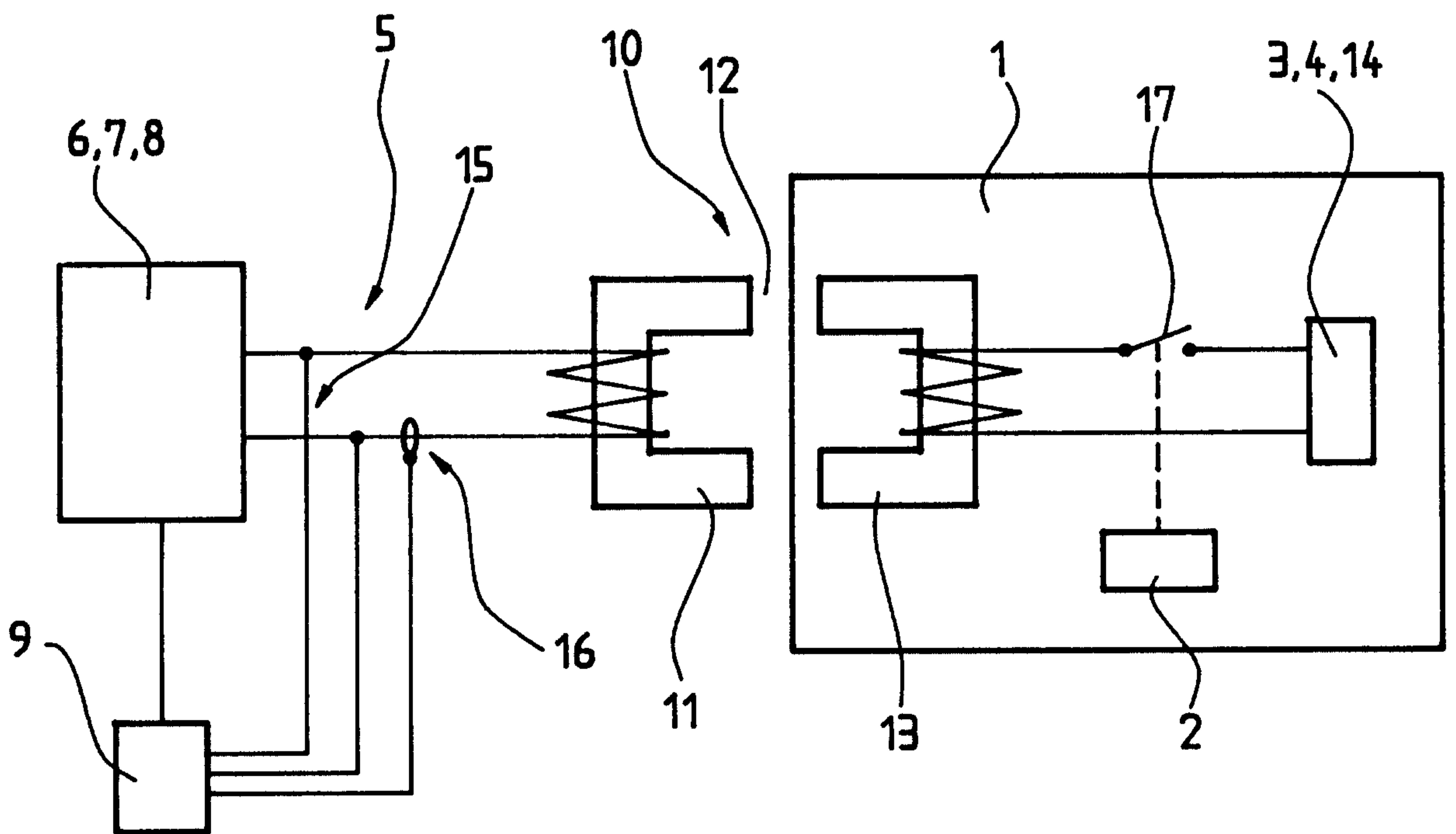


Fig. 3

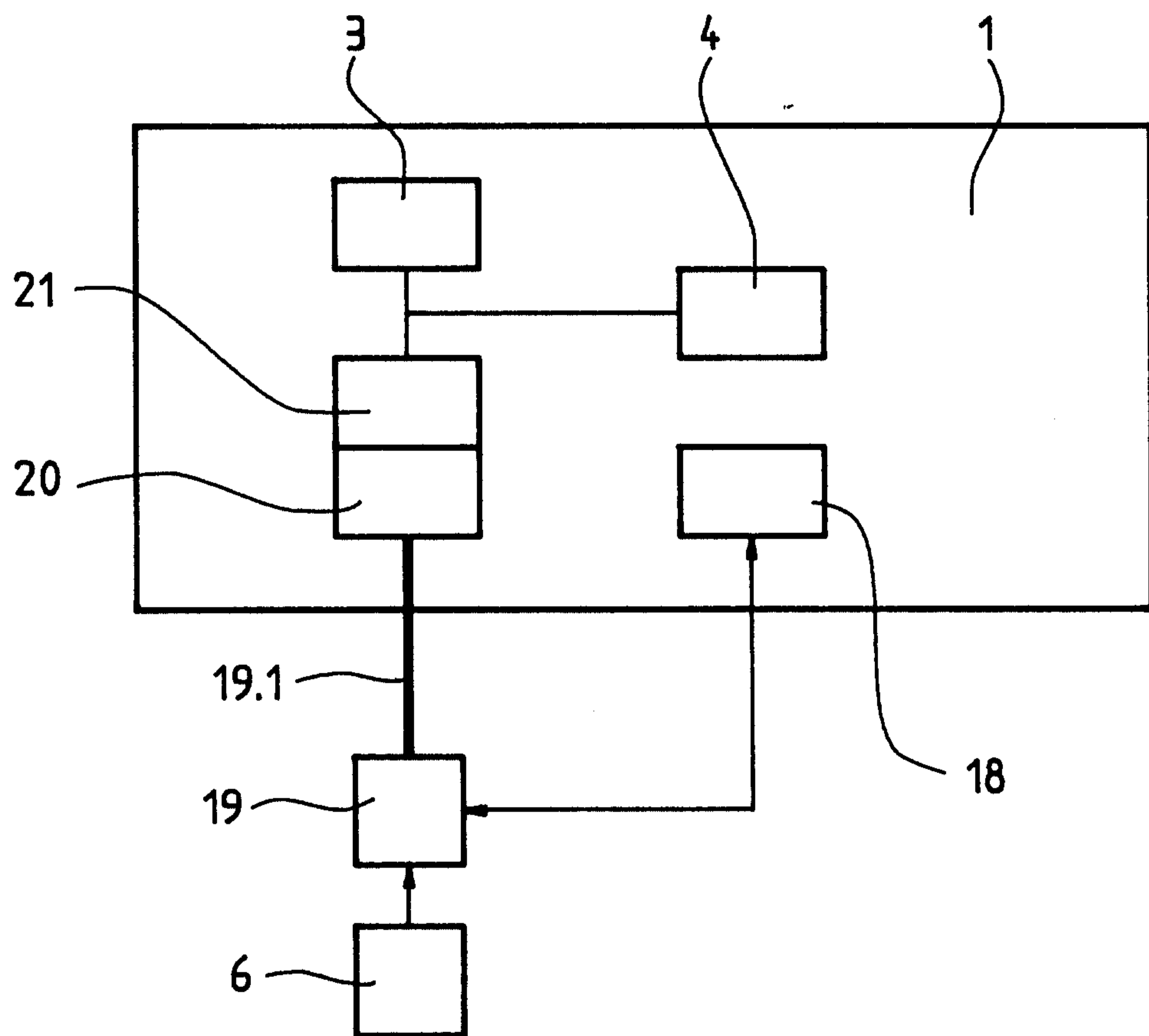


Fig. 4

