



US005996360A

United States Patent [19][11] **Patent Number:** **5,996,360****Tanaka et al.**[45] **Date of Patent:** **Dec. 7, 1999**[54] **REFRIGERANT CYCLE SYSTEM**

9-39550 2/1997 Japan .

9-86149 3/1997 Japan .

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Nov. 27, 1997 [JP] Japan 9-326631

Nov. 28, 1997 [JP] Japan 9-328998

[51] **Int. Cl.⁶** **F25B 13/00**[52] **U.S. Cl.** **62/160; 62/159; 62/174; 62/225; 62/509**[58] **Field of Search** 62/159, 160, 174, 62/225, 509[56] **References Cited****U.S. PATENT DOCUMENTS**

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Primary Examiner—Henry Bennett*Assistant Examiner*—Marc Norman*Attorney, Agent, or Firm*—Harness, Dickey & Pierce, PLC[57] **ABSTRACT**

A refrigerant cycle system includes a gas-liquid separator for separating gas-liquid refrigerant into gas refrigerant and liquid refrigerant. The gas-liquid separator has a liquid-suction pipe for introducing liquid refrigerant from the gas-liquid separator to a decompressing unit, and a gas-suction pipe for introducing gas refrigerant from the gas-liquid separator to a compressor. The gas-suction pipe has a suction hole for sucking liquid refrigerant therein, and the suction hole is provided at a position lower than an open end of the liquid-suction pipe. Because a height of a surface of liquid refrigerant in the gas-liquid separator is constantly equal to or higher than the open end of the liquid-suction pipe regardless of change in a heating load of the refrigerant cycle, liquid refrigerant is constantly sucked into the gas-suction pipe from the suction hole. Thus, liquid refrigerant in which lubricating oil is dissolved can be constantly introduced into the compressor, thereby preventing shortage of lubricating oil in the compressor. On the other hand, in the refrigerant cycle, an oil-discharging mode is selectively set at a starting time of a heating mode so that lubricating oil staying in an evaporator is discharged. Therefore, lubricating oil is sufficiently returned to the compressor even when the heating mode is switched from a cooling mode.

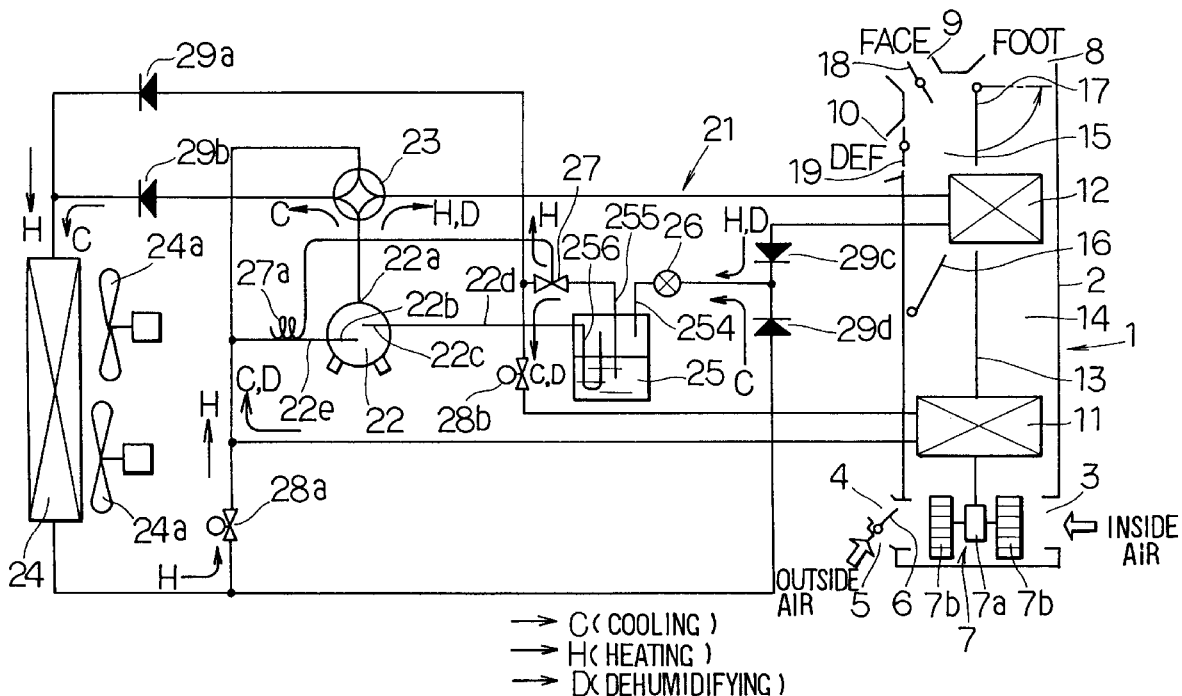
16 Claims, 12 Drawing Sheets

FIG. 1

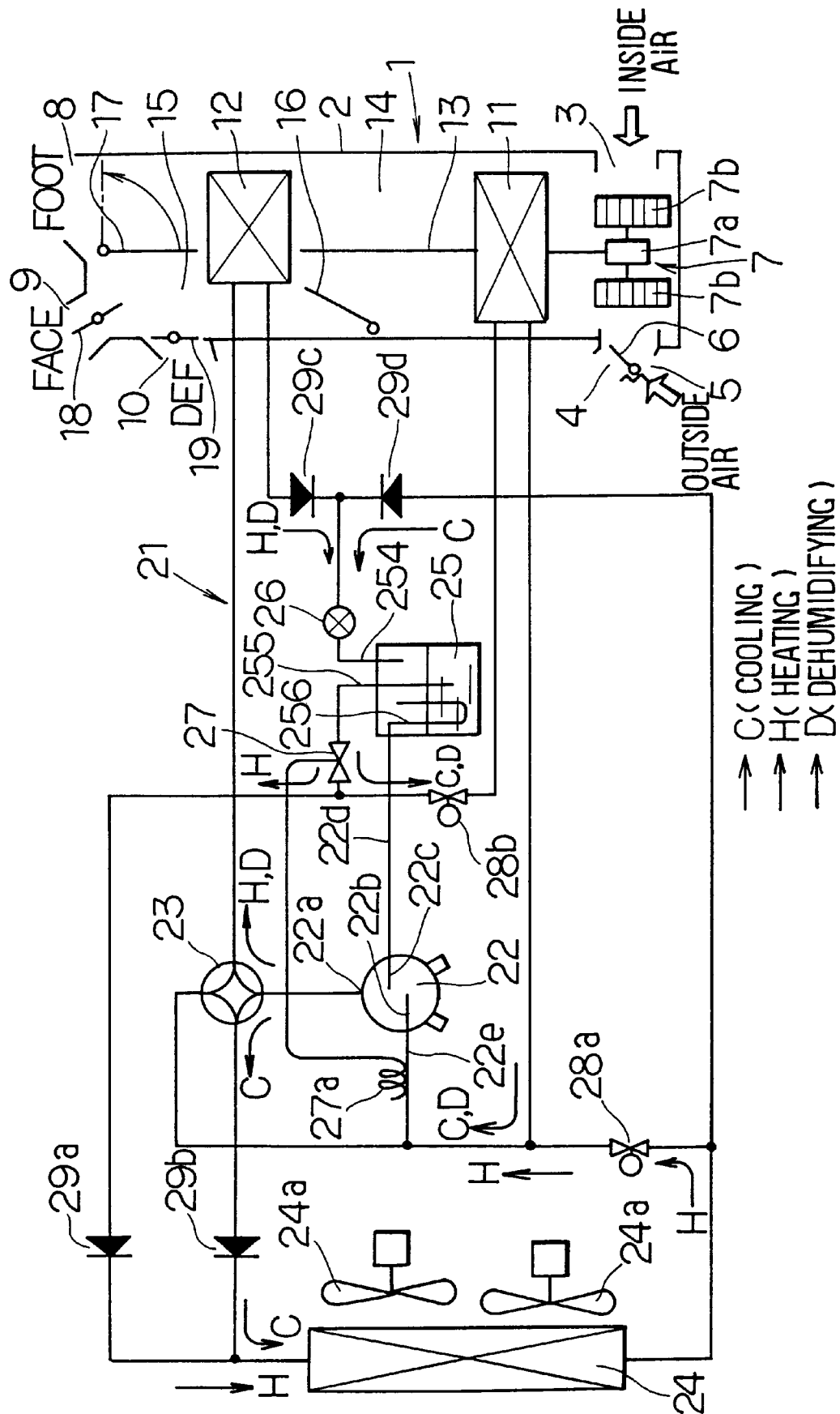


FIG. 2

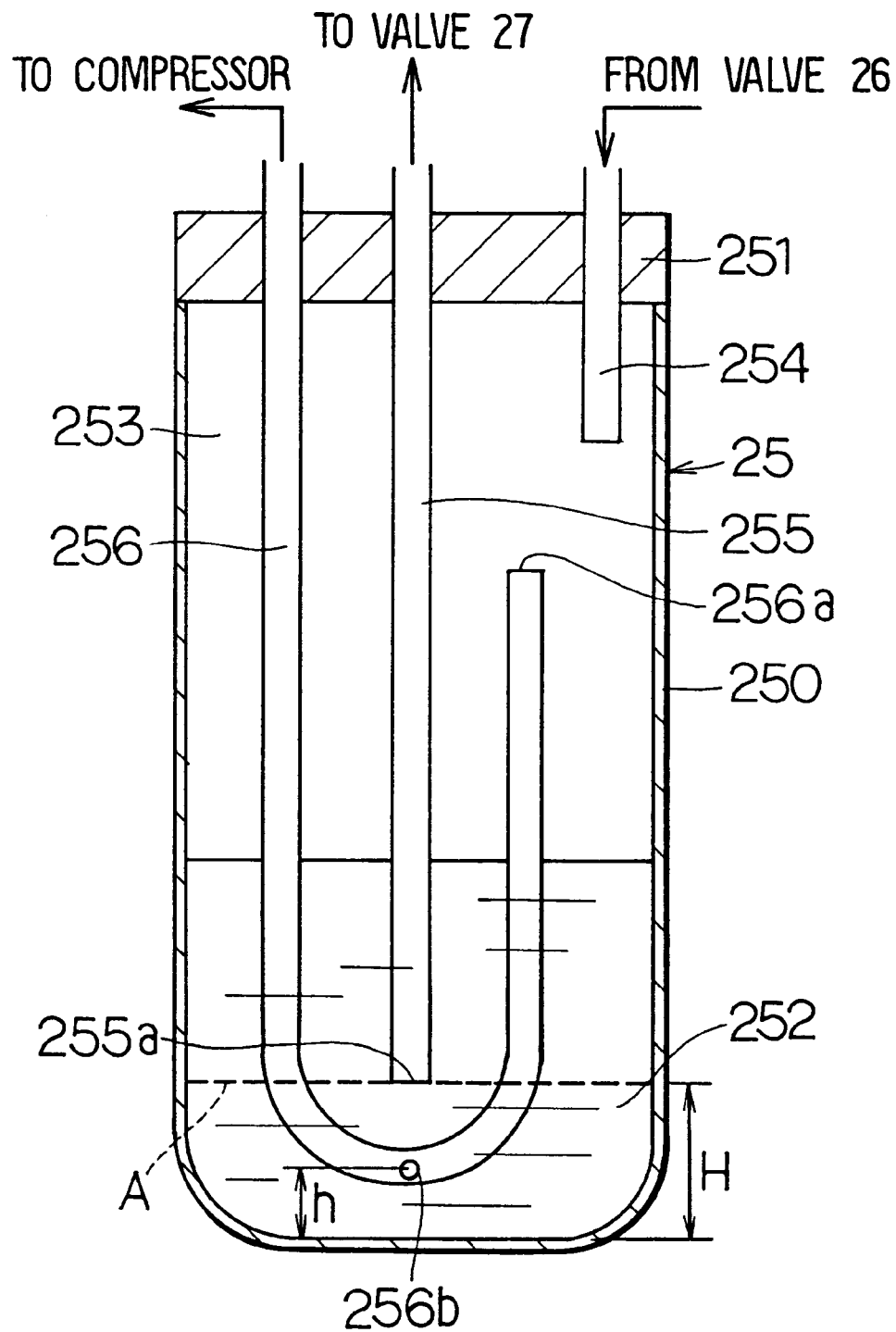


FIG. 3

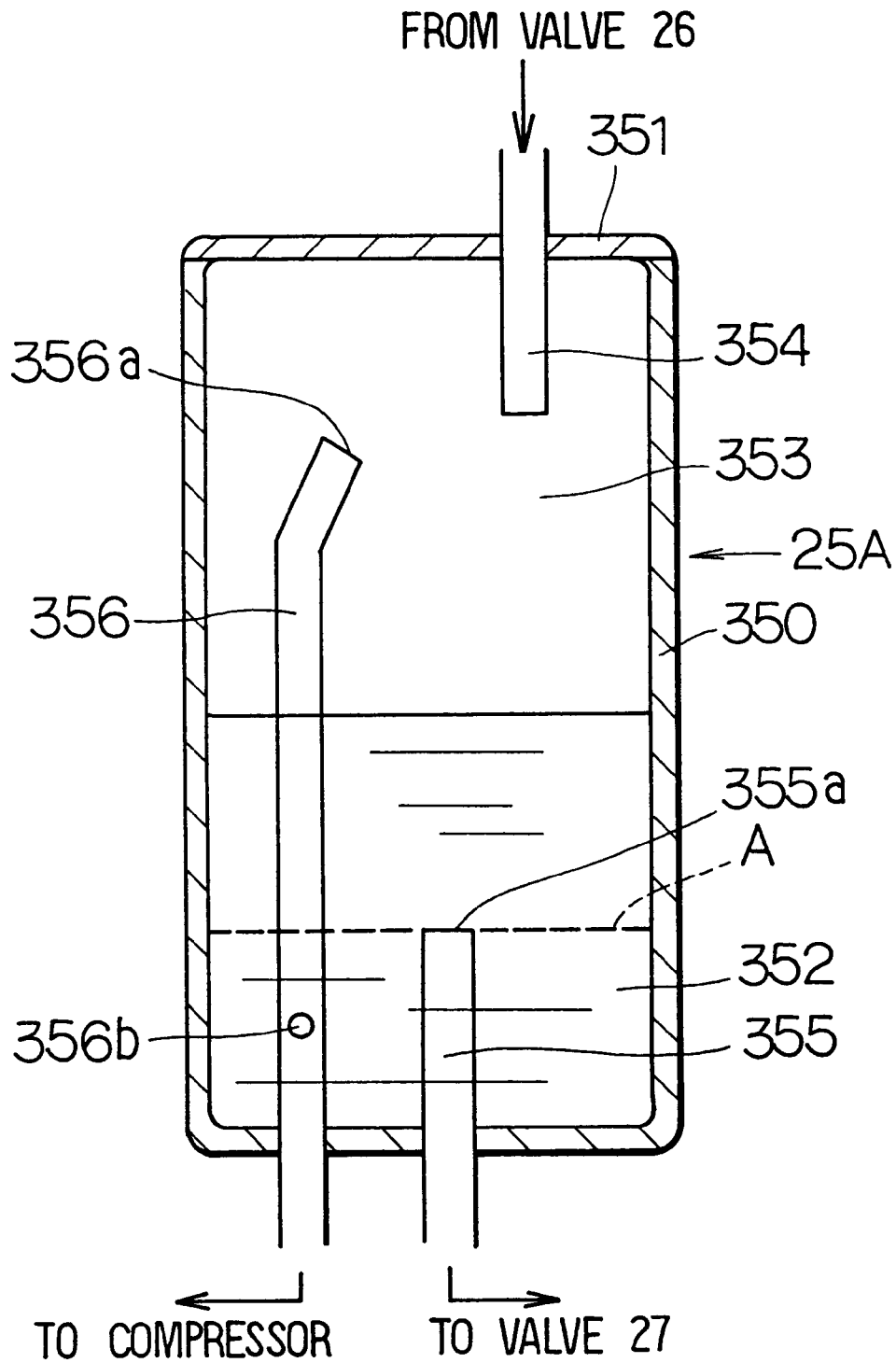


FIG. 4

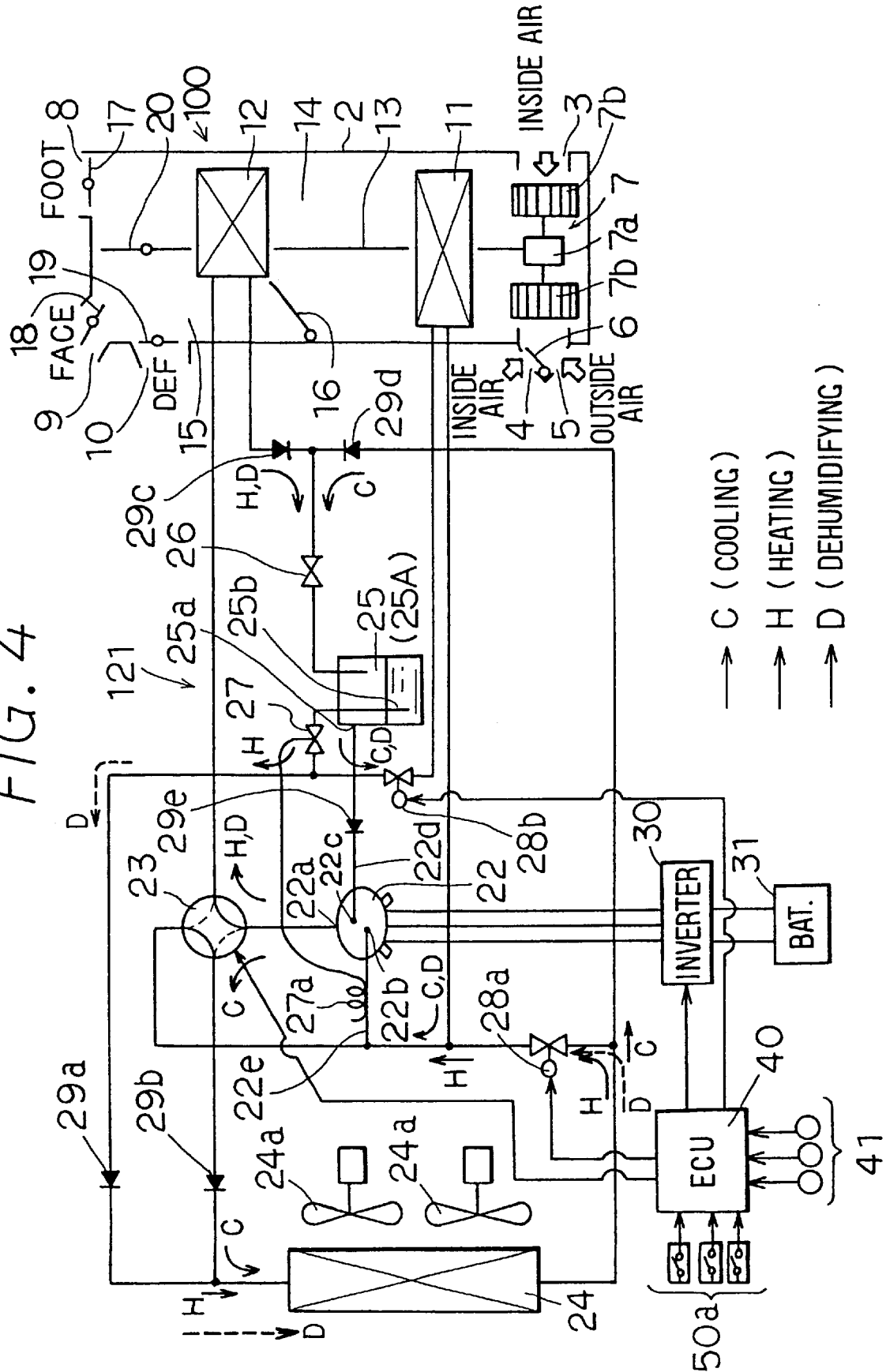


FIG. 7

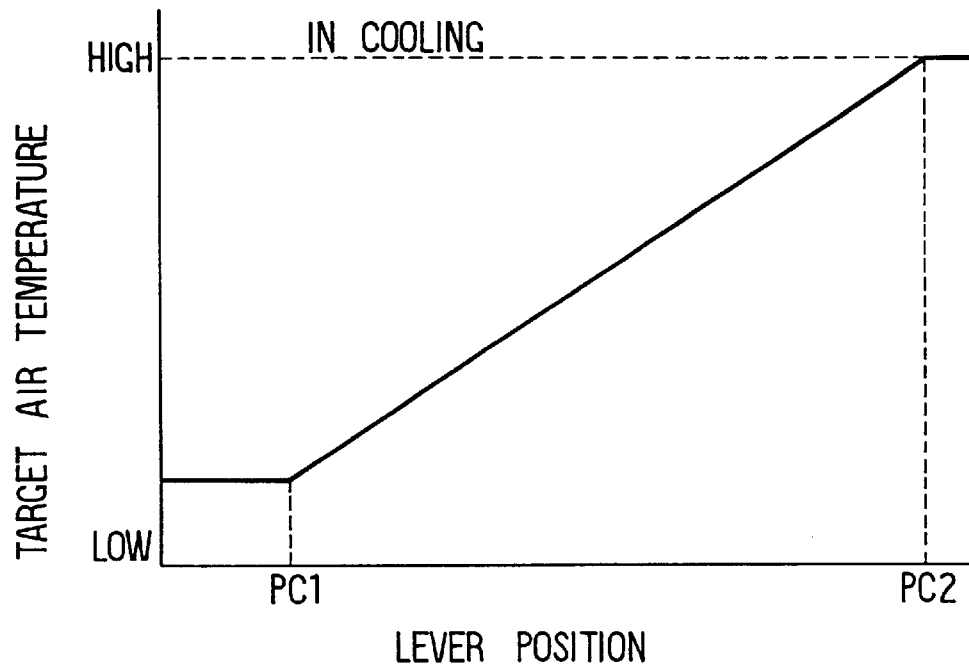


FIG. 8

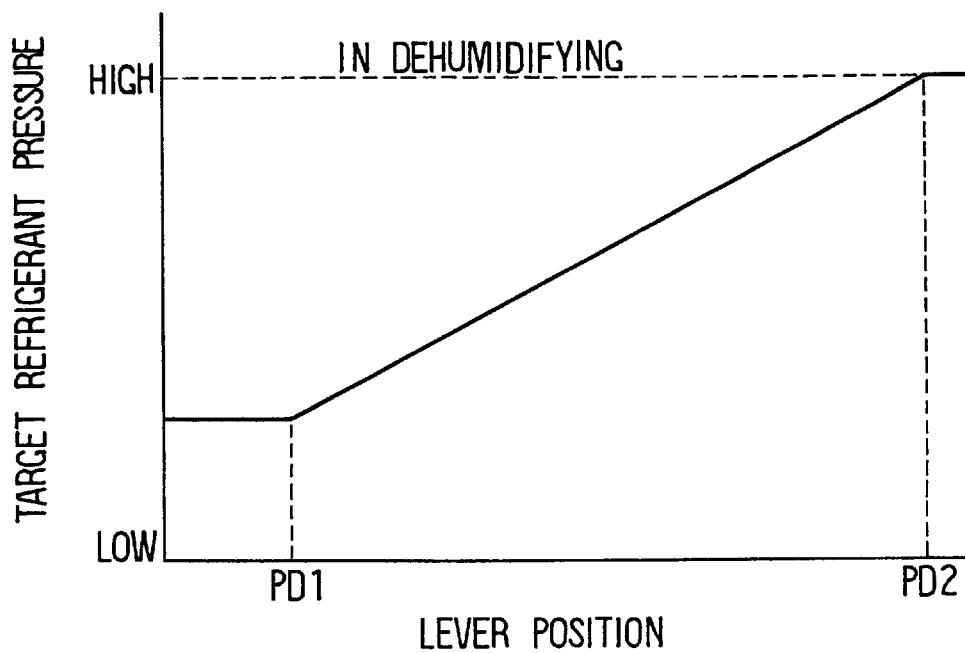


FIG. 9

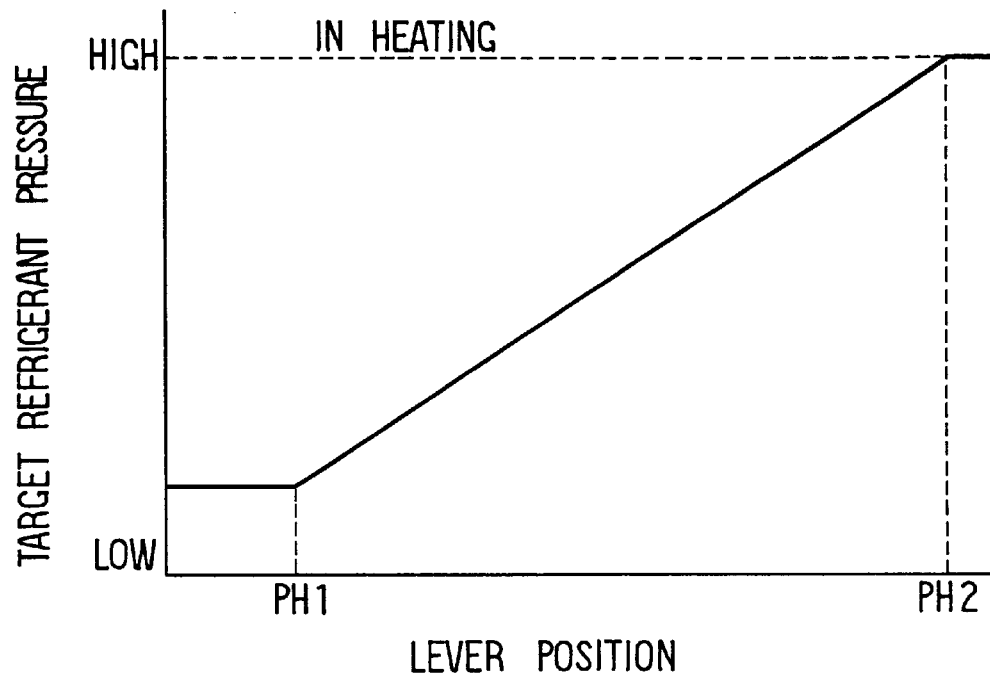


FIG. 10

MODE \	FOUR-WAY VALVE 23	ELECTRO. VALVE 28a	ELECTRO. VALVE 28b
COOLING	COOLING POSITION	CLOSE	OPEN
HEATING	HEATING POSITION	OPEN	CLOSE
DEHUMIDIFYING	HEATING POSITION	OPEN / CLOSE	OPEN
OIL-DISCHARGING	HEATING POSITION	OPEN	OPEN

FIG. 11

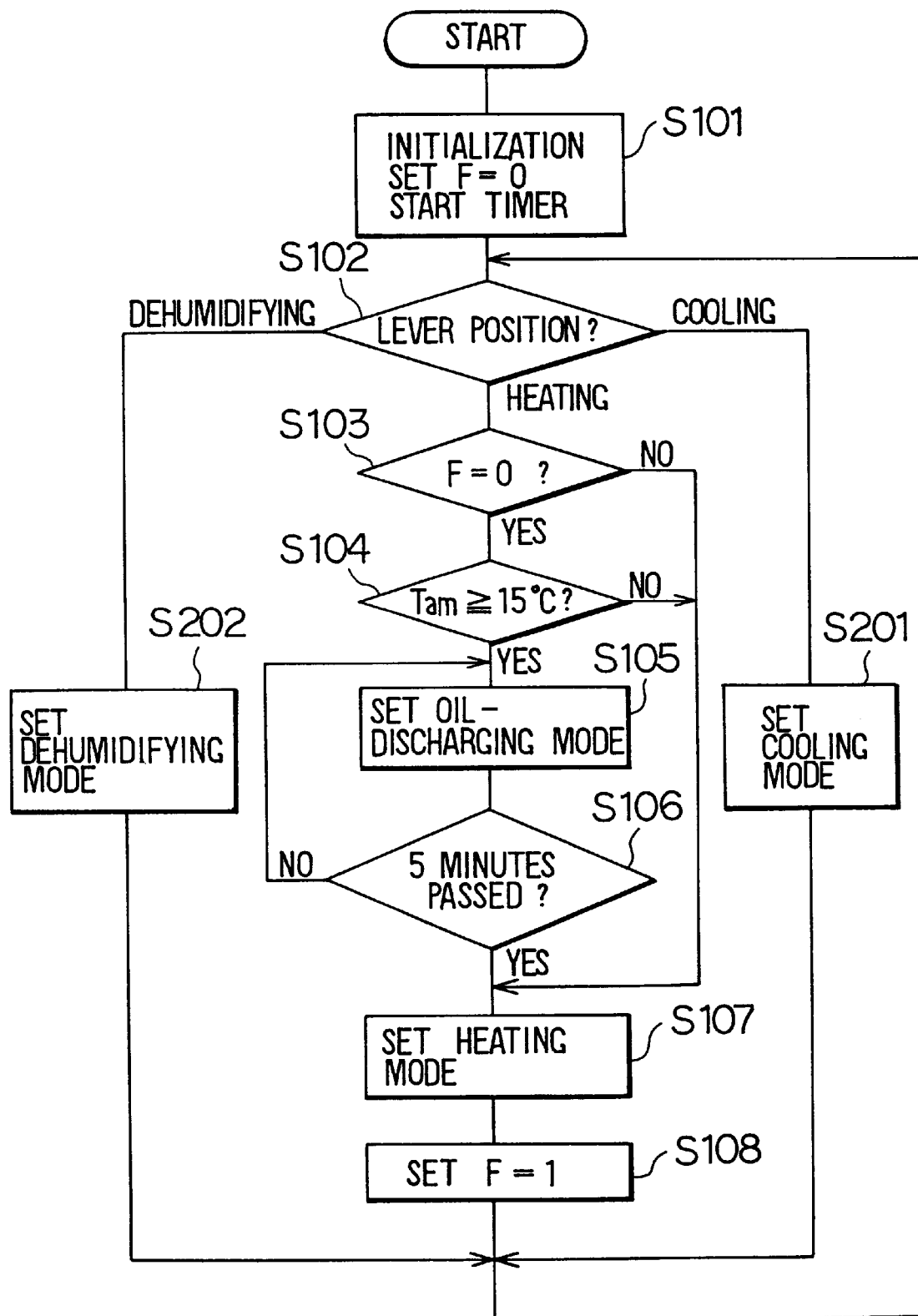


FIG. 12

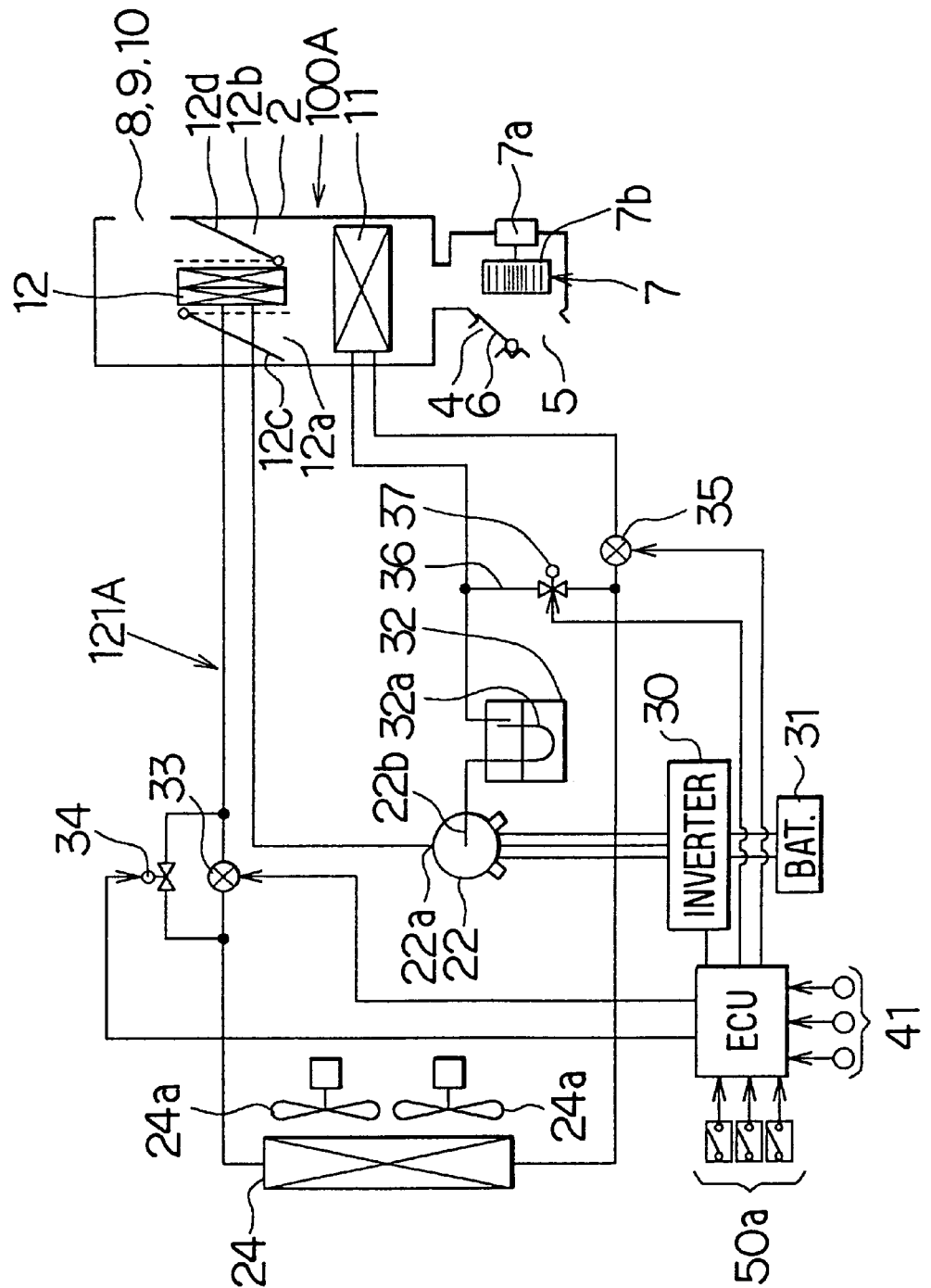


FIG. 13A

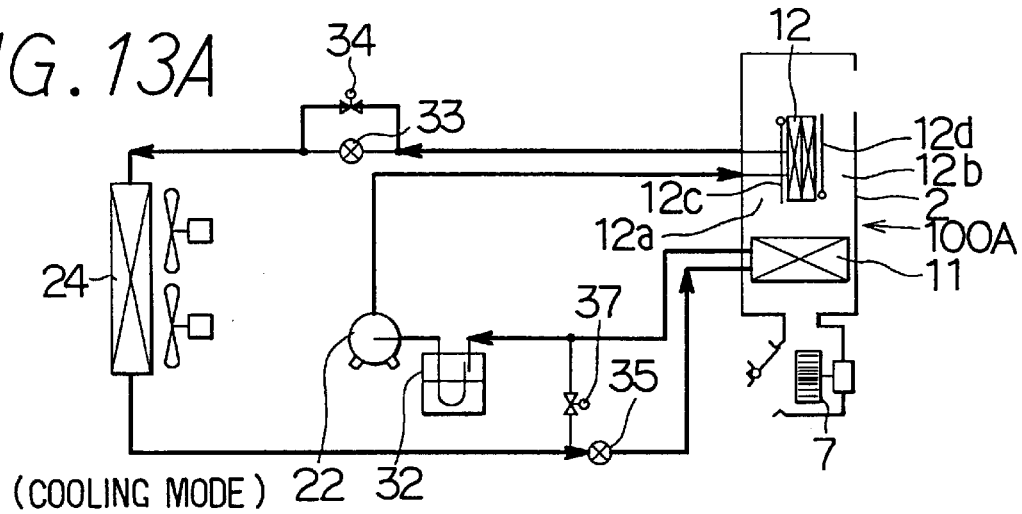


FIG. 13B

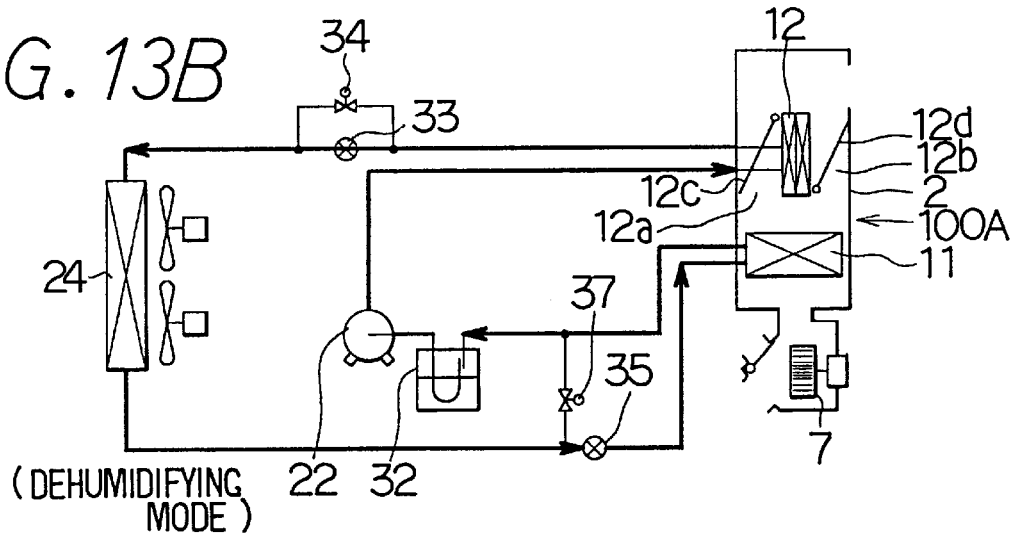


FIG. 13C

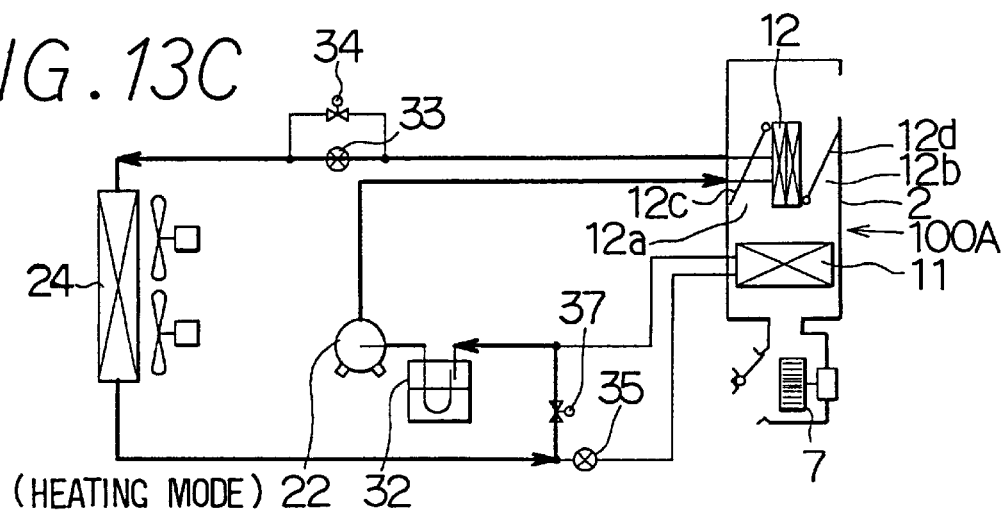


FIG. 14

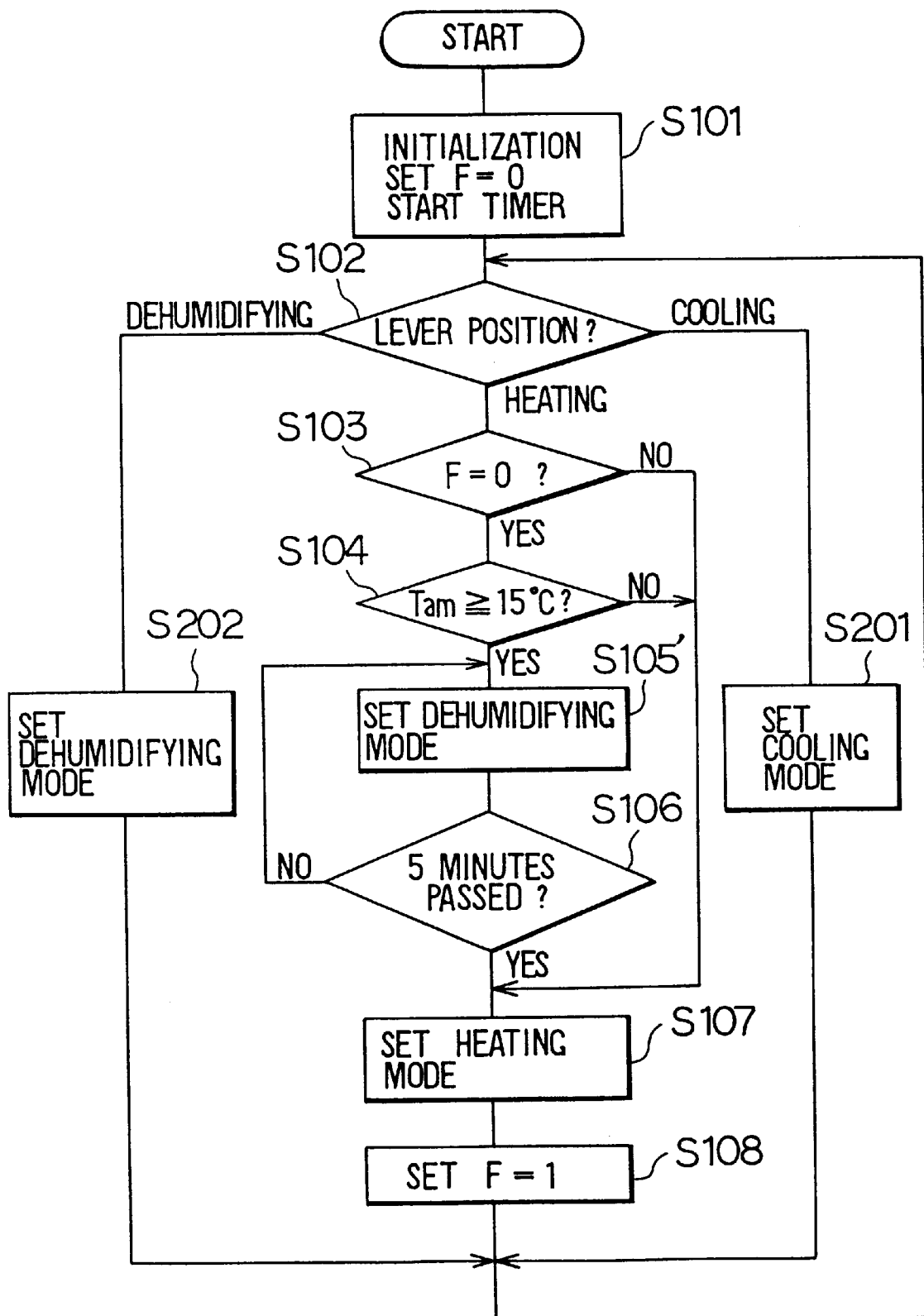


FIG. 15

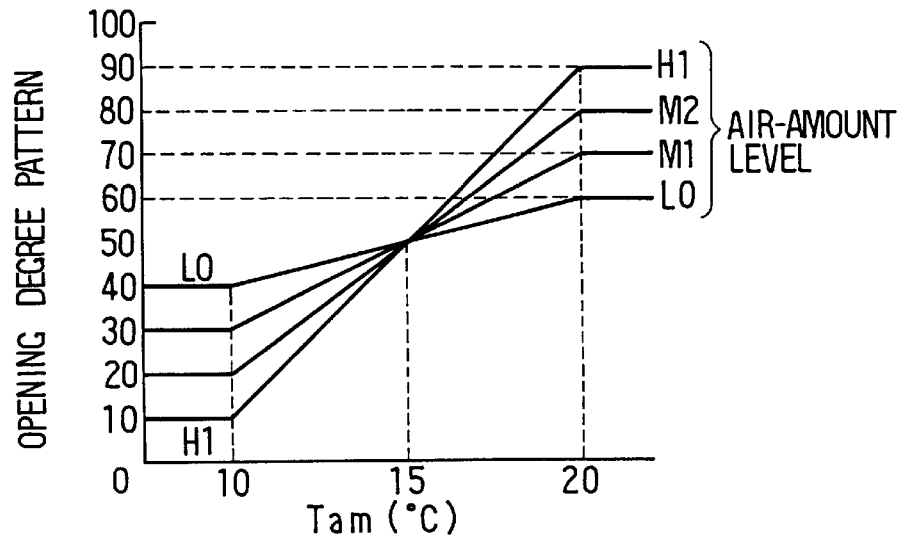


FIG. 16

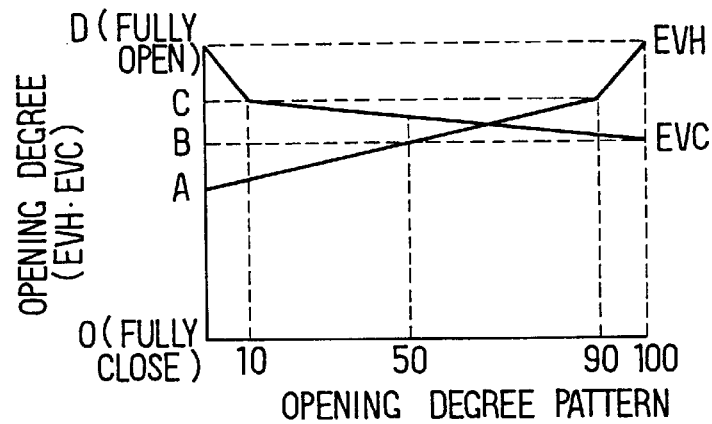
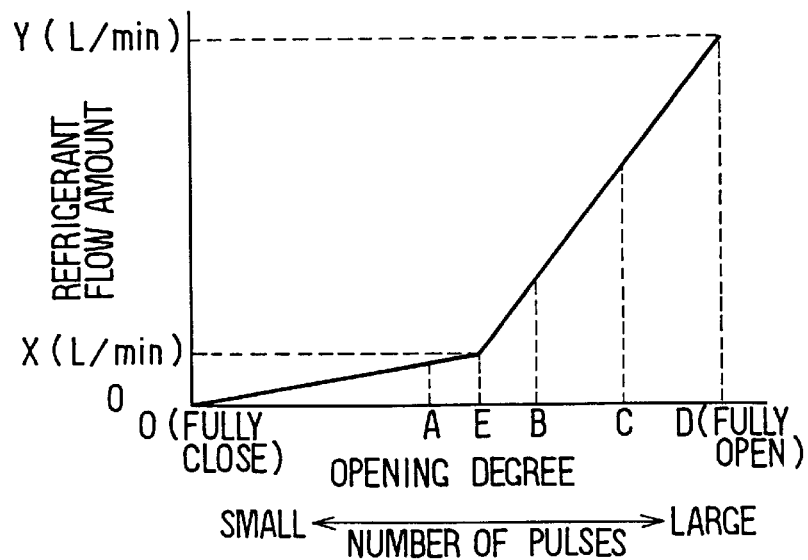


FIG. 17



REFRIGERANT CYCLE SYSTEM

CROSS-REFERENCE TO RELATED APPLICATION

This application relates to and claims priority from Japanese Patent Applications No. Hei. 9-326631 filed on Nov. 27, 1997, and No. Hei. 9-328998 filed on Nov. 28, 1997, the contents of which are hereby incorporated by reference.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to a refrigerant cycle system having a gas-injection function for injecting gas refrigerant from a gas-liquid separator to a compressor. The refrigerant cycle system is suitable for an air conditioning apparatus for a vehicle such as a hybrid vehicle and an electrical vehicle.

2. Related Art

JP-A-9-39550 discloses a conventional refrigerant cycle having a gas-injection function. In the conventional refrigerant cycle for an air conditioning apparatus of a vehicle, lubricating oil is supplied to the compressor so that a sliding portion of the compressor moves smoothly. Lubricating oil is dissolved in liquid refrigerant and circulates through the refrigerant cycle along with liquid refrigerant. In a gas refrigerant area of the refrigerant cycle, lubricating oil circulates through the refrigerant cycle while being washed away by gas refrigerant along an inner wall of a refrigerant pipe. That is, during a heating mode of the air conditioning apparatus, lubricating oil dissolved in liquid refrigerant from a gas-liquid separator passes through a low-pressure expansion valve, and flows into an exterior heat exchanger along with the refrigerant flow. The lubricating oil from the exterior heat exchanger is returned to the compressor while being washed away by gas refrigerant along the inner wall of the refrigerant pipe. During a cooling mode, lubricating oil dissolved in liquid refrigerant from the gas-liquid separator passes through the low-pressure expansion valve, and flows into an interior cooling heat exchanger along with the refrigerant flow. The lubricating oil from the interior cooling heat exchanger is returned to the compressor while being washed away by gas refrigerant along the inner wall of the refrigerant pipe.

However, when the air conditioning apparatus is used in the heating mode while outside air has an extremely low temperature such as -20°C ., an evaporation temperature of refrigerant in the exterior heat exchanger becomes lower than -30°C . due to decrease in the opening degree of the low-pressure expansion valve. As a result, viscosity of lubricating oil in the refrigerant cycle becomes extremely high, resulting in adhesion of lubricating oil to the inner wall of the refrigerant pipe. That is, when the refrigerant cycle is used at the extremely low temperature of outside air, lubricating oil hardly flows from the exterior heat exchanger to the compressor, resulting in shortage of lubricating oil in the compressor.

Further, when a rotation speed of the compressor is electrically controlled by an inverter and the compressor is driven at a low rotation speed, quantity of refrigerant circulating in the refrigerant cycle is decreased. Therefore, lubricating oil tends to stay inside units of the refrigerant cycle having a relatively large capacity, such as the heat exchangers. As a result, lubricating oil returning to the compressor becomes insufficient, thereby deteriorating durability of the compressor.

JP-A-3-260556 discloses a refrigerant cycle with a gas-injection function, in which not only gas refrigerant but also

liquid refrigerant is introduced from a gas-liquid separator to a compressor through a gas-injection passage. Therefore, cooling performance of the compressor is improved, and a temperature of a compressor is prevented from excessively rising. In the refrigerant cycle, the gas-liquid separator has a gas-suction pipe connected to the gas-injection passage of the compressor and a liquid-suction pipe. A middle pipe portion of the gas-suction pipe is immersed in liquid-refrigerant within the gas-liquid separator, while an open end of the gas-suction pipe is positioned in gas refrigerant within the gas-liquid separator. Further, the middle pipe portion of the gas-suction pipe immersed in the liquid-refrigerant has a suction hole for sucking liquid refrigerant. Therefore, both gas and liquid refrigerant in the gas-liquid separator can be introduced into the compressor through the gas-injection passage.

However, JP-A-3-260556 does not disclose the relationship between a position of the suction hole of the gas-suction pipe and a position of an open end of the liquid-suction pipe for introducing liquid refrigerant into a low-pressure expansion valve, although the suction hole of the gas-suction pipe and the open end of the liquid-suction pipe are indicated at substantially the same height in an accompanying drawing. A height of a surface of liquid refrigerant in the gas-liquid separator changes greatly as a heat load of the refrigerant cycle changes. Therefore, liquid refrigerant may not be sucked into the gas-suction pipe from the suction hole.

This may also cause shortage of lubricating oil in the compressor.

On the other hand, each of JP-A-9-39550, JP-A-9-86149 and U.S. Pat. No. 5,669,231 discloses a refrigerant cycle of an air conditioning apparatus for a vehicle such as an electrical vehicle, having a heat-pump system. In each of the conventional refrigerant cycles, an evaporator for cooling air and a condenser for heating air are separately disposed in the passenger compartment. Air is cooled by the evaporator and then heated by the condenser for dehumidifying and heating air to be blown into the passenger compartment. Further, because the evaporator and the condenser are separately disposed, rapid evaporation of condensed water does not occur even when the air conditioning apparatus switches from a cooling mode to a heating mode. However, when the air conditioning apparatus is operated in the cooling mode during the spring or the fall, the compressor rotates at a low rotation speed to suppress cooling performance of the air conditioning apparatus, because a cooling load for the passenger compartment is relatively small during the spring or the fall. As a result, liquid refrigerant in which lubricating oil is dissolved may stay in the evaporator. When the air conditioning apparatus is switched from the cooling mode to the heating mode, the refrigerant of refrigerant cycle does not flow into the evaporator. Therefore, liquid refrigerant staying in the evaporator is hardly discharged from the evaporator and continues to stay in the evaporator in the heating mode. As a result, lubricating oil is insufficiently returned to the compressor, and durability of the compressor is decreased.

SUMMARY OF THE INVENTION

In view of the foregoing problems, it is a first object of the present invention to provide a refrigerant cycle system having a gas-injection function, in which liquid refrigerant is constantly introduced into a compressor regardless of a heat load of the refrigerant cycle, so that lubricating oil is sufficiently supplied to the compressor.

It is a second object of the present invention to provide a refrigerant cycle system for an air conditioning apparatus of

a vehicle, in which lubricating oil is sufficiently supplied to a compressor even when the air conditioning apparatus is switched from a cooling mode to a heating mode.

It is a third object of the present invention to provide a refrigerant cycle system for an air conditioning apparatus of a vehicle, in which lubricating oil staying in a cooling heat exchanger is discharged while a sufficient heating performance for a passenger compartment is maintained.

According to the present invention, a refrigerant cycle system having a gas-injection function includes a gas-liquid separator and a compressor. The gas-liquid separator has a gas-suction pipe for introducing gas refrigerant in the gas-liquid separator into the compressor, and a liquid-suction pipe for introducing liquid refrigerant in the gas-liquid separator into an expansion valve. The gas-suction pipe has a suction hole for sucking liquid refrigerant in the gas-liquid separator into the gas-suction pipe to be introduced into the compressor. The suction hole is provided in a middle pipe portion of the gas-suction pipe, immersed in liquid refrigerant, at a position lower than an open end of the liquid-suction pipe. A height of a surface of liquid refrigerant within the gas-liquid separator is maintained to be equal to or higher than the open end of the liquid-suction pipe regardless of change in a heating load of the refrigerant cycle. Therefore, liquid refrigerant in which lubricating oil is dissolved is constantly sucked into the gas-suction pipe from the suction hole. Thus, lubricating oil is sufficiently supplied to the compressor, and durability of the compressor is improved.

Further, the refrigerant cycle system includes a control unit for setting a cooling mode, a heating mode and a dehumidifying mode. The control unit has determining means for determining whether or not an oil-discharging operation for discharging lubricating oil staying in a cooling heat exchanger into the compressor is necessary at a starting time of the heating mode, oil-discharging operation setting means for setting the oil-discharging operation when the determining means determines that the oil-discharging operation is necessary, and heating mode setting means for setting the heating mode after the oil-discharging operation is performed for a predetermined period when the determining means determines that the oil-discharging operation is necessary. Accordingly, when the oil-discharging operation setting means sets the oil discharging operation, liquid refrigerant including lubricating oil, staying in the cooling heat exchanger, is discharged from the cooling heat exchanger. Thus, lubricating oil is sufficiently supplied to the compressor even when the air conditioning apparatus is switched from the cooling mode to the heating mode. Further, in the oil-discharging mode, refrigerant flows through both the external heat exchanger and the cooling heat exchanger. Therefore, an amount of heat absorbed by refrigerant flowing through the cooling heat exchanger is suppressed, thereby preventing heating performance for the passenger compartment from being decreased at the starting time of the heating mode. Thus, lubricating oil staying in the cooling heat exchanger can be discharged, while a sufficient heating performance for the passenger compartment is maintained in the air conditioning apparatus.

Preferably, the control unit sets the dehumidifying mode when the determining means determines that the oil-discharging operation is necessary. Therefore, the oil-discharging operation is readily set.

BRIEF DESCRIPTION OF THE DRAWINGS

Additional objects and advantages of the present invention will be more readily apparent from the following

detailed description of preferred embodiments when taken together with the accompanying drawings, in which:

FIG. 1 is a schematic diagram showing a ventilation system and a refrigerant cycle of an air conditioning apparatus for a vehicle according to a first preferred embodiment of the present invention;

FIG. 2 is a schematic sectional view showing a gas-liquid separator of the refrigerant cycle according to the first embodiment;

FIG. 3 is a schematic sectional view showing a gas-liquid separator of a refrigerant cycle according to a second preferred embodiment of the present invention;

FIG. 4 is a schematic diagram showing a ventilation system and a refrigerant cycle of an air conditioning apparatus for a vehicle according to a third preferred embodiment of the present invention;

FIG. 5 is a front view showing a control panel for the air conditioning apparatus of the third embodiment;

FIG. 6 is a graph showing the relationship between a position of a temperature control lever provided on the control panel, and cooling, heating or dehumidifying mode of the air conditioning apparatus according to the third embodiment;

FIG. 7 is a graph showing the relationship between a target temperature of air blown from an interior cooling heat exchanger and a position of the temperature control lever, in the cooling mode, according to the third embodiment;

FIG. 8 is a graph showing the relationship between a target pressure of refrigerant discharged from a compressor of the refrigerant cycle and a position of the temperature control lever, in the dehumidifying mode, according to the third embodiment;

FIG. 9 is a graph showing the relationship between a target pressure of refrigerant discharged from the compressor of the refrigerant cycle and a position of the temperature control lever, in the heating mode, according to the third embodiment;

FIG. 10 is a table showing each operation of a four-way valve and electromagnetic valves in each mode of cooling, heating, dehumidifying and oil-discharging of the air conditioning apparatus according to the third embodiment;

FIG. 11 is a flow chart showing a control process of the refrigerant cycle according to the third embodiment;

FIG. 12 is a schematic diagram showing a ventilation system and a refrigerant cycle of an air conditioning apparatus for a vehicle according to a fourth preferred embodiment of the present invention;

FIGS. 13A, 13B, 13C are schematic diagrams respectively showing the ventilation system and the refrigerant cycle of the air conditioning apparatus in a cooling mode, a dehumidifying mode, and a heating mode, according to the fourth embodiment;

FIG. 14 is a flow chart showing a control process of the refrigerant cycle according to the fourth embodiment;

FIG. 15 is a control map showing the relationship between an opening-degree pattern of an expansion valve of the refrigerant cycle, an outside air temperature (T_{am}) and an air-amount level blown from a blower, according to the fourth embodiment;

FIG. 16 is a control map for controlling an opening degree (EVH, EVC) of the expansion valve based on the opening degree pattern of FIG. 15, according to the fourth embodiment; and

FIG. 17 is a control map for controlling an amount of refrigerant flowing through the expansion valve, according to the fourth embodiment.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Preferred embodiments of the present invention will be described hereinafter with reference to the accompanying drawings.

A first preferred embodiment of the present invention will be now described with reference to FIGS. 1, 2. In the first embodiment, an air conditioning apparatus is applied to an electric vehicle. As shown in FIG. 1, the air conditioning apparatus includes a ventilation system 1 and a refrigerant cycle 21. The ventilation system 1 is generally disposed inside a passenger compartment of the vehicle, and has an air duct 2 which forms an air passage for leading air toward the passenger compartment. The air duct 2 has inside air inlets 3, 4 for introducing therein inside air (i.e., air inside the passenger compartment) and an outside air inlet 5 for introducing therein outside air (i.e., air outside the passenger compartment) at one end side of the air duct 2. The air inlets 4, 5 are opened and closed by an inside/outside air switching door 6.

A blower 7 for blowing air into the passenger compartment is disposed in the air duct 2 adjacent to the air inlets 3-5. The blower 7 has a motor 7a and a centrifugal fan 7b activated by the motor 7a. At the other end side of the air duct 2, there are formed a foot air outlet 8 through which air is blown toward the foot portion of a passenger in the passenger compartment, a face air outlet 9 through which air is blown toward the upper portion of the passenger, and a defroster air outlet 10 through which air is blown toward an inner surface of a windshield of the vehicle.

An interior cooling heat exchanger 11 constituting a part of the refrigerant cycle 21 is disposed within the air duct 2 at a downstream air side of the blower 7. During a cooling mode or a dehumidifying mode of the air conditioning apparatus, the interior cooling heat exchanger 11 operates as an evaporator in which refrigerant absorbs heat from air in the air duct 2 so that air is dehumidified and is cooled. During a heating mode of the air conditioning apparatus, refrigerant does not flow through the interior cooling heat exchanger 11.

Further, an interior heating heat exchanger 12 is disposed within the air duct 2 at a downstream air side of the interior cooling heat exchanger 11. The interior heating heat exchanger 12 also constitutes a part of the refrigerant cycle 21. During the heating mode or the dehumidifying mode of the air conditioning apparatus, the interior heating heat exchanger 12 operates as a condenser in which refrigerant is condensed so that air in the air duct 2 is heated by latent heat of the condensation. During the cooling mode of the air conditioning apparatus, no refrigerant flows through the interior heating heat exchanger 12.

The air passage of the air duct 2 is partitioned by a partition wall 13 into a first air passage 14 on a side of the foot air outlet 8 and a second air passage 15 on a side of the face air outlet 9 and the defroster air outlet 10. A door 16 opens and closes the second air passage 15. A foot door 17 opens and closes the foot air outlet 8, and functions as a partition member for partitioning the air passage at a downstream air side of the interior heating heat exchanger 12 into the first and second air passages 14, 15 while fully opening the foot air outlet 8. A face door 18 opens and closes the face air outlet 9, and a defroster door 19 opens and closes the defroster air outlet 10.

The refrigerant cycle 21 having the interior cooling heat exchanger 11 and the interior heating heat exchanger 12 is a heat-pump type refrigerant cycle for cooling and heating

air blown into the passenger compartment. The refrigerant cycle 21 further includes a compressor 22 which sucks, compresses and discharges refrigerant, an electromagnetic four-way valve 23 for switching a flow direction of refrigerant, an exterior heat exchanger 24 disposed outside the passenger compartment, a gas-liquid separator 25 which separates gas-liquid two-phase refrigerant into gas refrigerant and liquid refrigerant and stores liquid refrigerant therein, an electrical expansion valve (i.e., high-pressure side decompressing unit) 26, a thermal expansion valve (i.e., low-pressure side decompressing unit) 27, electromagnetic valves 28a, 28b, and check valves 29a, 29b, 29c, 29d. The electrical expansion valve 26 decompresses refrigerant flowing at a high-pressure side in the refrigerant cycle 21 to a middle pressure (e.g., 4-15 kg/cm²). The thermal expansion valve 27 decompresses middle-pressure liquid refrigerant from the gas-liquid separator 25 to a low-pressure.

The compressor 22 is an electrical compressor and is driven by an electrical motor (not shown). The electrical motor is disposed integrally with the compressor 22 within a sealed case. A rotation speed of the electrical motor of the compressor is continuously controlled and changed by an inverter (not shown). The compressor 22 has an outlet port 22a through which compressed refrigerant is discharged, an inlet port 22b through which refrigerant from a low-pressure side of the refrigerant cycle 21 is introduced, and a gas-injection port 22c through which gas refrigerant separated from gas-liquid refrigerant in the gas-liquid separator 25 is injected into the compressor 22. The gas-injection port 22c communicates with a gas-suction pipe 256 of the gas-liquid separator 25 through a gas-injection passage 22d. Gas refrigerant in the gas-liquid separator 25 is sucked by the gas-suction pipe 256 to be introduced into the compressor 22.

Further, a suction passage 22e is connected to the inlet port 22b of the compressor 22. A temperature detecting cylinder (temperature sensor) 27a of the thermal expansion valve 27 is disposed in the suction passage 22e. An opening degree of the thermal expansion valve 27 is adjusted so that a super-heating degree of refrigerant within the suction passage 22e is set to a predetermined value.

The exterior heat exchanger 24 is disposed outside the passenger compartment to perform heat-exchange between outside air blown by an electrical outside fan 24a disposed outside the passenger compartment and refrigerant flowing through the exterior heat exchanger 24. An opening degree of the electrical expansion valve 26 is electrically controlled using a control unit (not shown).

Next, the gas-liquid separator 25 which is a main portion of the first embodiment will be described in detail with reference to FIG. 2. The gas-liquid separator 25 has a metallic case 250 formed in a substantial cylinder shape, and a lid 251 for closing an upper opened end of the case 250. A liquid refrigerant area 252 consisting of surplus liquid refrigerant of the refrigerant cycle 21 is formed in a lower part of the case 250, and a gas refrigerant area 253 is formed in an upper part of the case 250. That is, the gas refrigerant area 253 consisting of gas refrigerant is formed in the case 250 at a direct upper side of the liquid refrigerant area 252.

An inlet pipe 254, a liquid-suction pipe 255 and a gas-suction pipe 256, each of which generally has a round cross-section, are inserted into the lid 251. Through the inlet pipe 254, middle-pressure gas-liquid two-phase refrigerant decompressed by the electrical expansion valve 26 is introduced into the gas-liquid separator 25. One end of the inlet pipe 254 is opened in an upper side portion of the gas refrigerant area 253, as shown in FIG. 2. The liquid-suction

pipe (i.e., outlet pipe) **255** is for sucking liquid refrigerant in the gas-liquid separator **25**. The liquid-suction pipe **255** has an open end **255a** formed at one end (i.e., lower end) thereof. The open end **255a** is normally located in the liquid-refrigerant area **252**, adjacent to a bottom of the gas-liquid separator **25**.

Further, the gas-suction pipe (i.e., outlet pipe) **256** is for introducing gas refrigerant in the gas-liquid separator **25** into the gas-injection passage **22d**. The gas-suction pipe **256** is a U-shaped pipe, and has an open end **256a** formed at one end of the U-shaped pipe. The open end **256a** is opened in the gas-refrigerant area **253** to suck gas refrigerant into the gas-suction pipe **256**. A middle pipe portion of the U-shaped gas-suction pipe **256** hangs down to be positioned below the open end **255a** of the liquid-suction pipe **255**, and is immersed in the liquid-refrigerant area **252**. A suction hole **256b** for sucking liquid refrigerant into the gas-suction pipe **256** is formed at the lowest part of the middle pipe portion of the U-shaped gas-suction pipe **256** immersed in the liquid-refrigerant area **252**. Thus, the suction hole **256b** is provided in the middle pipe portion at a position below the open end **255a** of the liquid suction pipe **255**. In the first embodiment of the present invention, when the opening area of the open end **256a** is 28 mm², the opening area of the suction hole **256b** is 3 mm², for example. A height *h* from the bottom of the gas-liquid separator **25** to the suction hole **256b** of the gas suction pipe **256** is 7 mm, and a height *H* from the bottom of the gas-liquid separator **25** to the open end **255a** of the liquid-suction pipe **255** is 14 mm, for example.

Next, operation of the refrigerant cycle **21** according to the first embodiment will be described with reference to FIG. 1. When the heating mode is set in the air conditioning apparatus, high-temperature high-pressure gas refrigerant discharged from the compressor **22** flows into the interior heating heat exchanger **12** through the four-way valve **23**, as indicated by arrow *H* in FIG. 1. The interior heating heat exchanger **12** performs heat-exchange between gas-refrigerant flowing therethrough and air blown by the blower **7** so that gas-refrigerant is condensed and liquified to heat air. The heated air is blown into the passenger compartment. High-pressure liquid refrigerant from the interior heating heat exchanger **12** flows into the electrical expansion valve **26** through the check valve **29c**, and decompressed to middle-pressure gas-liquid two-phase refrigerant by the electrical expansion valve **26**. The middle-pressure gas-liquid two-phase refrigerant from the electrical expansion valve **26** is introduced into the gas-liquid separator **25** through the inlet pipe **254**. In the gas-liquid separator **25**, the middle-pressure gas-liquid refrigerant is separated into gas refrigerant forming the gas-refrigerant area **253** in the upper part of the gas-liquid separator **25**, and liquid refrigerant forming the liquid-refrigerant area **252** in the lower part of the gas-liquid separator **25**. Liquid refrigerant in the gas-liquid separator **25** is sucked by the liquid-suction pipe **255** and is introduced into the thermal expansion valve **27** to be decompressed to a low-pressure gas-liquid two-phase refrigerant. Further, the low-pressure gas-liquid two-phase refrigerant from the thermal expansion valve **27** flows into the exterior heat exchanger **24** through the check valve **29a**. The exterior heat exchanger **24** performs heat exchange between liquid refrigerant flowing therethrough and outside air so that the liquid refrigerant is evaporated in the exterior heat exchanger **24**. The gas refrigerant from the exterior heat exchanger **24** passes through the electromagnetic valve **28a** and the suction passage **22e**, and is sucked into the compressor **22** from the suction port **22b**.

On the other hand, the gas-refrigerant in the gas-refrigerant area **253** of the gas-liquid separator **25** is sucked into the gas-suction pipe **256** from the open end **256a** of the gas-suction pipe **256**, and is introduced into the gas-injection passage **22d**. At this time, a little amount of liquid refrigerant is also sucked into the gas-suction pipe **256** from the suction hole **256b**, and is also introduced into the gas-injection passage **22d**. The gas refrigerant and liquid refrigerant from the gas-liquid separator **25** flows through the gas-injection passage **22d**, and is introduced into the compressor **22** at a compression-intermediate state from the gas-injection port **22c**. Because the middle-pressure gas refrigerant in the gas-liquid separator **25** is introduced into a compression-intermediate state of the compressor **22**, enthalpy of the exterior heat exchanger **24** is increased by Δi while quantity of heat absorbed by refrigerant in the exterior heat exchanger **24** is increased, and quantity of refrigerant circulating in the refrigerant cycle **21** is also increased. As a result, heating performance of the air conditioning apparatus is improved.

When an outside air temperature (*T*_{am}) is extremely low (e.g., *T*_{am} ≤ −20° C.) during the winter, an evaporation temperature of refrigerant in the exterior heat exchanger **24** becomes lower than −30° C., and viscosity of lubricating oil is greatly increased in the exterior heat exchanger **24**. Therefore, lubricating oil may adhere to an inner wall of an outlet pipe of the exterior heat exchanger **24**, resulting in shortage of lubricating oil returning to the compressor **22**. Further, the rotation speed of the compressor **22** is electrically controlled by the inverter. Therefore, when the compressor **22** is driven at a low rotation speed, quantity of circulating refrigerant is decreased. As a result, liquid refrigerant including lubricating oil stays inside the heat exchangers **12**, **24** which have a relatively large capacity, resulting in shortage of lubricating oil returning to the compressor **22**.

However, according to the first embodiment of the present invention, liquid refrigerant is sucked into the gas-suction pipe **256** of the gas-liquid separator **25** from the suction hole **256b** formed in the gas-suction pipe **256**, and is introduced into the compressor **22** from the gas-injection port **22c** along with gas refrigerant. Therefore, lubricating oil dissolved in the liquid refrigerant is sufficiently returned to the compressor **22**, even when the compressor **22** is operated at a low rotation speed or at an extremely low temperature during the winter.

Further, according to the first embodiment, the suction hole **256b** of the gas-suction pipe **256** is provided below the open end **255a** of the liquid-suction pipe **255**. A height of a surface of liquid refrigerant stored in the gas-liquid separator **25** greatly changes as various operation conditions of the refrigerant cycle **21** change. That is, when a heating load of the refrigerant cycle **21** is high, the compressor **22** is driven at a high rotation speed so that the interior heating heat exchanger **12** disposed at an upstream refrigerant side of the compressor **22** operates with the maximum capacity. As a result, quantity of refrigerant circulating in the refrigerant cycle **21** is increased; and therefore, refrigerant condensed by the interior heating heat exchanger **12** is discharged from the interior heating heat exchanger **12**, and flows into the gas-liquid separator **25**. Thus, the height of the surface of the liquid refrigerant in the gas-liquid separator **25** is prevented from extremely decreasing.

However, when the heating load of the refrigerant cycle **21** is low, the interior heating heat exchanger **12** is not operated with the maximum capacity. Therefore, the compressor **22** is driven at a low rotation speed, and liquid refrigerant condensed by the interior heating heat exchanger

12 tends to stay in the interior heating heat exchanger 12. Further, quantity of refrigerant circulating in the refrigerant cycle 21 is decreased due to the low rotation speed of the compressor 22. Therefore, refrigerant staying inside the interior heating heat exchanger 12 is hardly discharged from the interior heating heat exchanger 12, and continues to stay inside the interior heating heat exchanger 12. Thus, the height of the surface of liquid refrigerant stored in the gas-liquid separator 25 may be extremely decreased.

When the surface of the liquid refrigerant stored in the gas-liquid separator 25 becomes lower than the open end 255a of the liquid-suction pipe 255, the liquid-suction pipe 255 sucks gas refrigerant so that gas refrigerant is introduced into the thermal expansion valve 27. Therefore, a superheating degree of refrigerant sucked into the compressor 22 is increased. In this case, the opening degree of the thermal expansion valve 27 is increased so that quantity of refrigerant circulating in the refrigerant cycle 21 is increased. As a result, liquid refrigerant staying in the interior heating heat exchanger 12 is discharged from the interior heating heat exchanger 12, and flows into the gas-liquid separator 25. Thus, in the first embodiment, the surface of liquid refrigerant in the gas-liquid separator 25 can be constantly set to be equal to or higher than the open end 255a of the liquid-suction pipe 255, that is, higher than broken line A shown in FIG. 2.

According to the first embodiment, the suction hole 256b of the gas-suction pipe 256, for introducing liquid refrigerant into the gas-suction pipe 256, is provided at a position lower than the open end 255a of the liquid-suction pipe 255. Therefore, even if the height of the surface of liquid refrigerant stored in the gas-liquid separator 25 changes as the heat load of the refrigerant cycle 21 changes, the suction hole 256b is constantly immersed in liquid refrigerant. As a result, liquid refrigerant in which lubricating oil is dissolved is constantly introduced into the gas-suction pipe 256 from the suction hole 256b, and is introduced into the compressor 22 through the gas-injection passage 22d. Thus, a sufficient lubricating oil can be supplied to the compressor 22, and the compressor 22 can be operated with a sufficient lubricating performance.

When the cooling mode is set in the air conditioning apparatus, high-pressure high-temperature gas refrigerant discharged from the compressor 22 flows into the exterior heat exchanger 24 through the four-way valve 23 and the check valve 29b as indicated by arrow C in FIG. 1, and is cooled and condensed in the exterior heat exchanger 24. High-pressure liquid refrigerant discharged from the exterior heat exchanger 24 flows through the check valve 29d, and is decompressed by the electrical expansion valve 26 to middle-pressure gas-liquid two-phase refrigerant. The gas-liquid two-phase refrigerant discharged from the electrical expansion valve 26 flows into the gas-liquid separator 25, and is separated into gas refrigerant and liquid refrigerant in the gas-liquid separator 25. The separated liquid refrigerant in the gas-liquid separator 25 is introduced into the thermal expansion valve 27 through the liquid-suction pipe 255, and is decompressed to low-pressure liquid refrigerant. The low-pressure liquid refrigerant from the thermal expansion valve 27 passes through the electromagnetic valve 28b, and flows into the interior cooling heat exchanger 11. In the interior cooling heat exchanger 11, liquid refrigerant evaporates by absorbing heat from air blown by the blower 7 so that air is cooled. The evaporated gas refrigerant flows through the suction passage 22e, and is sucked into the compressor 22 from the inlet port 22b.

On the other hand, the gas refrigerant separated by the gas-liquid separator 25 is sucked into the gas-suction pipe

256 from the open end 256a, and is introduced into the gas-injection passage 22d. At this time, a little amount of liquid refrigerant is also sucked into the gas-suction pipe 256 from the suction hole 256b, and is also introduced into the gas-injection passage 22d. The gas refrigerant containing a little amount of liquid refrigerant passes through the gas-injection passage 22d, and is introduced into the compressor 22 from the gas-injection port 22c at the compression-intermediate state. Thus, even in the cooling mode, the gas-suction pipe 256 sucks both gas refrigerant and liquid refrigerant in the gas-liquid separator 25 in the same way as that in the heating mode.

When the dehumidifying mode is set in the air conditioning apparatus, high-pressure high-temperature gas refrigerant discharged from the compressor 22 flows into the interior heating heat exchanger 12 through the four-way valve 23 as indicated by arrow D in FIG. 1. The interior heating heat exchanger 12 performs heat-exchange between the gas refrigerant and air blown by the blower 7 so that the gas refrigerant is condensed. The condensed refrigerant discharged from the interior heating heat exchanger 12 passes through the check valve 29c, and is decompressed by the electrical expansion valve 26 to middle-pressure gas-liquid two-phase refrigerant. The middle-pressure gas-liquid refrigerant flows into the gas-liquid separator 25, and is separated into gas refrigerant and liquid refrigerant. The separated gas refrigerant in the gas-liquid separator 25 is sucked into the gas-suction pipe 256 from the open end 256a of the gas-suction pipe 256, and is introduced into the gas-injection passage 22d. At this time, a little amount of liquid refrigerant is also sucked into the gas-suction pipe 256 from the suction hole 256b, and is also introduced into the gas-injection passage 22d. The gas refrigerant containing a little amount of liquid refrigerant passes through the gas-injection passage 22d, and is introduced into the compressor 22 from the gas-injection port 22c at the compression intermediate state of the compressor 22.

On the other hand, the liquid refrigerant in the gas-liquid separator 25 is discharged from the gas-liquid separator 25 through the liquid-suction pipe 255, and is decompressed by the thermal expansion valve 27. The decompressed refrigerant from the thermal expansion valve 27 passes through the opened electromagnetic valve 28b, and flows into the interior cooling heat exchanger 11. In the interior cooling heat exchanger 11, refrigerant is evaporated by absorbing heat from air blown by the blower 7. Since the electromagnetic valve 28a is closed during the dehumidifying mode, gas refrigerant discharged from the interior cooling heat exchanger 11 does not flow into the exterior heat exchanger 24, but flows into the compressor 22. In the dehumidifying mode, refrigerant flows into both the interior cooling heat exchanger 11 and the interior heating heat exchanger 12, both of which are disposed inside the ventilation system 1. Thus, during the dehumidifying mode, air blown by the blower 7 is cooled and dehumidified by the interior cooling heat exchanger 11 firstly, and then is heated in the interior heating heat exchanger 12.

A second preferred embodiment of the present invention will be described with reference to FIG. 3. In this and following embodiments, components which are similar to those in the first embodiment are indicated with the same reference numerals, and the explanation thereof is omitted.

In the above-described first embodiment, the gas-suction pipe 256 is formed in a U-shape, and has the suction hole 256b at the lowest part of the middle pipe portion of the gas-suction pipe 256, immersed in liquid refrigerant. However, in the second embodiment, as shown in FIG. 3, a

gas-suction pipe **356** for sucking gas refrigerant in a gas-liquid separator **25A** is formed substantially straight, and is inserted into a case **350** of the gas-liquid separator **25A** from the bottom of the case **350**. The case **350** is closed by a lid **351** to form a sealed space. An open end **356a** of the gas-suction pipe **356** formed at an upper end thereof is opened in a gas-refrigerant area **353** of the gas-liquid separator **25A**. Further, a liquid-suction pipe **355** for sucking liquid refrigerant in the gas-liquid separator **25A** is also inserted into the case **350** of the gas-liquid separator **25A** from the bottom of the case **350**. An open end **355a** of the liquid-suction pipe **355** is formed at an upper end thereof, and is opened in a liquid-refrigerant area **352** of the gas-liquid separator **25A**. Further, the gas-suction pipe **356** has a suction hole **356b** for sucking liquid refrigerant, and the suction hole **356b** is provided at a position lower than the open end **355a** of the liquid-suction pipe **355**. In the gas-liquid separator **25A** of the second embodiment, the other portions are similar to those in the first embodiment.

According to the second embodiment, a sufficient lubricating oil can be supplied to the compressor **22** even if a heat load of the refrigerant cycle **21** fluctuates, similarly to the first embodiment.

A third preferred embodiment of the present invention will be described with reference to FIGS. 4–11. In the third embodiment, the air conditioning apparatus is applied to an electrical vehicle, for example. As shown in FIG. 4, the air conditioning apparatus includes a ventilation system **100** disposed inside the passenger compartment and a refrigerant cycle **121**. The ventilation system **100** of the third embodiment is similar to that of the first embodiment. The air passage in the air duct **2** is partitioned by the partition wall **13** into the first air passage **14** on a side of the foot air outlet **8** and the second air passage **15** on a side of the face and defroster air outlets **9**, **10**. In the third embodiment, a downstream air passage of the interior heating heat exchanger **12** is partitioned by a communication door **20**, and the foot air outlet **8**, the face air outlet **9** and the defroster air outlet **10** are opened and closed by the doors **17–19**, respectively. Accordingly, during the winter, inside air having a high temperature is introduced into the air duct **2** from the inside air inlet **3**, flows through the first air passage **14** communicating with the foot air outlet **8**, and is blown toward the foot portion of a passenger in the passenger compartment. On the other hand, outside air having a low humidity is introduced into the air duct **2** from the outside air inlet **5**, flows through the second air passage **15** communicating with the defroster air outlet **10**, and is blown toward the inner surface of the windshield of the vehicle. Thus, heating load of the air conditioning apparatus can be reduced, while defrosting performance of the windshield is improved.

The refrigerant cycle **121** has the interior cooling heat exchanger **11** for cooling air and the interior heating heat exchanger **12** for heating air. That is, the refrigerant cycle **121** functions as a heat-pump refrigerant cycle for cooling and heating air blown into the passenger compartment. The refrigerant cycle **121** further includes the compressor **22**, the electromagnetic four-way valve **23** for switching the flow direction of refrigerant, the exterior heat exchanger **24**, the gas-liquid separator **25** (**25A**), the electrical expansion valve (i.e., first decompression unit) **26**, the thermal expansion valve (i.e., second decompression unit) **27**, the electromagnetic valves **28a**, **28b**, and the check valves **29a**, **29b**, **29c**, **29d**.

The exterior heat exchanger **24** is disposed at an outside of the passenger compartment, and refrigerant in the exterior

heat exchanger **24** is heat-exchanged with outside air blown by the outside fan **24a**. The compressor **22** is an electrical compressor, and is disposed integrally with an alternating motor (not shown) in a sealed case. The compressor **22** is driven by the alternating motor to suck, compress and discharge refrigerant. An inverter **30** applies alternating current voltage to the alternating motor of the compressor **22**. A rotation speed of the alternating motor of the compressor **22** can be continuously changed by adjusting a frequency of the alternating current voltage applied by the inverter **30**. Thus, the inverter **30** can adjust the rotation speed of the alternating-motor of the compressor **22**. Direct current voltage from a battery **31** mounted on the vehicle is applied to the inverter **30**.

The compressor **22** is provided with the outlet port **22a** through which refrigerant compressed in the compressor **22** is discharged, the inlet port **22b** through which refrigerant from the low-pressure side of the refrigerant cycle **121** is introduced into the compressor **22**, and the gas-injection port **22c** through which middle-pressure gas refrigerant separated by the gas-liquid separator **25** is introduced into the compressor **22**. The gas-injection port **22c** communicates with a gas-refrigerant outlet **25a** formed at an upper portion of the gas-liquid separator **25**, through the gas-injection passage **22d** in which the check valve **29e** is disposed.

The temperature detecting cylinder **27a** of the thermal expansion valve **27** is disposed in the suction passage **22e** communicating with the inlet port **22b**. The opening degree of the thermal expansion valve **27** is adjusted so that a super-heating degree of refrigerant within the suction passage **22e** has a predetermined value. The inverter **30** is electrically controlled by a control unit (ECU) **40**. The control unit **40** consists of a microcomputer and peripheral circuits. The control unit **40** electrically controls the flow direction of refrigerant in the four-way valve **23**, and opening and closing operations of the electromagnetic valves **28a**, **28b**. In the third embodiment, a circulation routine of refrigerant in the refrigerant cycle **121** is changed by the four-way valve **23** and the electromagnetic valves **28a**, **28b**.

The control unit **40** receives detection signals sent from a sensor group **41**. The sensor group **41** includes an outside air temperature sensor for detecting a temperature (T_{am}) of outside air (i.e., air outside the passenger compartment), an evaporator temperature sensor for detecting a temperature of air blown immediately from the interior cooling heat exchanger **11**, a refrigerant pressure sensor for detecting a pressure of refrigerant discharged from the compressor **22** (i.e., the highest pressure of the refrigerant cycle **121**). Signals from various levers provided on an air conditioning control panel **50** (FIG. 5) and a switch group **50a** are also input to the control unit **40**. The air conditioning control panel is disposed adjacent to a driver's seat in the passenger compartment. The doors **6**, **16**, **17**, **18**, **19**, **20**, the blower **7** and the outside fan **24a** are also controlled by the control unit **40**, although electrical connections therebetween are not indicated in FIG. 4.

Referring to FIG. 5, the air conditioning control panel **50** has a temperature control lever **51** for setting a target temperature of air blown into the passenger compartment. In the third embodiment, the temperature control lever **51** sets a target rotation speed of the motor of the compressor **22**. Further, the operations of the four-way valve **23** and the electromagnetic valves **28a**, **28b** are controlled according to the target rotation speed of the motor of the compressor **22**, so that an operation mode of the refrigerant cycle **121** can be selected. As shown in FIG. 6, when the set position of the temperature control lever **51** moves from left to right, that is,

when the set position of the temperature control lever **51** is changed from a position of PC1 to a position of PH2 in this order, a cooling mode, a dehumidifying mode and a heating mode can be selected in the refrigerant cycle **121** in this order. Further, by moving the position of the temperature control lever **51**, a target temperature of air blown from the interior cooling heat exchanger **11** is set in the cooling mode as shown in FIG. 7, and a target pressure of refrigerant discharged from the compressor **22** of the refrigerant cycle **121** is set in the dehumidifying mode and in the heating mode, as shown in FIGS. 8, 9. A signal of the set position of the temperature control lever **51** is input to the control unit **40**. Therefore, the control unit **40** controls the rotation speed of the motor of the compressor **22** so that the temperature of air blown from the interior cooling heat exchanger **11** or the pressure of refrigerant discharged from the compressor **22** of the refrigerant cycle **121**, detected by the sensor group **41**, are set to the above target values corresponding to the set position of the temperature control lever **51**.

The control panel **50** further has a blown-air amount changing lever **52** for changing an amount of air blown by the blower **7**, an air conditioning switch **53** for turning ON/OFF the compressor **22**, an air outlet mode switching lever **54** for selecting an air outlet mode by controlling the opening and closing of the doors **18–20**, and an inside/outside air switching lever **55** for setting an inside air introduction mode or an outside air introduction mode by the inside/outside air switching door **6**. All the levers **51**, **52**, **54**, **55** and the switch **53** provided in the control panel **50** are manually operated by a passenger in the passenger compartment.

Next, operation of the refrigerant cycle **121** according to the third embodiment will be now described. FIG. 11 shows a control process of the microcomputer of the control unit **40**. When the air conditioning switch **53** is turned ON, the control routine shown in FIG. 11 starts. At step S101, the refrigerant cycle **121** is initialized, a flag F is set to 0, and a timer starts. That is, in the third embodiment, when the air conditioning apparatus is turned ON, the flag F is set to 0. Next, the operation mode of the refrigerant cycle **121** is determined at step S102 according to the set position of the temperature control lever **51**.

When the temperature control lever **51** is set to a position between PC1 and PC2 in FIGS. 6, 7, the cooling mode is set in the refrigerant cycle **121**, and the control process of the control unit **41** proceeds to step S201. At step S201, the four-way valve **23** and the electromagnetic valves **28a**, **28b** of the refrigerant cycle **121** are set to the cooling mode in FIG. 10. That is, as shown in FIG. 10, in the cooling mode, the four-way valve **23** is operated at the cooling position indicated by arrow C in FIG. 4, the electromagnetic valve **28a** is closed and the electromagnetic valve **28b** is opened. As a result, refrigerant flows through the refrigerant cycle **121** as indicated by arrow C in FIG. 4.

That is, during the cooling mode, high-pressure high-temperature gas refrigerant discharged from the compressor **22** passes through the four-way valve **23** and the check valve **29b** and flows into the exterior heat exchanger **24**. The exterior heat exchanger **24** performs heat exchange between the gas refrigerant flowing therethrough and outside air blown by the outside fan **24a** so that the gas refrigerant is condensed. Since the electromagnetic valve **28a** is closed during the cooling mode, the condensed refrigerant from the external heat exchanger **24** passes through the check valve **29d**, and is decompressed by the electrical expansion valve **26** to middle-pressure gas-liquid two-phase refrigerant. The middle-pressure gas-liquid refrigerant flows into the gas-

liquid separator **25** and is separated into saturated gas refrigerant and saturated liquid refrigerant. The gas refrigerant is discharged from the gas-liquid separator **25** through the gas-refrigerant outlet **25a**, and is introduced into the gas-injection port **22c** through the gas-injection passage **22d** and the check valve **29e**. Thus, the middle-pressure gas refrigerant is injected into the compressor **22** at a compression-intermediate state from the gas-injection port **22c**.

On the other hand, the liquid refrigerant in the gas-liquid separator **25** is discharged from a liquid-refrigerant outlet **25b** of the gas-liquid separator **25**, formed adjacent to a bottom of the gas-liquid separator **25**, and is decompressed in the thermal expansion valve **27**. The decompressed refrigerant passes through the electromagnetic valve **28b**, and flows into the interior cooling heat exchanger **11**. In the interior cooling heat exchanger **11**, refrigerant is evaporated by absorbing heat from air blown by the blower **7** so that air is cooled. The air cooled by the interior cooling heat exchanger **11** is generally blown into the passenger compartment through the face air outlet **9**. The gas refrigerant evaporated in the interior cooling heat exchanger **11** flows through the suction passage **22e**, and is sucked into the compressor **22** from the inlet port **22b**. At this time, the temperature detecting cylinder **27a** disposed in the suction passage **22e** detects a temperature of refrigerant sucked into the compressor **22**, and sends a detection signal to the expansion valve **27**. The expansion valve **27** adjusts quantity of refrigerant flowing into the interior cooling heat exchanger **11** so that refrigerant sucked into the compressor **22** has a predetermined super-heating degree.

When the temperature control lever **51** is set to a position between PD1 and PD2 shown in FIGS. 6, 8, the dehumidifying mode is selected and the control process proceeds to step S202. At step S202, the four-way valve **23** and the electromagnetic valves **28a**, **28b** are set at the dehumidifying mode in FIG. 10. In the dehumidifying mode, the four-way valve **23** is operated at the heating position, the electromagnetic valve **28b** is opened, and the electromagnetic valve **28a** is opened or closed. Therefore, refrigerant flows through the refrigerant cycle **121** as indicated by arrow D in FIG. 4. That is, gas refrigerant discharged from the compressor **22** passes through the four-way valve **23** and flows into the interior heating heat exchanger **12** to be condensed air blown by the blower **7**. Therefore, air passing through the interior heating heat exchanger **12** is heated. The condensed refrigerant flowing from the interior heating heat exchanger **12** passes through the check valve **29c**, and is decompressed by the electrical expansion valve **26** to middle-pressure gas-liquid two-phase refrigerant. The middle-pressure gas-liquid refrigerant flows into the gas-liquid separator **25**, and is separated into gas refrigerant and liquid refrigerant in the gas-liquid separator **25**. The gas refrigerant in the gas-liquid separator **25** is sucked into the gas-injection port **22c** of the compressor **22** through the gas-refrigerant outlet **25a** of the gas-liquid separator **25**, the gas-injection passage **22d**, and the check valve **29e**.

On the other hand, the liquid refrigerant in the gas-liquid separator **25** flows out from the liquid-refrigerant outlet **25b**, and is decompressed in the thermal expansion valve **27** to a low-pressure. When the electromagnetic valve **28a** is closed, the low-pressure refrigerant flows into only the interior cooling heat exchanger **11** through the electromagnetic valve **28b**, and is evaporated in the interior cooling heat exchanger **11** by absorbing heat from air blown by the blower **7**. When the electromagnetic valve **28a** is opened, the low-pressure refrigerant decompressed in the expansion valve **27** flows

into the exterior heat exchanger **24** through the check valve **29a** as indicated by arrow D in FIG. 4, and evaporates in the external heat exchanger **24** by absorbing heat from outside air. Simultaneously, the low-pressure refrigerant decompressed in the expansion valve **27** also flows into the interior cooling heat exchanger **11** through the electromagnetic valve **28b**, and is evaporated by absorbing heat from air blown by the blower **7**. The gas refrigerant from the interior cooling heat exchanger **11**, or gas refrigerant from both the interior cooling heat exchanger **11** and the exterior heat exchanger **24** is sucked into the compressor **22**.

During the dehumidifying mode, the electromagnetic valve **28a** is opened and closed according to a temperature of air blown from the interior cooling heat exchanger **11**. When the temperature of air blown from the interior cooling heat exchanger **11** is lower than the target air temperature (e.g., lower than $T_{am}=5^{\circ}\text{C}$.), the electromagnetic valve **28a** is closed so that refrigerant flows into only the interior cooling heat exchanger **11**. When the temperature of air blown from the interior cooling heat exchanger **11** is higher than the target air temperature, the electromagnetic valve **28a** is opened so that refrigerant flows into both the interior cooling heat exchanger **11** and the exterior heat exchanger **24**. Therefore, heat-absorbing amount of refrigerant flowing through the interior cooling heat exchanger **11** is adjusted. Thus, the temperature of air blown from the interior cooling heat exchanger **11** is maintained at the target air temperature by controlling the heat-absorbing amount of refrigerant flowing through the interior cooling heat exchanger **11**.

In the dehumidifying mode, refrigerant can flow into both the interior cooling heat exchanger **11** and the interior heating heat exchanger **12** so that air blown by the blower **7** is cooled and dehumidified in the interior cooling heat exchanger **11** firstly, and then is heated in the interior heating heat exchanger **12**. Quantity of heat radiated by refrigerant in the interior heating heat exchanger **12** is equal to the sum of quantity of heat absorbed by refrigerant in the interior cooling heat exchanger **11** and consumption power of the compressor **22**. Therefore, the temperature of air blown from the interior cooling heat exchanger **11** becomes higher than a temperature of air introduced into the air duct **2** from the air inlets **3**, **4**, **5**. Thus, during the dehumidifying mode, the air conditioning apparatus can heat and dehumidify air to be blown into the passenger compartment, simultaneously.

Next, when the temperature control lever **51** is set to a position between PH1 and PH2 as shown in FIGS. 6, 9, the heating mode is selected at step S102 in FIG. 11, and the control process proceeds to step S103. At step S103, it is determined whether or not the flag F is 0. Since the flag F has been already set to 0 at step S101 when the air conditioning apparatus is turned ON, it is determined that the flag F is 0 at step S103. At step S104, it is determined whether or not an outside air temperature (T_{am}) is higher than or equal to a predetermined temperature (e.g., 15°C .) which corresponds to an outside air temperature during the spring or the fall. Step S104 is provided to determine whether or not the air conditioning apparatus is operated in the heating mode for a first time after being operated in the cooling mode for a certain period. That is, when the outside air temperature (T_{am}) is higher than or equal to the predetermined temperature (e.g., 15°C .), it is determined that the heating mode is a first heating operation switched from the cooling mode, and liquid refrigerant including lubricating oil staying in the interior cooling heat exchanger **11** needs to be discharged from the interior cooling heat exchanger **11**. On the other hand, when the heating mode is not the first heating operation switched from the cooling mode, that is,

when the first heating operation is previously performed, liquid refrigerant including lubricating oil in the interior cooling heat exchanger **11** has been already discharged from the interior cooling heat exchanger **11**; and therefore, the oil discharging mode is not necessary to be set.

When it is determined that the outside air temperature is 15°C . or more at step S104, an oil discharging mode is performed so that the four-way valve **23** and electromagnetic valves **28a**, **28b** of the refrigerant cycle **121** are set as shown by the oil-discharging mode in FIG. 10. When the oil-discharging mode is set, the four-way valve **23** is operated to the heating position, and the both electromagnetic valves **28a**, **28b** are opened. Therefore, refrigerant not only flows through a refrigerant passage in the dehumidifying mode indicated by arrow D in FIG. 4, but also flows from the thermal expansion valve **27** to the exterior heat exchanger **24** through the check valve **29a** because the electromagnetic valve **28a** is opened. That is, in the oil-discharging mode, refrigerant decompressed by the thermal expansion valve **27** flows through both the interior cooling heat exchanger **11** and the exterior heat exchanger **24**. As a result, liquid refrigerant including lubricating oil, which stays in the interior cooling heat exchanger **11** during the cooling mode, is discharged from the interior cooling heat exchanger **11** while being pushed by refrigerant flowing through the interior cooling heat exchanger **11**, and is returned to the compressor **22**. Further, since refrigerant flows through both the interior cooling heat exchanger **11** and the exterior heat exchanger **24**, quantity of refrigerant flowing into the interior cooling heat exchanger **11** is decreased, thereby suppressing cooling performance of the air conditioning apparatus. It prevents heating performance of the air-conditioning apparatus from deteriorating due to excessive decrease in the temperature of air blown into the passenger compartment, at the starting time of the heating operation. That is, according to the third embodiment, during the oil-discharging mode, lubricating oil staying in the interior cooling heat exchanger **11** can be discharged from the interior cooling heat exchanger **11**, while the heating performance for the passenger compartment is not affected at the starting time of the heating operation.

At step S106, it is determined whether or not a predetermined period (e.g., 5 minutes) has passed since the air conditioning apparatus is turned ON. When elapsed time is less than 5 minutes in the timer, the oil discharging mode continues at step S105 so that lubricating oil staying in the interior cooling heat exchanger **11** is completely discharged from the interior cooling heat exchanger **11**. When the time more than 5 minutes have passed in the timer, the heating mode is set at step S107. That is, as shown in FIG. 10, the four-way valve **23** is operated at the heating position, the electromagnetic valve **28a** is opened and the electromagnetic valve **28b** is closed. As a result, during the heating mode, refrigerant flows through the refrigerant cycle **121** as indicated by arrow H in FIG. 4.

That is, during the heating mode, high-pressure high-temperature gas refrigerant discharged from the compressor **22** passes through the four-way valve **23** and flows into the interior heating heat exchanger **12**. The interior heating heat exchanger **12** performs heat exchange between the gas refrigerant and air blown by the blower **7** so that the gas refrigerant is condensed to become liquid refrigerant and air is heated. Air heated in the interior heating heat exchanger **12** is blown into the passenger compartment. The liquid refrigerant from the interior heating heat exchanger **12** passes through the check valve **29c**, and is decompressed in the electrical expansion valve **26** to middle-pressure gas-

liquid two-phase refrigerant. The middle-pressure gas-liquid two-phase refrigerant flows into the gas-liquid separator 25 and is separated into gas refrigerant and liquid refrigerant. The gas refrigerant in the gas-liquid separator 25 is sucked into the compressor 22 from the gas-injection port 22c through the gas-refrigerant outlet 25a, the gas-injection passage 22d and the check valve 29e. The liquid refrigerant in the gas-liquid separator 25 flows from the liquid-refrigerant outlet 25b, is decompressed in the thermal expansion valve 27, and flows into the exterior heat exchanger 24 through the check valve 29a. In the exterior heat exchanger 24, refrigerant is evaporated by absorbing heat from outside air blown by the outside fan 24a. The gas refrigerant evaporated in the exterior heat exchanger 24 passes through the electromagnetic valve 28a and the suction passage 22e, and is sucked into the compressor 22 through the inlet port 22b.

After setting the air conditioning apparatus to the heating mode at step S107, the control process proceeds to step S108. At step S108, the flag F is set to 1. Thereafter, the control process returns to step S102. Because the flag F is set to 1 after the heating mode is performed once, the flag F is not 0 at step S103 when the control process returns to S103 again, and the control process directly proceeds to step S107 without performing the oil-discharging mode. Thus, the heating mode continually set at step S107.

When the outside air temperature Tam is lower than the predetermined temperature (e.g., 15° C.) at step S104, it is determined that the heating mode has already been operated at least once after being switched from the cooling mode. In this case, the heating mode is directly set at step S107 without performing the oil-discharging mode.

A fourth preferred embodiment of the present invention will be described with reference to FIGS. 12–17. In the fourth embodiment, differences between the third embodiment and the fourth embodiment will be mainly described.

As shown in FIG. 12, in the fourth embodiment, the interior heating heat exchanger 12 for heating air is disposed in a middle portion of the air duct 2 of a ventilation system 100A. Bypass air passages 12a, 12b are formed on both sides of the interior heating heat exchanger 12, and are opened and closed by switching doors 12c, 12d, respectively. Therefore, the amount of air passing through the interior heating heat exchanger 12 is adjusted by the switching doors 12c, 12d. That is, in the heating mode or in the dehumidifying mode of the air conditioning apparatus, the switching doors 12c, 12d are rotated to the solid line positions in FIG. 12 so that air flows into the interior heating heat exchanger 12. On the other hand, in the cooling mode, the switching doors 12c, 12d are rotated to the chain line positions in FIG. 12 so that air bypasses the interior heating heat exchanger 12 and flows through the bypass air passages 12a, 12b. In the fourth embodiment, a refrigerant cycle 121A is an accumulator cycle without a gas-injection function. That is, in the fourth embodiment, an accumulator 32 for separating gas-liquid two-phase refrigerant into gas refrigerant and liquid refrigerant is disposed on a suction side of the compressor 22. The gas refrigerant separated in the accumulator 32 is sucked from a gas-suction pipe 32a into the compressor 22. Liquid refrigerant accumulated in the accumulator 32 is also sucked into the gas-suction pipe 32a through a little suction hole (not shown) formed at a bottom of the gas-suction pipe 32a, and is also sucked into the compressor 22. In the refrigerant cycle 121A, an electrical expansion valve (first decompressing unit) 33 and an electromagnetic valve 34 are disposed in parallel between an outlet side of the interior heating heat exchanger 12 and an

inlet side of the external heat exchanger 24. An electrical expansion valve (second decompressing unit) 35 is disposed between an outlet side of the exterior heat exchanger 24 and an inlet side of the interior cooling heat exchanger 11. A bypass passage 36 is provided between the outlet side of the exterior heat exchanger 24 (i.e., an inlet side of the cooling-side electrical expansion valve 35) and an inlet side of the accumulator 32, and an electromagnetic valve 37 is disposed in the bypass passage 36. Through the bypass passage 36, the outlet side of the exterior heat exchanger 24 (i.e., the inlet side of the cooling-side electrical expansion valve 35) directly communicates with the inlet side of the accumulator 32.

A control process of the refrigerant cycle 121A according to the fourth embodiment is shown in FIG. 14. In the fourth embodiment, step S105' is different from step S105 in FIG. 11 in the third embodiment. That is, in the fourth embodiment, the dehumidifying mode is set at step S105' instead of the oil-discharging mode in FIG. 11.

When the cooling mode is selected at step S102, the switching doors 12c, 12d are operated to open the bypass air passages 12a, 12b so that air bypasses the interior heating heat exchanger 12, the electromagnetic valve 34 is opened, and the electromagnetic valve 37 is closed at step S201, as shown in FIG. 13A. Therefore, in the refrigerant cycle 121A, refrigerant flows through the compressor 22, the interior heating heat exchanger 12, the electromagnetic valve 34, the exterior heat exchanger 24, the electrical expansion valve 35, the interior cooling heat exchanger 11, the accumulator 32 and the compressor 22 in this order. At this time, the interior heating heat exchanger 12 only functions as a refrigerant passage because air does not flow through the interior heating heat exchanger 12. Therefore, gas refrigerant discharged from the compressor 22 passes through the interior heating heat exchanger 12 and the electromagnetic valve 34, and is condensed in the exterior heat exchanger 24. The condensed refrigerant is decompressed in the electrical expansion valve 35 to low-pressure gas-liquid two-phase refrigerant. The low-pressure gas-liquid two-phase refrigerant is evaporated in the interior cooling heat exchanger 11 by absorbing heat from air in the air duct 2, and is introduced into the compressor 22 through the accumulator 32. Air in the air duct 2 is cooled by the interior cooling heat exchanger 11, and is blown into the passenger compartment of the vehicle through the bypass air passages 12a, 12b.

On the other hand, when the dehumidifying mode is selected at step S102, the switching doors 12c, 12d are operated to close the bypass air passages 12a, 12b so that air flows into the interior heating heat exchanger 12, and both the electromagnetic valves 34, 37 are opened at step S202, as shown in FIG. 13B. Therefore, in the refrigerant cycle 121A, as shown in FIG. 13B, refrigerant flows through the compressor 22, the interior heating heat exchanger 12, the electrical expansion valve 33, the exterior heat exchanger 24, the electrical expansion valve 35, the interior cooling heat exchanger 11, the accumulator 32 and the compressor 22 in this order. As a result, air in the air duct 2 is cooled by the interior cooling heat exchanger 11 and then is heated by the interior heating heat exchanger 12, resulting in that air is dehumidified. In the dehumidifying mode, refrigerant is decompressed in two steps by the heating-side expansion valve 33 and the cooling-side expansion valve 35. Therefore, the exterior heat exchanger 24 functions as an evaporator in which refrigerant absorbs heat from air, or functions as a condenser in which refrigerant radiates heat, according to opening degrees of the expansion valves 33, 35. That is, by adjusting the opening degrees of the expansion

valves **33**, **35**, the external heat exchanger **24** is switched to the condenser or the evaporator. Thus, the high pressure of refrigerant discharged from the compressor **22** of the refrigerant cycle **121A** can be controlled in the dehumidifying mode.

Next, control of the opening degrees of the expansion valves **33**, **35** will be described in detail. First, each opening-degree pattern of the expansion valves **33**, **35** is determined based on the outside air temperature (T_{am}) and an air-amount level blown by the blower **7**, according to a control map shown in FIG. **15**. The control map shown in FIG. **15** is pre-stored in ROM of the microcomputer of the control unit **40**. The air-amount level blown by the blower **7** increases from LO to HI as shown in FIG. **15**. Next, an initial opening degree (EVH) of the expansion valve **33** and an initial opening degree (EVC) of the expansion valve **35** are determined based on the opening-degree pattern, according to a control map shown in FIG. **16**. That is, the expansion valves **33**, **35**, respectively have refrigerant flow characteristics corresponding to the initial opening degrees (EVH, EVC). Each refrigerant amount flowing through the expansion valves **33**, **35** corresponds to the opening degrees of the expansion valve **33**, **35**, and can be controlled by adjusting the number of pulses applied to a step motor of the expansion valves **33**, **35**, as shown in FIG. **17**. When the number of pulses applied to the step motor is increased, the opening degrees of the expansion valves **33**, **35** are increased, and each refrigerant amount flowing through the expansion valves **33**, **35** are also increased.

After the initial opening degrees (EVH, EVC) of the expansion valves **33**, **35** are set and the refrigerant cycle **121A** starts, the opening degrees of the expansion valves **33**, **35** are controlled so that the pressure of refrigerant discharged from the compressor **22** is set to a target pressure. That is, when the pressure of refrigerant discharged from the compressor **22** is larger than the target pressure, the opening degree pattern is increased. Due to the increase in the opening degree pattern, the opening degree (EVH) of the electrical expansion valve **33** is increased, and the opening degree (EVC) of the electrical expansion valve **35** is decreased. Accordingly, the exterior heat exchanger **24** becomes in a high-pressure side and radiates heat to air, and the pressure of refrigerant discharged from the compressor **22** is lowered to be equal to the target pressure. On the contrary, when the pressure of the refrigerant discharged from the compressor **22** is smaller than the target pressure, the opening degree pattern is decreased. Due to the decrease in the opening degree pattern, the opening degree (EVH) of expansion valve **33** is decreased, and the opening degree (EVC) of the expansion valve **35** is increased. Accordingly, the exterior heat exchanger **24** becomes in the low-pressure side of the refrigerant cycle **121A** and absorbs heat from air, thereby increasing the pressure of refrigerant discharged from the compressor **22** to be equal to the target pressure. The temperature of air blown from the interior cooling heat exchanger **11** is also controlled to be equal to the target air temperature (e.g., $T_{am}=5^{\circ}\text{C}$.) by controlling the rotation speed of the compressor **22**.

When the heating mode is selected at step **S102**, the control process proceeds to step **S103**, **S104**. When the outside air temperature T_{am} is 15°C . or more, the dehumidifying mode is set at step **S105'** so that lubricating oil is discharged. The dehumidifying mode at step **S105'** is the same as the dehumidifying mode at step **S202** described above. Therefore, at step **S105'**, refrigerant flows through the compressor **22**, the interior heating heat exchanger **12**, the expansion valve **33**, the exterior heat exchanger **24**, the

expansion valve **35**, the interior cooling heat exchanger **11**, the accumulator **32** and the compressor **22** in this order.

As a result, liquid refrigerant including lubricating oil, staying in the interior cooling heat exchanger **11** during the cooling mode, is discharged from the interior cooling heat exchanger **11** by refrigerant flowing through the interior cooling heat exchanger **11**, and is returned to the compressor **22**. Further, refrigerant flows through both the interior cooling heat exchanger **11** and the exterior heat exchanger **24** in series, and the exterior heat exchanger **24** functions as an evaporator in which refrigerant absorbs heat from air, by controlling the opening degrees of the expansion valves **33**, **35**. Therefore, the quantity of heat absorbed by refrigerant in the interior cooling heat exchanger **11**, that is, cooling performance of the interior cooling heat exchanger **11** is suppressed. As a result, heating performance of the passenger compartment is prevented from deteriorating at the starting time of the heating operation.

Thus, in the fourth embodiment, the lubricating oil staying in the interior cooling heat exchanger **11** can be discharged from the interior cooling heat exchanger **11**, while heating performance of the passenger compartment is not affected at the starting time of the heating operation. In the dehumidifying mode for oil-discharging at step **S105'**, the opening degrees of the expansion valves **33**, **35** are controlled similarly to the above-described dehumidifying mode. When the outside air temperature (T_{am}) is approximately 15°C ., the opening degree (EVH) of the expansion valve **33** is set to be smaller than the opening degree (EVC) of the expansion valve **35**. As a result, in this case, the exterior heat exchanger **24** becomes in the low-pressure side of the refrigerant cycle **121A**, and is used as the evaporator.

Referring to FIG. **14**, after the dehumidifying mode for oil-discharging has been set for a predetermined period, the heating mode is set in the refrigerant cycle **121A** at step **S107**. That is, as shown in FIG. **13C**, the switching doors **12c**, **12d** are rotated to close the bypass air passages **12c**, **12d** so that air flows through the interior heating heat exchanger **12**, the electromagnetic valve **34** is closed and the electromagnetic valve **37** is opened. As a result, in the heating mode, refrigerant flows through the compressor **22**, the interior heating heat exchanger **12**, the expansion valve **33**, the exterior heat exchanger **24**, the electromagnetic valve **37** (i.e., bypass passage **36**), the accumulator **32** and the compressor **22**, in this order. Thus, refrigerant decompressed in the expansion valve **33** to a low-pressure is evaporated in the exterior heat exchanger **24** by absorbing heat from air, and then radiates condensation heat in the interior heating heat exchanger **12** so that air to be blown into the passenger compartment is heated.

Although the present invention has been fully described in connection with preferred embodiments thereof with reference to the accompanying drawings, it is to be noted that various changes and modifications will become apparent to those skilled in the art.

For example, the gas-liquid separator **25**, **25A** described in the first and second embodiments may be applied to the invention of the third and fourth embodiments.

In each of the above-described third and fourth embodiments, the rotation speed of the compressor **22** may be forcibly increased and maintained to a preset rotation speed (e.g., 2000 rpm) or more at steps **S105** and **S105'** so that circulating amount of refrigerant is increased in the refrigerant cycle **121**, **121A**. That is, by increasing the circulating amount of refrigerant at steps **S105**, **S105'**, lubricating oil staying in the interior cooling heat exchanger **11** may be discharged.

In each of the above-described third and fourth embodiments, when the heating mode is set, it is determined whether or not the outside air temperature (Tam) is 15° C. or more at step S104 to determine whether or not the oil-discharging mode is necessary. However, it may be determined that the oil-discharging mode is necessary when a calculated target temperature (TAO) of air blown into the passenger compartment is higher than a predetermined temperature.

The present invention is not limited to a refrigerant cycle system of an air conditioning apparatus for a vehicle, but also applied to other refrigerant cycles for various use.

Such changes and modifications are to be understood as being within the scope of the present invention as defined by the appended claims.

What is claimed is:

1. A refrigerant cycle system for an air conditioning apparatus for a vehicle having a passenger compartment, said refrigerant cycle system comprising:

an interior heat exchanger, disposed inside the passenger compartment, for performing heat-exchange between air to be blown into the passenger compartment and refrigerant flowing therethrough;

an exterior heat exchanger, disposed outside the passenger compartment, for performing heat-exchange between air outside the passenger compartment and refrigerant flowing therethrough;

a compressor for compressing refrigerant, said compressor having an inlet port for introducing therein low-pressure refrigerant, a gas-injection port for introducing therein a middle-pressure gas refrigerant at a compression-intermediate state, and an outlet port for discharging compressed high-pressure refrigerant;

a first decompressing unit for reducing a pressure of refrigerant to a middle-pressure;

a gas-liquid separator for separating middle-pressure refrigerant decompressed by said first decompressing unit into gas refrigerant and liquid refrigerant;

a second decompressing unit for decompressing liquid refrigerant separated by said gas-liquid separator; and

a gas-injection pipe for introducing gas refrigerant separated by said gas-liquid separator into said gas-injection port of said compressor, wherein:

said gas-liquid separator includes a liquid-suction pipe for introducing liquid refrigerant into said second decompressing unit, and gas-suction pipe for introducing gas refrigerant into said gas-injection pipe;

said liquid-suction pipe has an open end opened in liquid refrigerant within said gas-liquid separator;

said gas-suction pipe is approximately a straight pipe;

said open end of said gas-suction pipe is formed at an upper end of said straight said suction hole is formed at a lower side of said straight pipe to be adjacent to a bottom of said gas-liquid separator;

said gas-suction pipe has an open end opened in gas refrigerant within said gas-liquid separator, and a middle pipe portion which is immersed in liquid refrigerant within said gas-liquid separator and has a suction hole through which liquid refrigerant is sucked into said gas-suction pipe; and

said suction hole is provided in said middle pipe portion of said gas-suction pipe at a position lower than said open end of said liquid-suction pipe.

2. The refrigerant cycle system according to claim 1, wherein:

said first decompressing unit is an electrical expansion valve for controlling the middle pressure of refrigerant; and

said second decompressing unit is a thermal expansion valve which adjusts a super-heating degree of refrigerant to be sucked into said inlet port of said compressor.

3. The refrigerant cycle system according to claim 1, wherein said interior heat exchanger includes a cooling heat exchanger for cooling air passing therethrough, and a heating heat exchanger for heating air passing therethrough.

4. A refrigerant cycle system for an air conditioning apparatus for a vehicle having a passenger compartment, said refrigerant cycle system comprising:

an interior heat exchanger, disposed inside the passenger compartment, for performing heat-exchange between air to be blown into the passenger compartment and refrigerant flowing therethrough, said interior heat exchanger including a cooling heat exchanger for cooling air passing therethrough, and a heating heat exchanger for heating air passing therethrough;

an exterior heat exchanger, disposed outside the passenger compartment, for performing heat-exchange between air outside the passenger compartment and refrigerant flowing therethrough;

a compressor for compressing refrigerant, said compressor having an inlet port for introducing therein low-pressure refrigerant, a gas-injection port for introducing therein a middle-pressure gas refrigerant at a compression-intermediate state, and an outlet port for discharging compressed high-pressure refrigerant;

a first decompressing unit for reducing a pressure of refrigerant to a middle-pressure;

a gas-liquid separator for separating middle-pressure refrigerant decompressed by said first decompressing unit into gas refrigerant and liquid refrigerant;

a second decompressing unit for decompressing liquid refrigerant separated by said gas-liquid separator; and

a gas-injection pipe for introducing gas refrigerant separated by said gas-liquid separator into said gas-injection port of said compressor;

a control unit for setting a cooling mode in which air blown into the passenger compartment is cooled by said cooling heat exchanger, a heating mode in which air blown into the passenger compartment is heated by said heating heat exchanger, and a dehumidifying mode in which air blown into the passenger compartment is dehumidified by said cooling heat exchanger and said heating heat exchanger, wherein:

said gas-liquid separator includes a liquid-suction pipe for introducing liquid refrigerant into said second decompressing unit, and a gas-suction pipe for introducing gas refrigerant into said gas-injection pipe;

said liquid-suction pipe has an open end opened in liquid refrigerant within said gas-liquid separator;

said gas-suction pipe has an open end opened in gas refrigerant within said gas-liquid separator, and a middle pipe portion which is immersed in liquid refrigerant within said gas-liquid separator and has a suction hole through which liquid refrigerant is sucked into said gas-suction pipe; and

said suction hole is provided in said middle pipe portion of said gas-suction pipe at a position lower than said open end of said liquid-suction pipe;

said control unit includes:

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determining means for determining whether or not an oil-discharging operation for discharging lubricating oil staying in said cooling heat exchanger into said compressor is necessary at a starting time of said heating mode,

oil-discharging operation setting means for setting said oil-discharging operation when said determining means determines that said oil-discharging operation is necessary, and

heating mode setting means for setting said heating mode after said oil-discharging operation is performed for a predetermined period, when said determining means determines that said oil-discharging operation is necessary.

5. The refrigerant cycle system according to claim 4, wherein said control unit controls a flow of refrigerant in such a manner that gas refrigerant discharged from said compressor is condensed in said heating heat exchanger, is decompressed in said first and second decompressing units, passes through both said exterior heat exchanger and said cooling heat exchanger in parallel, and is introduced into said compressor, when said oil-discharging operation setting means sets said oil-discharging operation.

6. The refrigerant cycle system according to claim 5, wherein said control unit controls the flow of refrigerant in such a manner that gas refrigerant discharged from said compressor is condensed by said heating heat exchanger, is decompressed by said first and second decompressing units, is evaporated by said cooling heat exchanger, and is introduced into said compressor, when said dehumidifying mode is set.

7. The refrigerant cycle system according to claim 4, wherein said control unit controls the flow of refrigerant in such a manner that gas refrigerant discharged from said compressor is condensed by said heating heat exchanger, is decompressed by said first and second decompressing units, is evaporated by both said cooling heat exchanger and said exterior heat exchanger, and is introduced into said compressor, when said dehumidifying mode is set;

said control unit sets said dehumidifying mode, when said determining means determines that said oil-discharging operation is necessary.

8. The refrigerant cycle system according to claim 4, wherein said control unit increases a rotation speed of said compressor to be higher than a predetermined value, when said determining means determines that said oil-discharging operation is necessary.

9. The refrigerant cycle system according to claim 4, wherein:

said control unit includes an outside air temperature sensor for detecting a temperature of outside air; and said determining means determines that the oil-discharging operation is necessary when the temperature of outside air detected by said outside air temperature sensor is higher than a predetermined temperature at a starting time of said heating mode.

10. A gas-liquid separator for a refrigerant cycle having a compressor for compressing refrigerant, said gas-liquid separator, for separating gas-liquid refrigerant into gas refrigerant and liquid refrigerant, comprising:

a refrigerant case for receiving refrigerant therein;

an inlet pipe through which gas-liquid refrigerant in the refrigerant cycle is introduced into said refrigerant case;

a liquid-suction pipe through which liquid refrigerant within said refrigerant case is supplied to the refrigerant cycle; and

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a gas-suction pipe through which gas refrigerant within said refrigerant case is introduced into the compressor at an intermediate-compression state, wherein:

said gas-suction pipe is approximately a straight pipe;

said open end of said gas-suction pipe is formed at an upper end of said straight said suction hole is formed at a lower side of said straight pipe to be adjacent to a bottom of said refrigerant case;

said liquid-suction pipe has an open end opened in liquid refrigerant within said refrigerant case;

said gas-suction pipe has an open end opened in gas refrigerant within said refrigerant case, and a middle pipe portion which is immersed in liquid refrigerant within said refrigerant case and has a suction hole through which liquid refrigerant is sucked into said gas-suction pipe; and

said suction hole is provided in said middle pipe portion at a position lower than said open end of said liquid-suction pipe.

11. An air conditioning apparatus for a vehicle having a passenger compartment, said air conditioning apparatus comprising:

an air duct for forming an air passage through which air is blown into the passenger compartment;

a blower for blowing air into said air passage;

a refrigerant cycle for circulating refrigerant, said refrigerant cycle including

a cooling heat exchanger, disposed in said air passage, for cooling air in said air passage,

a heating heat exchanger, disposed in said air passage at a downstream air side of said cooling heat exchanger, for heating air in said air passage,

an exterior heat exchanger, disposed outside said air duct, for performing heat-exchange between air outside the passenger compartment and refrigerant flowing therethrough,

a compressor for compressing refrigerant, and

a decompressing unit for reducing a pressure of refrigerant; and

a control unit for setting a cooling mode in which air blown into the passenger compartment is cooled by said cooling heat exchanger, a heating mode in which air blown into the passenger compartment is heated by said heating heat exchanger, and a dehumidifying mode in which air blown into the passenger compartment is dehumidified by said cooling heat exchanger and said heating heat exchanger,

wherein said control unit includes

determining means for determining whether or not an oil-discharging operation for discharging lubricating oil staying in said cooling heat exchanger into said compressor is necessary at a starting time of said heating mode,

oil-discharging operation setting means for setting said oil-discharging operation when said determining means determines that said oil-discharging operation is necessary, and

heating mode setting means for setting said heating mode after said oil-discharging operation is performed for a predetermined period, when said determining means determines that the oil-discharging operation is necessary.

12. The air conditioning apparatus according to claim 11, wherein said control unit controls a flow of refrigerant in such a manner that gas refrigerant discharged from said

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compressor is condensed in said heating heat exchanger, is decompressed in said decompressing unit, passes through both said exterior heat exchanger and said cooling heat exchanger in parallel, and is introduced into said compressor, when said oil-discharging operation setting means sets said oil-discharging operation. 5

13. The air conditioning apparatus according to claim 11, wherein:

said control unit controls the flow of refrigerant in such a manner that gas refrigerant discharged from said compressor is condensed by said heating heat exchanger, is decompressed by said decompressing unit, is evaporated by both said cooling heat exchanger and said exterior heat exchanger, and is introduced into said compressor, when said dehumidifying mode is set; and 10
said control unit sets said dehumidifying mode, when said determining means determines that said oil-discharging operation is necessary. 15

14. The air conditioning apparatus according to claim 11, wherein: 20

said decompressing unit includes first decompressing means and second decompressing means;
said control unit controls the flow of refrigerant in such a manner that gas refrigerant discharged from said compressor is condensed by said heating heat exchanger, is

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decompressed by said first decompressing means, passes through said exterior heat exchanger, is decompressed again by said second decompressing means, is evaporated by said cooling heat exchanger, and is introduced into said compressor, when said dehumidifying mode is set; and

said control unit sets said dehumidifying mode, when said determining means determines that said oil-discharging operation is necessary.

15. The air conditioning apparatus according to claim 11, wherein said control unit increases a rotation speed of said compressor to be higher than a predetermined value, when said determining means determines that said oil-discharging operation is necessary.

16. The air conditioning apparatus according to claim 11, wherein:

said control unit includes an outside air temperature sensor for detecting a temperature of outside air; and
said determining means determines that the oil-discharging operation is necessary when the temperature of outside air detected by said outside air temperature sensor is higher than a predetermined temperature at a starting time of said heating mode.

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