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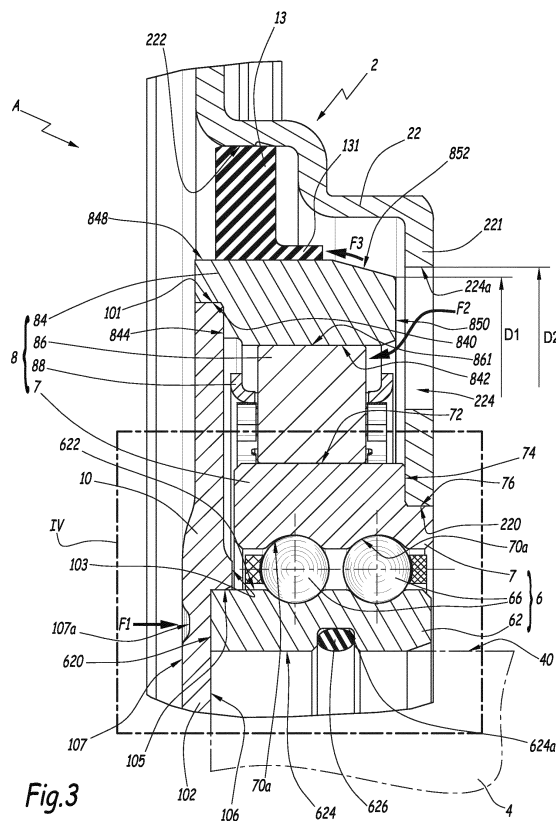
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(54) Torque transmission mechanism

(57) This torque transmission mechanism (A) for an internal combustion engine, adapted to transmit a starting torque from a starter motor to a crankshaft (4) of the internal combustion engine, comprises a ring gear (2) that transmits the starting torque, a one-way clutch (8) disposed between the ring gear (2) and the crankshaft

(4), including an outer ring (84) and an inner ring (7), a bearing (6) including an outer ring (7) fast in rotation with the gear ring (2) and an inner ring (62) fast in rotation with the crankshaft (4). The inner ring of the one-way clutch (8) and the outer ring of the bearing (6) are formed by a single tubular part (7).

**Fig.3****EP 2 824 317 A1**

Description

[0001] The invention relates to a torque transmission mechanism for an internal combustion engine.

[0002] Torque transmission mechanisms for starter motors of internal combustion engines include a one-way clutch and a bearing for allowing rotation of a gear ring to which the starting torque is transmitted. This one-way clutch comprises an inner ring fast in rotation to an outer ring of the bearing. As the one-way clutch and the bearing are generally manufactured independently, the outer ring of the bearing and the inner ring of the one-way clutch must be attached to each other. In addition, the outer ring of the bearing and the inner ring of the one-way clutch are unnecessarily grinded with high precision. This provokes additional cost.

[0003] The aim of the invention is to provide a new torque transmission mechanism for an internal combustion engine, in which the one-way clutch and the bearing are manufactured in a less costly way.

[0004] To this end, the invention concerns a torque transmission mechanism for an internal combustion engine, adapted to transmit a starting torque from a starter motor to a crankshaft of the internal combustion engine, the torque transmission mechanism comprising a ring gear that transmits the starting torque, a one-way clutch disposed between the ring gear and the crankshaft, including an outer ring and an inner ring, and a bearing including an outer ring fast in rotation with the gear ring and an inner ring fast in rotation with the crankshaft. This torque transmission mechanism is **characterized in that** the inner ring of the one-way clutch and the outer ring of the bearing are formed by a single tubular part.

[0005] Thanks to the invention, the torque transmission mechanism is much less costly than in the prior art, and its manufacturing is more simple.

[0006] According to further aspects of the invention which are advantageous but not compulsory, such a torque transmission mechanism may incorporate one or several of the following features:

- The tubular part defines an inner cylindrical surface which forms raceway tracks for the rolling elements of the bearing and an outer cylindrical surface with which sprags of the one-way clutch cooperate.
- The outer cylindrical surface of the tubular part is obtained by a standard bearing ring grinding process.
- The ring gear comprises a gear side portion to which the starting torque is transmitted from the starter motor via gear mesh and a flange joining the gear side portion to the inner ring of the one-way clutch, whereas the flange is directly assembled to the inner ring of the one-way clutch via an inner edge of the flange.

[0007] The invention will now be explained in correspondence with the annexed figures, as an illustrative example. In the annexed figures:

- figure 1 is a front view of a torque transmission mechanism according to a first embodiment of the invention;
- figure 2 is a sectional view, along plane II-II and at a larger scale, of an upper half of the torque transmission mechanism of figure 1;
- figure 3 is a view, at a larger scale, of detail III on figure 2;
- figure 4 is a view, at a larger scale, of detail IV on figure 3;
- figure 5 is a partially sectioned front view of a one-way clutch belonging to the torque transmission mechanism of figure 1;
- figure 6 is a sectional view along plane VI-VI of the one-way clutch of figure 5;
- figure 7 is a view at a larger scale of detail VII on figure 5;
- figure 8 is a view similar to figure 2 and at a larger scale, of a torque transmission mechanism according to a second embodiment of the invention.

[0008] The torque transmission mechanism A represented on figures 1 to 7 comprises a ring gear 2 which is driven by a non-shown pinion of a non-shown starter motor. Ring gear 2 is rotatable with respect to a crankshaft 4 of a non-shown internal combustion engine. For the sake of simplicity and clarity, shaft 4 is shown only on figures 3 and 4, in dashed lines. Rotation of ring gear 2 with respect to crankshaft 4 is allowed by a rolling bearing 6 including an inner ring 62 adapted to accommodate crankshaft 4 and which is coupled in rotation with crankshaft 4, an outer ring including two raceway tracks 70a realized on an inner surface 70 of a tubular part 7, which is coupled in rotation with ring gear 2, and rolling elements, such as balls 66, located between inner ring 62 and raceway tracks 70a.

[0009] Torque transmission mechanism A also includes a one-way clutch 8, which includes an inner ring formed by an outer surface 72 of tubular part 7, an outer ring 84 and sprags 86 mounted in a cage 88 located between inner ring 82 and outer surface 72.

[0010] Tubular part 7 is coupled in rotation with ring gear 2, so that the starting torque delivered by the starter motor is transmitted to tubular part 7 via ring gear 2. The inner ring of one-way clutch 8 and the outer ring of rolling bearing 6 are formed by tubular part 7, which is monolithic. This permits to reduce the number of parts of torque transmission mechanism A and the number of assembling steps of its manufacturing method. Tubular part 7 can be manufactured using a standardized bearing ring grinding process, which significantly eases its manufacturing.

[0011] Outer ring 84 is coupled in rotation with crankshaft 4 thanks to a front plate 10. Front plate 10 comprises an outer circular edge 101 mounted against a radial inner surface 840 of outer ring 84.

[0012] Front plate 10 comprises, on an inner surface 103, which faces bearing 6, a cylindrical recess 105 in

which inner ring 62 is mounted. As represented on figure 3, a lateral surface 620 of inner ring 62 abuts against a bottom 106 of recess 105, while an outer cylindrical surface 622 of inner ring 62 is mounted against recess 105. Bottom 106 delimits a central wall 102 of front plate 10.

[0013] Front plate 10 is welded to inner ring 62 at the interface between bottom 106 and lateral surface 620. Inner ring 62 is coupled in rotation with crankshaft 4 by welding inner ring 62 to front plate 10 along a direction represented by arrow F1, which is parallel to a central axis X-X' of inner ring 62, which also corresponds to the rotation axis of torque transmission mechanism A. Front plate 10 is attached to an end of crankshaft 4 by screws or bolts. Alternatively, front plate 10 can also be crimped onto inner ring 62, or front plate 10 can be assembled to inner ring 62 in a reversible manner, with fastening means such as elastic rings.

[0014] On an outer surface 107 of front plate 10 opposite to inner surface 103, front plate 10 comprises an annular recess 107a, which forms a cavity aligned, on the sectional view of figure 3, with welding direction F1. Front plate 10 is welded to inner ring 62 on several points of annular recess 107a, so that no bulge of matter is formed by the welding on outer surface 107. This permits to mount other devices or auxiliary equipments directly against outer surface 107 and to improve the axial compactness of torque transmission mechanism A.

[0015] Inner surface 103 is welded to lateral surface 620 through central wall 102 by laser welding. Preferably, front plate 10 is welded to inner ring 62 along the whole circumference of inner ring 62. This provides a tightness seal against oil leakages which could occur from the internal combustion engine via crankshaft 4.

[0016] Inner ring 62 comprises an inner cylindrical surface 624, on which a groove 624a is realized. A toric sealing gasket 626 is housed in groove 624a, so that it lays against an outer peripheral surface 40 of crankshaft 4. Sealing gasket 626 provides a further sealing together with the welding between front plate 10 and inner ring 62.

[0017] Outer ring 84 is manufactured using the following process: outer ring 84 is first manufactured by soft machining, for example by forging, as a forged metal part made of case hardening steel, which contains a relatively low equivalent carbon content, that is to say a maximal equivalent carbon content of 0,7. Then outer ring 84 undergoes a carburizing step. This operation consists in enriching in carbon some surfaces of outer ring 84, so that superficial areas of outer ring 84 contain a higher quantity of carbon. In a further step, outer ring 84 is hardened on the surfaces in which carbon has been added, so as to harden these surfaces. This hardening step may consist of austenitizing, quenching and tempering. In a further step, outer ring 84 is hard machined, for instance grinded or hard turned, so that an inner surface 842 of outer ring 84, with which sprags 86 are adapted to cooperate, has the correct geometrical properties.

[0018] In a further step, front plate 10 is made of a standard low equivalent carbon content steel in a stamp-

ing manufacturing process, as it does not need specific properties except being appropriate for welding. In a final step, front plate 10 and outer ring 84 are assembled. Outer ring 84 and front plate 10 are preferably welded to each other, by welding surfaces 840 and 101 together and/or by welding an axial surface 844 of outer ring 84 to an axial surface 102 of front plate 10.

[0019] Alternatively, front plate 10 can also be crimped onto outer ring 84, or front plate 10 can be assembled to outer ring 84 in a reversible manner, with fastening means such as elastic rings.

[0020] According to a non-shown embodiment of the invention, front plate 10 may also be assembled to outer ring 84 by sticking, gluing, press fit mounting or cooperating splines provided on front plate 10 and outer ring 84.

[0021] Outer ring 84 is preferably carbon enriched by vacuum carburizing. This permits to prevent carbon from being added at places where it is not wanted, for example on surfaces 840 and 844 which must be suitable for welding and therefore not contain a too high amount of carbon.

[0022] According to an optional aspect of the invention, outer ring 84 is obtained by slicing portions of a unique case hardened steel tube. After soft machining and case carburizing of the unique steel raw part in the form of a tube, and either before or after the hardening step, the tube is separated either by soft or hard slicing, in longitudinal portions each forming a ring 84. As the axial surfaces of the rings face each other after the slicing step, the carburizing does not add carbon on the axial surfaces. This permits not to add carbon on non-needed surfaces, where welding is likely to take place.

[0023] According to an alternative aspect of the invention, outer ring 84 can be carbon enriched by atmospheric carburizing. In such a case, a further step is performed between carburizing and hardening of outer ring 84. This step consists in machining outer ring 84 to eliminate carbon on surfaces where it is not wanted.

[0024] As an optimal aspect, the surfaces where carbon enrichment is not wanted may be painted before carburizing, so that these surfaces do not receive carbon and remain suitable for welding. In such a case, paint is eliminated, for example by vibration, after hardening.

[0025] Sprags 86 are mounted in cage 88 so that they can rotate with respect to cage 88 around a rotation axis X86 which is substantially parallel to axis X-X'. Each sprag 86 is inserted in a hole 881 of cage 88. Each sprag 86 comprises a first cam surface 861 which cooperates with inner surface 842 of outer ring 84, and a second cam surface 863 which cooperates with outer surface 72 of tubular part 7. Cam surfaces 861 and 863 have a circular shape and are substantially opposed with respect to axis X86 and cage 88.

[0026] First cam surface 861 of each sprag 86 is urged against inner surface 842 by a leaf spring 90 fixed to cage 88. Each leaf spring 90 exerts an elastic force which tends to rotate a corresponding sprag 86 around axis X86 so that first cam surface 861 is kept in contact with inner surface 842.

[0027] Cam surfaces 861 and 863 are designed in such a way that when a starting torque is delivered to ring gear 2 and when tubular part 7 rotates in the direction of arrow R1 on figure 7, the starting torque is transmitted to outer ring 84 via sprags 86 so as to drive crankshaft 4 and start the internal combustion engine. When internal combustion engine reaches its nominal rotation speed range, the rotation speed of crankshaft 4 becomes superior to the rotation speed of gear ring 2, resulting in outer ring 84 and tubular part 7 rotating at different rotation speeds. Outer ring 84 begins to rotate with respect to tubular part 7 in the direction of arrow R2 on figure 7. This provokes a rotation of sprags 86 around axis X86 in the direction of arrow R3. Second cam surfaces 863 slide on outer surface 72 so that no torque is transmitted from outer ring 84 to tubular part 7 via sprags 86. This prevents ring gear 2 from rotating at too high rotation speeds and avoids damages on the starter motor.

[0028] As one-way clutch 8 only comprises one cage 88, the rotation possibility of sprags 86 around axis X86 make it possible for second cam surfaces 863 to lose contact with outer surface 72 under action of the rotation of outer ring 84. This permits to reduce friction in one-way clutch 8, in comparison to the torque transmission mechanisms of the prior art. Moreover, this permits to reduce the fuel consumption of the vehicle in which torque transmission mechanism A is integrated.

[0029] Ring gear 2 includes a gear side portion 20 to which a starter torque is transmitted from the starter motor via gear mesh. Ring gear 2 also comprises a flange 22 on which gear side portion 20 is mounted. Flange 22 comprises an inner edge 220 located on the side of axis X-X' and which is fixed to tubular part 7.

[0030] Tubular part 7 comprises a shoulder which defines an axial surface 74 and a cylindrical surface 76, against which inner edge 220 of flange 22 is mounted.

[0031] Alternatively, flange 22 can also be crimped onto tubular part 7. Flange 22 can also be assembled to tubular part 7 in a reversible manner, with fastening means such as elastic rings.

[0032] The fact that flange 22 joins tubular part 7 which forms the inner ring of one-way clutch 8 permits to separately produce flange 22 by stamping, and tubular part 7 by a nearly standard bearing ring manufacturing process.

[0033] Outer ring 84 comprises an outer surface 848 which faces an inner cylindrical surface 222 of flange 22. Outer ring 84 also comprises an axial surface 850 which faces, along axis X-X', an inner portion 221 of flange 22. Between surfaces 848 and 850, outer ring 84 comprises a chamfered surface 852 which diverges from axis X-X' towards front plate 10.

[0034] Inner portion 221 comprises at least one lubrication hole 224 which permits lubrication oil coming from the internal combustion engine to get in the one-way clutch and lubricate it, as shown by arrows F2 on figure 3. In order to seal the torque transmission mechanism so that no lubricant can get outside between outer surface

848 and an inner surface 222, a sealing gasket 13 is mounted between these two surfaces. However, as the diameter of outer surface 848 is relatively large, friction between a sealing lip 131 of sealing gasket 13 can be very high because of the high linear speed resulting from the relative rotation between gear ring 2 and outer ring 84. Thanks to chamfered surface 852, lubricant coming through lubrication hole 224 is driven along arrow F3 in the vicinity of sealing lip 131, so that heating of sealing gasket 13 because of friction is reduced and does not damage sealing gasket 13.

[0035] The intersection between surfaces 850 and 852 is at a distance D1 from axis X-X'. On the other hand, an edge 224a of lubrication hole 224 is at a distance D2 of axis X-X'. Distance D1 is inferior to distance D2, so that lubrication hole 224 is partially axially aligned with chamfered surface 852 and that a flow of lubricant goes through lubrication hole 224 directly to chamfered surface 852 and, along this surface, towards sealing gasket 13.

[0036] A second embodiment of the invention is represented on figure 8. In this embodiment, elements similar to first embodiment have the same references and work in the same way. Only the differences with respect to the first embodiment are detailed hereafter.

[0037] In this embodiment, flange 22 and gear side portion 20 are made of one part. In such case, flange 22 is a monolithic part and is therefore less costly to produce, as it does not need assembling and welding operations for attaching a flange and a distinct ring gear. Such a monolithic flange 22 is also lighter than the devices of the prior art.

[0038] In the embodiment of figure 8, on a portion extending between gear side portion 20 and inner surface 222, flange 22 comprises a frustoconical stiffening portion 24 which permits to increase the mechanical resistance of flange 22 to deformations.

[0039] As represented on figure 8 only, even if this can be applied to the first embodiment, torque transmission mechanism A comprises a sealing gasket 15 disposed between a housing H of the internal combustion engine and an outer surface 226 of flange 22. Sealing gasket 15 is on a side of gear ring 2 opposed to sealing gasket 13.

[0040] Frustoconical portion 24 permits to create an axial space which allows to offset sealing gaskets 13 and 15 with respect to each other along axis X-X'. Sealing gaskets 13 and 15 are each mounted on a tubular portion of flange 22 having a different outer diameter, so that the radial dimension of the ensemble of sealing gaskets 13 and 15 is less than if sealing gaskets 13 and 15 were radially stepped as commonly known from the prior art, for instance from US-A-2008/121202. This improves the radial compactness of the central portion of torque transmission mechanism A.

[0041] The features of the previously described embodiments and variants can be combined within the scope of the invention.

Claims

1. Torque transmission mechanism (A) for an internal combustion engine, adapted to transmit a starting torque from a starter motor to a crankshaft (4) of the internal combustion engine, the torque transmission mechanism comprising:

a ring gear (2) that transmits the starting torque, a one-way clutch (8) disposed between the ring gear (2) and the crankshaft (4), including an outer ring (84) and an inner ring (7), a bearing (6) including an outer ring (7) fast in rotation with the gear ring (2) and an inner ring (62) fast in rotation with the crankshaft (4), wherein the inner ring of the one-way clutch (8) and the outer ring of the bearing (6) are formed by a single tubular part (7).

2. Torque transmission mechanism according to claim 1, wherein the tubular part (7) defines an inner cylindrical surface (70) which forms raceway tracks (70a) for the rolling elements (66) of the bearing (6) and an outer cylindrical surface (72) with which sp-rags (86) of the one-way clutch (8) cooperate.

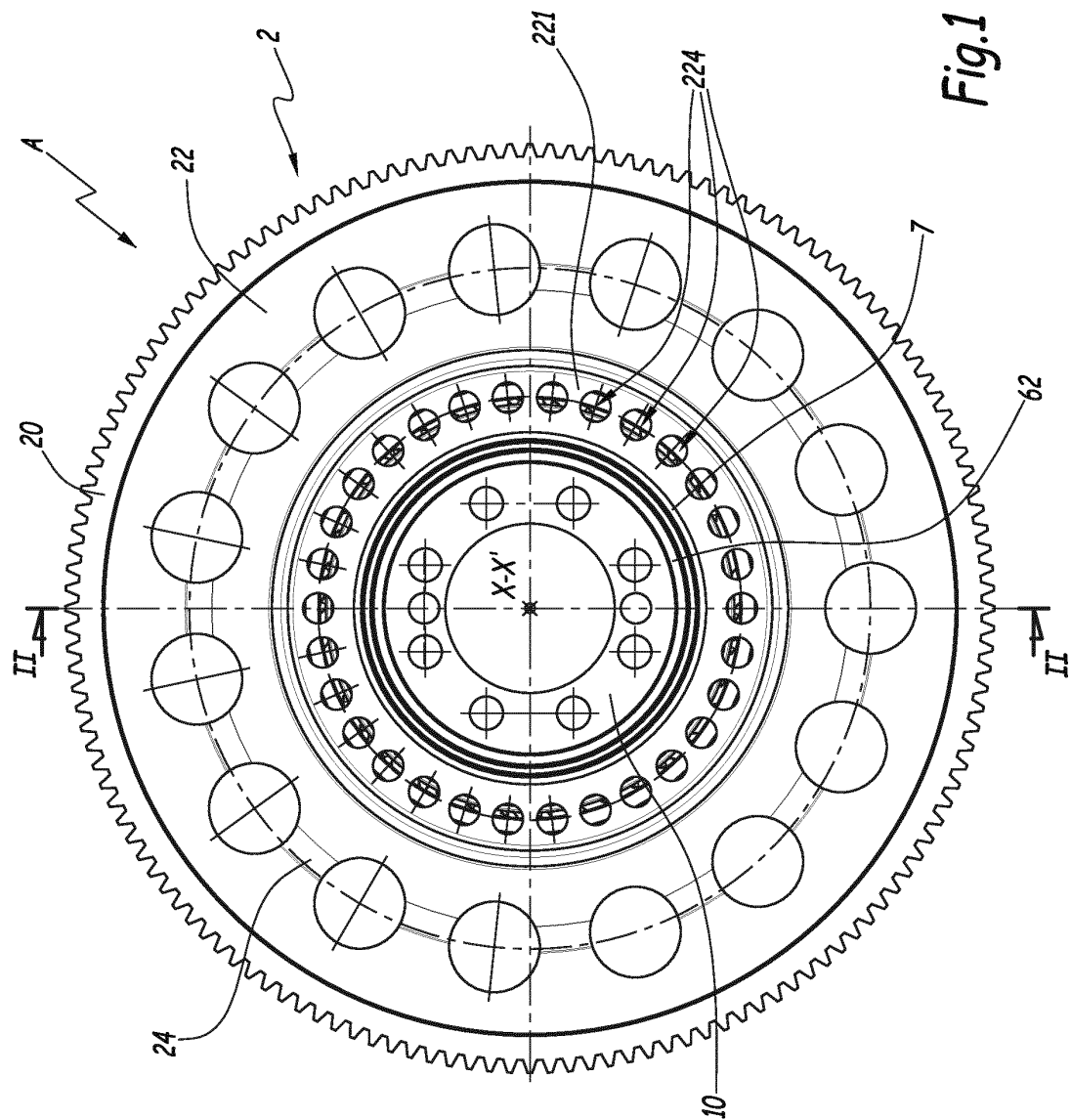
3. Torque transmission mechanism according to claim 2, wherein the outer cylindrical surface (72) of the tubular part (7) is obtained by a standard bearing ring grinding process.

4. Torque transmission mechanism according to any preceding claim, wherein the ring gear (2) comprises a gear side portion (20) to which the starting torque is transmitted from the starter motor via gear mesh and a flange (22) joining the gear side portion (20) to the inner ring (7) of the one-way clutch (8), and wherein the flange (22) is directly assembled to the inner ring (7) of the one-way clutch (8) via an inner edge (220) of the flange (22).

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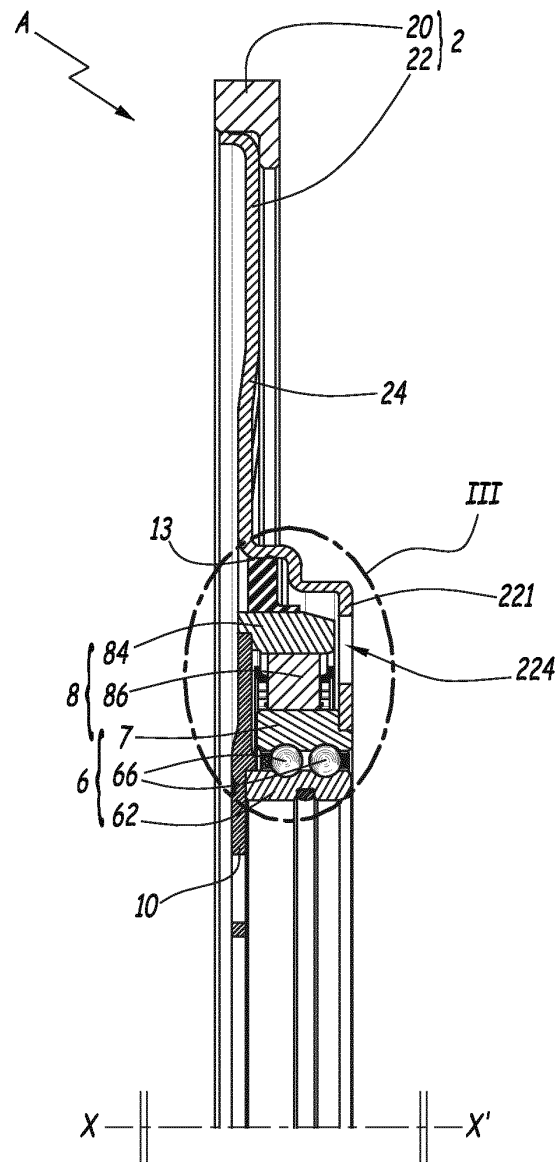
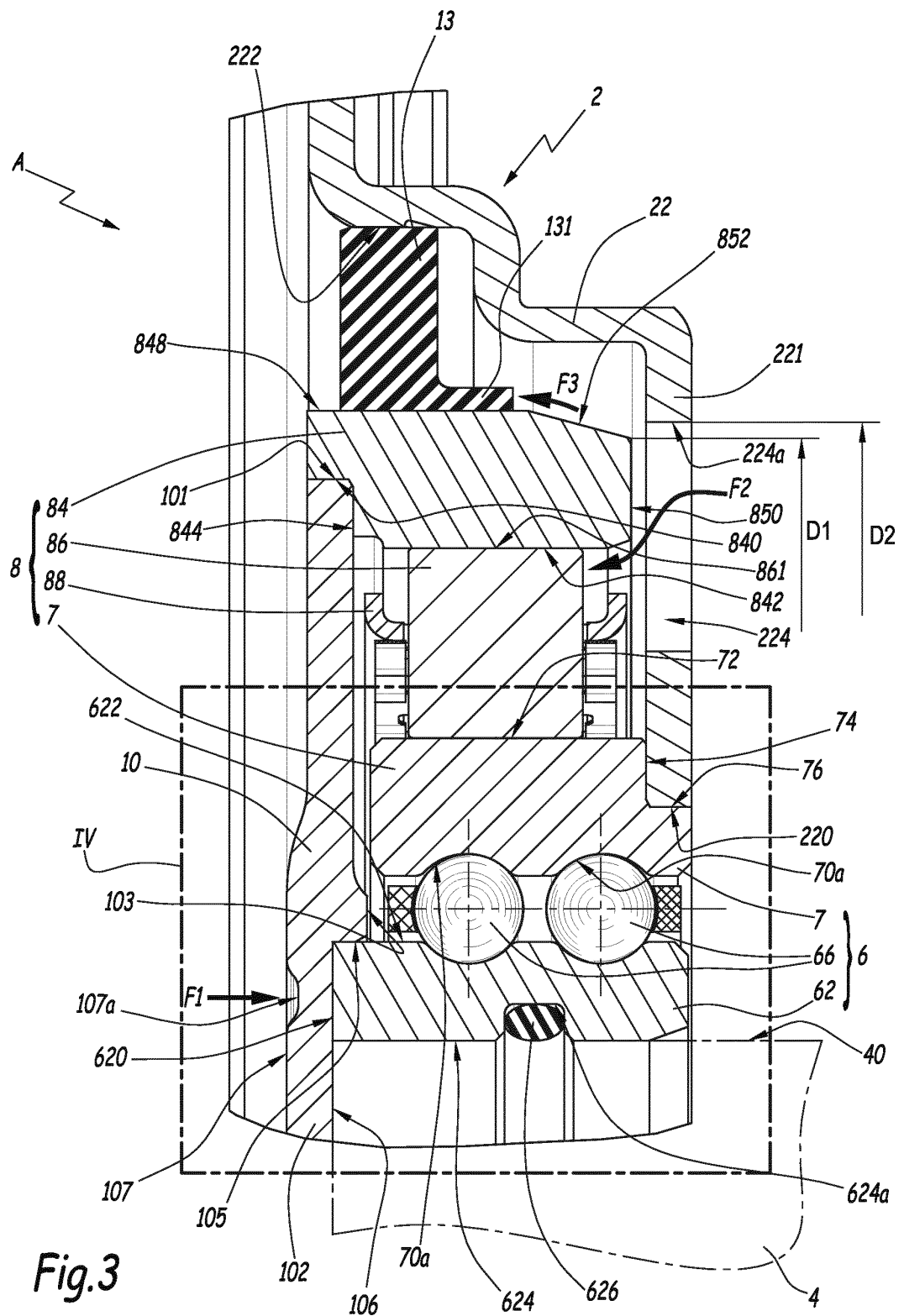


Fig.2



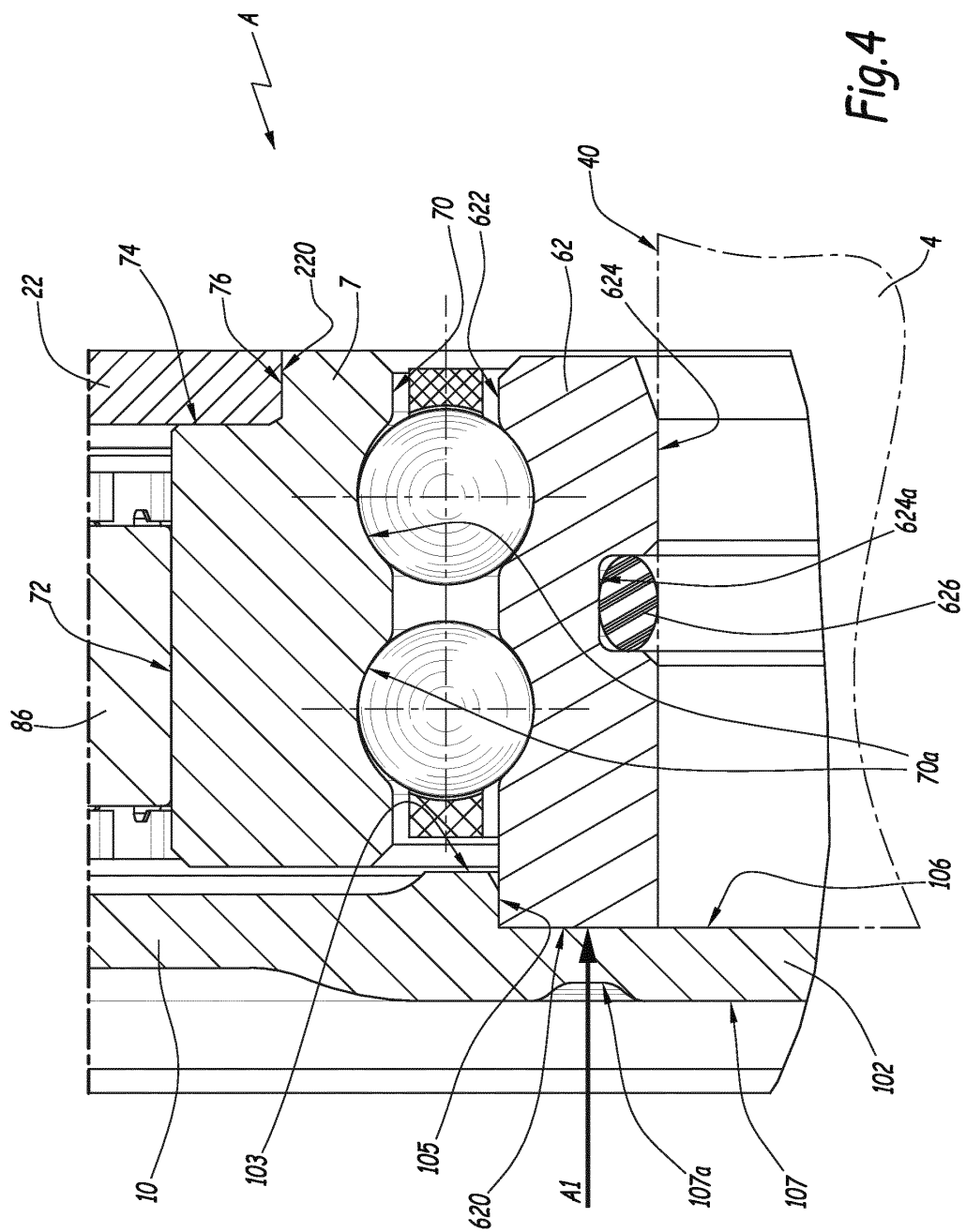
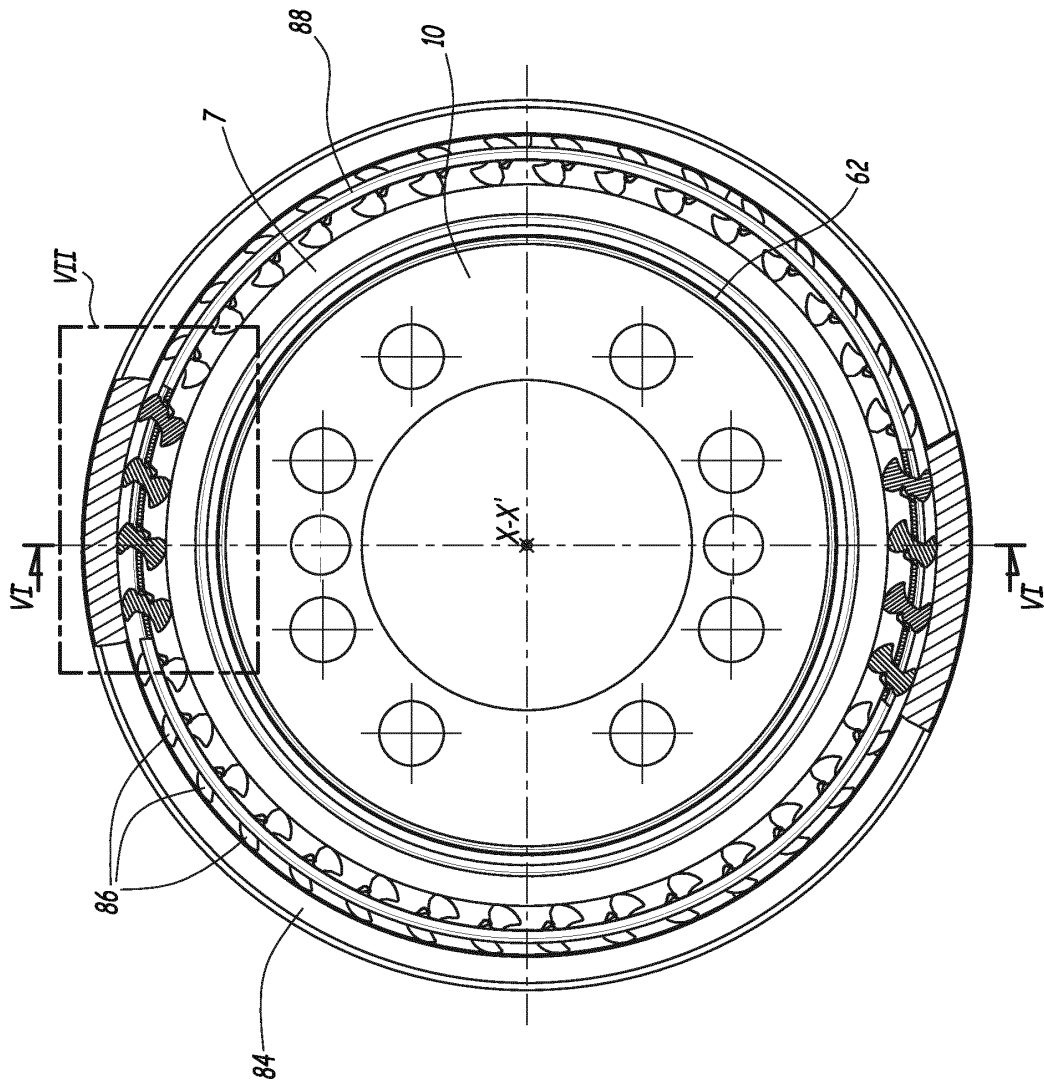
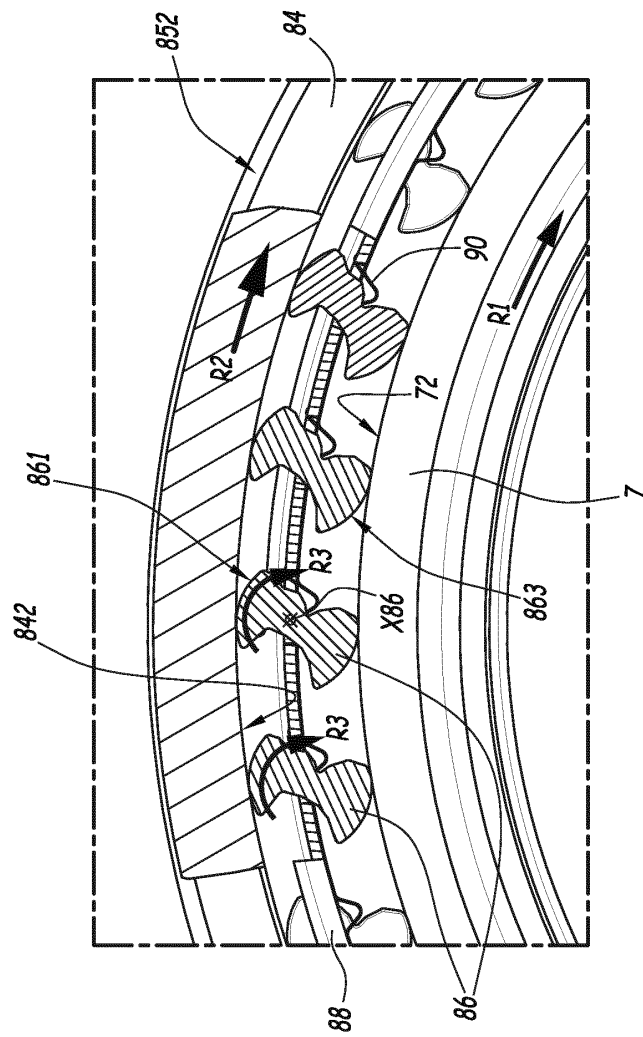
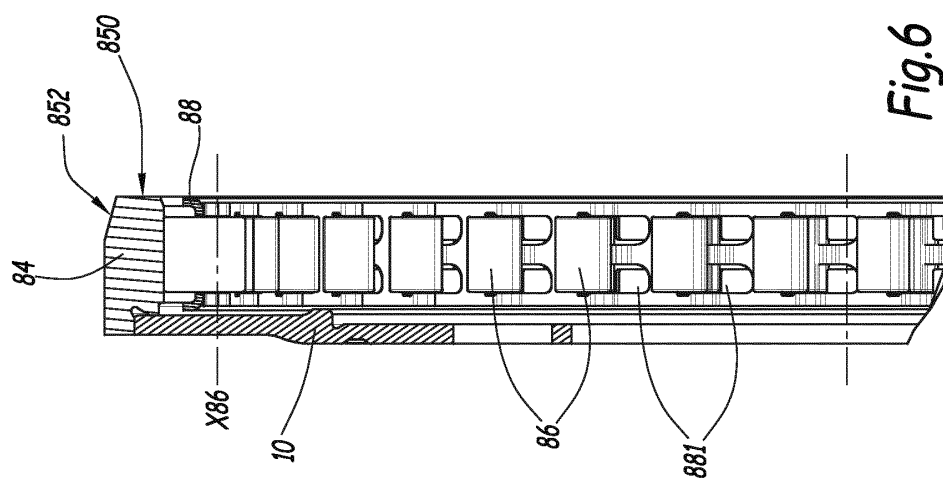


Fig. 4

Fig.5





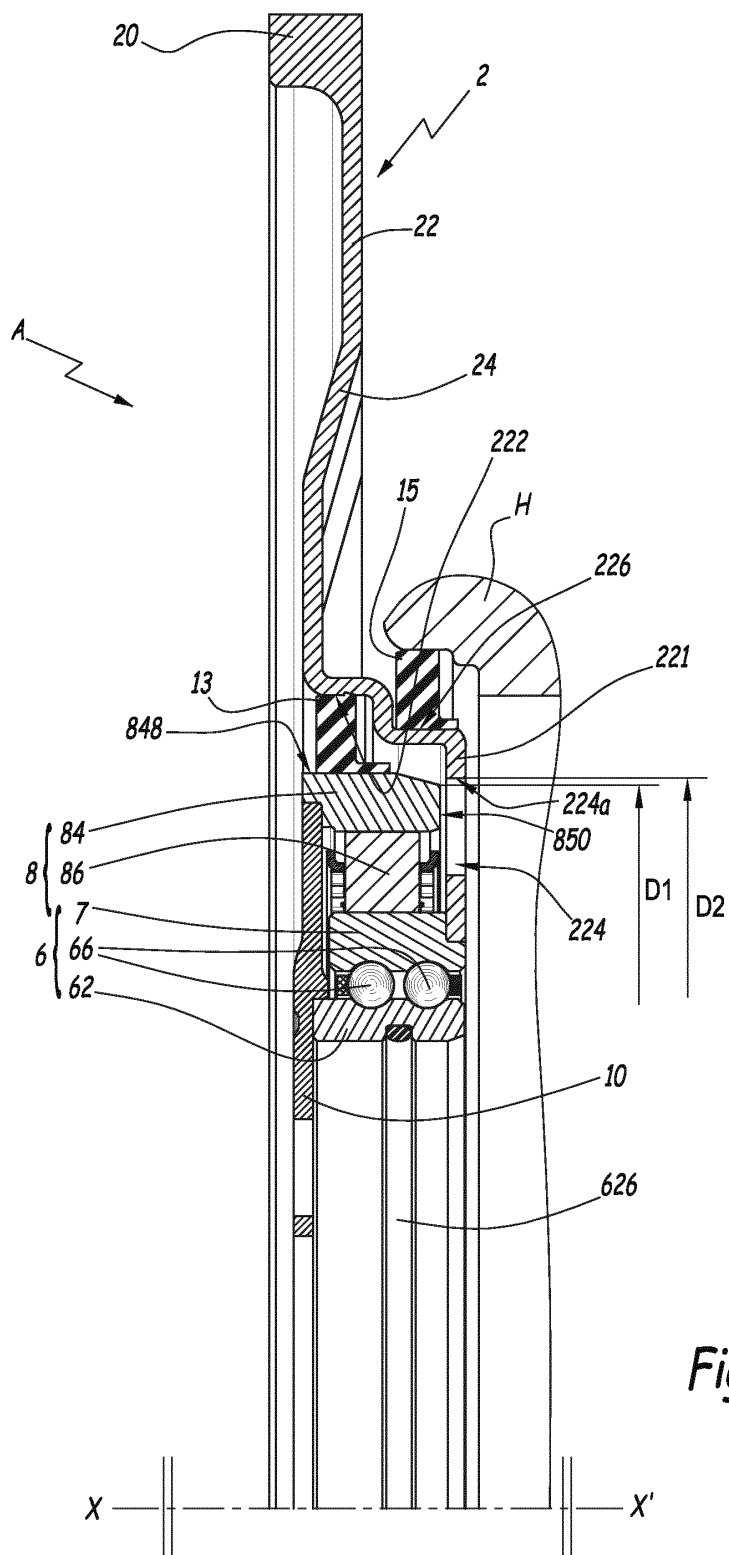


Fig.8



EUROPEAN SEARCH REPORT

Application Number
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Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (IPC)
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The present search report has been drawn up for all claims			
Place of search Munich		Date of completion of the search 16 December 2013	Examiner Ulivieri, Enrico
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			

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For more details about this annex : see Official Journal of the European Patent Office, No. 12/82

REFERENCES CITED IN THE DESCRIPTION

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