

MECHANICAL VACUUM PUMP



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Vacuum pumps are used in vehicles driven by combustion engines where the necessary vacuum cannot be generated by the intake manifold. These may include direct injection engines, turbocharged engines and engines with a variable valve control system, to name just a few examples.

Vacuum pumps are often located directly on the cylinder head, and are driven by the camshaft. Due to these “interfaces”, the engine repairer should possess fundamental knowledge of vacuum pumps.

The increasing number of pneumatic actuators can also render the use of a vacuum pump necessary. With pneumatic devices, high adjusting forces can be achieved within a small installation packaging. Brake boosters, secondary air valves, EGR valves, intake manifold switches, turbocharger control and comfort devices are just some examples.

Mechanical vacuum pumps used in motor vehicles generate a vacuum of approx. 0.7 – 0.9 bar. They suck the air out of the vacuum system and generally channel it to the cylinder head or the crankcase. In many cases, vacuum pumps are located directly on the cylinder head, are supplied with lubricating oil and driven by the camshaft.

BENEFITS

- Very high robustness
- Durability min. 1,500 h
- Constant high vacuum level over lifetime > -900 mbar
- Simplified integration
- All interfaces changeable to your needs
- High performance for gasoline and diesel vehicle applications
- Integrated check valve

TECHNICAL DATA

Type	Oil lubricated
Capacity	(90 ... 260) ccm
Vacuum level	typical -950 mbar
Pump speed	(0 ... 7,200) rpm
Power consumption	(70 ... 220) Watt
Ambient temperature	(-40 ... 170) °C

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