

Off-grid systems sofia

Our main partner is the Netherlands company Victron Energy, which is famous for its reliable inverters, chargers and other professional equipment. We build & thin sp;...

At the beginning of 2021, the owner of a house under construction near Sofia addressed us to install a solar power plant on the roof. An important criterion was uninterrupted power supply.

In the process of negotiations, we stopped on a hybrid system that can work both in parallel with the external grid and autonomously. The customer approved the design with the location of photovoltaic (PV) modules on all roof slopes.

In most cases, our clients avoid compromises and choose equipment of the highest level. Therefore, we used the time-tested solar modules from the Japanese company Sharp Solar. During installation, the customer had the pleasure to watch the process from a bird's height and kindly shared photos.

At the same time, our experience shows that in gloomy weather all the slopes of the roof "work"; similarly, therefore, if there is a sufficient budget, do not neglect the northeastern and northwestern slopes. In sunny weather, the use of various roof slopes allows getting more uniform generation throughout the day from sunrise to sunset.

Apart from its direct purpose — converting solar energy into electrical — photovoltaic modules on the roof of the house give their owners two pleasant bonuses: in hot weather, they significantly reduce the heating of the space under the roof, and during the rain they notably minimize noise.

Photovoltaic modules produce direct current, and in everyday life, as a rule, alternating is required: 1-phased or 3-phased. In on-grid solar power plants (without batteries), the modules are connected to the grid-tie PV inverter, which converts direct current into alternating. In off-grid and hybrid systems (with batteries), the modules are usually connected to solar charge controllers or hybrid PV inverters. In our case, we connected the solar modules to five charge controllers and one grid-tie inverter.

For effective operation of the power plant, we used the charge controllers SmartSolar from the Netherlands company Victron Energy. They lower the voltage obtained from the solar modules to the level that is necessary for the batteries, proportionally increasing the charging current. Battery inverters are responsible for converting direct current into alternating in such systems.

Three charge controllers — MPPT 250/85. The first number in the name of the modification means the maximum allowable voltage at the input (from the solar modules) — no more than 250 volts. The second number shows the maximum possible current at the output (to the battery) — up to 85 amperes,

which at the voltage of the battery, 55volts, provides a charging power of about 4.7kW.

To each of those controller we connected 12 modules (blue in the scheme), grouping them into 3 strings of 4 modules. Solar modules in each string are connected sequentially, which increases the total voltage of a string. Between themselves, they are connected in parallel, which increases current strength. For the effective operation of the modules, all strings connected in parallel should be the same and be in identical conditions (azimuth, angle of inclination, illumination, temperature).

Six modules we connected to a charge controller MPPT 150/45 (also blue in the scheme, 3 strings with 2 modules each) and another 16 – to the newest controller MPPT RS 450/100 (green in the scheme). This was the first example RS 450/100, installed in Bulgaria. The higher permissible voltage at the input of this controller made it possible to combine sequentially eight modules in each string. In addition, we were able to place two strings on different roof slopes, since the modification RS 450/100 has two independent MPPT (Maximum Power Point Tracking).

The other 36 modules (red in the scheme) we connected to a 3-phased on-grid PV inverter Fronius Symo (Austria) with power of 15kW. Such a combination of charge controllers and an grid-tie inverter increases the overall efficiency of the hybrid system and deserves a separate article.

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