

Title (en)  
TRIPLE-DISC CLUTCH WITH THREE CENTRIFUGAL-OIL COMPENSATING CHAMBERS CONNECTED TO A SHARED CENTRIFUGAL-OIL CHANNEL

Title (de)  
DREIFACHLAMELLENKUPPLUNG MIT DREI FLIEHÖLAUSGLEICHSRÄUMEN VERBUNDEN MIT EINEM GEMEINSAMEN FLIEHÖLKANAL

Title (fr)  
EMBRAYAGE À TROIS DISQUES COMPRENANT TROIS CHAMBRES DE COMPENSATION D'HUILE CENTRIFUGE RELIÉES À UN CANAL D'HUILE CENTRIFUGE PARTAGÉ

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Application  
**EP 22711049 A 20220308**

Priority  
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• EP 2022055844 W 20220308

Abstract (en)  
[origin: WO2022207250A1] Disclosed is a triple-disc clutch arrangement (20) of a motor vehicle, having a first, a second and a third friction clutch (28, 30, 210) and a first, second and third piston arrangement. The first piston arrangement serves to actuate the first friction clutch (210) and comprises a first piston (70), a first piston chamber, a first centrifugal-oil piston (100) and a first centrifugal-oil compensation chamber (78). The second piston arrangement serves to actuate the second friction clutch (28) and comprises a second piston (90), a second piston chamber, a second centrifugal-oil piston (101) and a second centrifugal-oil compensation chamber (86). The third piston arrangement serves to actuate the third friction clutch (30) and comprises a third piston (200), a third piston chamber, a third centrifugal-oil piston (102) and a third centrifugal-oil compensation chamber (103). The three pistons (70, 90, 200) for actuating the three friction clutches (28, 30, 210) are all disposed on the same side of the three-disc clutch, situated opposite the input shaft (22), and the piston chambers of the pistons are connected, by way of an axially extending hollow pin (62) of a rotary transmission leadthrough and via passages in a housing (32), to a hydraulic control arrangement. The rotary transmission leadthrough is rotatably mounted in the housing (32) of the three-disc clutch arrangement by means of the pin (62) and axially is disposed at least partially below the friction clutches (28, 30, 210). The pin (62) has actuation radial channels (74, 94, 201) and one each of these actuation radial channels (74, 94, 201) is paired with the three piston chambers, and a single centrifugal-oil channel is paired with the three centrifugal-oil compensation chambers (78, 86, 103), the friction clutches (28, 30, 210) being supplied with cooling fluid via the centrifugal-oil channel (80).

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