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(54) **Multidisk oil-bath clutch**

Mehrscheiben-Ölbadkupplung

Embrayage multidisque à bain d'huile

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DescriptionTECHNICAL FIELD

[0001] The present invention relates to a multidisk oil-bath clutch.

BACKGROUND ART

[0002] A multidisk oil-bath clutch comprises a cylindrical housing housing a number of drive disks alternating with a corresponding number of driven disks; the lateral surface of the drive disks is covered on both sides with friction material, while the lateral surface of the driven disks is smooth; or only one side of the lateral surface of both the drive and driven disks is covered with friction material. In an externally driven clutch, the drive disks are angularly integral with the cylindrical housing, while the driven disks are integral with a central hub extending outwards of the cylindrical housing on one side; and vice versa in the case of an internally driven clutch, i.e. the driven disks are angularly integral with the cylindrical housing, and the drive disk are integral with the central hub.

[0003] Pressurized oil is fed constantly into the housing, and substantially serves to cool the disks and lubricate the rotating parts. The oil is normally fed axially through at least one inlet opening at a first end of the disk pack, and is extracted axially through at least one outlet opening at a second end, opposite the first end, of the disk pack.

[0004] The performance of a multidisk oil-bath clutch - i.e. the maximum torque that can be transmitted, and the ability to operate with slippage between the drive and driven disks (to adapt speed) for a prolonged period of time - depends on the maximum amount of overheating to which the disks are subjected (over and above a given temperature, the friction material deteriorates, and the disk metal may undergo deformation). To improve performance of a multidisk oil-bath clutch, it is therefore necessary to reduce the amount of heat generated and/or improve cooling. To reduce the amount of heat generated, for a given friction material, the contact surface area between the drive and driven disks (i.e. the number and/or size of the disks) must be increased. This solution, however, results in an increase in the size (axial and/or radial) and weight of the clutch. To improve cooling, it has been proposed to increase oil flow to the clutch. This, however, calls for a larger (and therefore heavier) oil supply circuit, which still poses serious limitations in that, for a given circuit size, an increase in oil flow to the clutch means a corresponding increase in oil feed pressure.

[0005] WO2004013508A1 describes a multidisk oil-bath clutch comprising: a housing mounted for rotation about a longitudinal axis of rotation; a hub mounted for rotation about the longitudinal axis of rotation and housed inside and coaxially with the housing; a number of drive disks housed inside the housing and angularly integral

with the housing or hub; a number of driven disks housed inside the housing, alternating with the drive disks, and angularly integral with the hub or housing; at least one oil inlet into the housing; and at least one oil outlet from the housing. Each drive disk has a number of first circulation channels equally spaced about the longitudinal axis of rotation and extending radially from an inner edge of the drive disk to an outer edge of the drive disk; and each driven disk has a number of second circulation channels equally spaced about the longitudinal axis of rotation and extending radially from an inner edge of the driven disk to an outer edge of the driven disk.

[0006] US3202253A1 constitutes the closest prior art and discloses a multidisk oil-bath clutch according to the pre-characterizing portion of independent claim 1.

DISCLOSURE OF THE INVENTION

[0007] It is an object of the present invention to provide a multidisk oil-bath clutch designed to eliminate the above drawbacks while at the same time being cheap and easy to produce, and which, in particular, provides for high performance and compactness.

[0008] According to the present invention, there is provided a multidisk oil-bath clutch as claimed in the accompanying Claims.

BRIEF DESCRIPTION OF THE DRAWINGS

[0009] A non-limiting embodiment of the present invention will be described by way of example with reference to the accompanying drawings, in which:

Figure 1 shows a schematic view of a multidisk oil-bath clutch in accordance with the present invention; Figure 2 shows a view in perspective of the Figure 1 clutch;

Figure 3 shows an exploded view in perspective, with parts removed for clarity, of the Figure 1 clutch;

Figure 4 shows a front view of the Figure 1 clutch;

Figure 5 shows a section along line V-V of the Figure 1 clutch;

Figure 6 shows a section along line VI-VI of the Figure 1 clutch;

Figure 7 shows an enlarged detail of Figure 6 with the clutch released;

Figure 8 shows an enlarged detail of Figure 6, illustrating oil flow with the clutch released;

Figure 9 shows an enlarged detail of Figure 6 with the clutch engaged;

Figure 10 shows an enlarged detail of Figure 6, illustrating oil flow with the clutch engaged;

Figure 11 shows a section along line XI-XI of the Figure 1 clutch;

Figure 12 shows a section along line XII-XII of the Figure 1 clutch;

Figure 13 shows a view in perspective of a driven-disk pack of the Figure 1 clutch;

Figure 14 shows an exploded view in perspective of the driven-disk pack in Figure 13;
 Figure 15 shows a cross section of a driven disk in the Figure 13 driven-disk pack;
 Figure 16 shows a cross section of a variation of a driven disk in the Figure 13 driven-disk pack;
 Figure 17 shows a cross section of a further variation of a driven disk in the Figure 13 driven-disk pack;
 Figure 18 shows a view in perspective of an alternative embodiment of the driven-disk pack of the Figure 1 clutch;
 Figure 19 shows a view in perspective of a drive-disk pack of the Figure 1 clutch;
 Figure 20 shows a cross section of a drive disk in the Figure 19 drive-disk pack;
 Figure 21 shows a view in perspective of an alternative embodiment of the driven-disk pack of the Figure 1 clutch;
 Figure 22 shows an exploded view in perspective of the driven-disk pack in Figure 21;
 Figure 23 shows a view in perspective of an alternative embodiment of the driven-disk pack of the Figure 1 clutch;
 Figure 24 shows an exploded view in perspective of the Figure 23 driven-disk pack;
 Figure 25 shows a view in perspective of an alternative embodiment of the driven-disk pack of the Figure 1 clutch;
 Figure 26 shows a front view of the Figure 25 drive-disk pack;
 Figure 27 shows a view in perspective of an alternative embodiment of the driven-disk pack of the Figure 1 clutch;
 Figure 28 shows a front view of the Figure 27 drive-disk pack;
 Figure 29 shows a view in perspective of an alternative embodiment of the driven-disk pack of the Figure 1 clutch;
 Figure 30 shows a front view of the Figure 29 drive-disk pack;
 Figure 31 shows an exploded view in perspective, with parts removed for clarity, of an alternative embodiment of the Figure 1 clutch;
 Figure 32 shows a cross section of a disk pack of the Figure 1 clutch;
 Figure 33 shows a view in perspective of a driven-disk pack of the Figure 31 clutch;
 Figure 34 shows a cross section of the Figure 33 driven-disk pack;
 Figure 35 shows a view in perspective of a drive-disk pack of the Figure 31 clutch;
 Figure 36 shows a cross section of the Figure 35 drive-disk pack;
 Figure 37 shows an exploded view in perspective, with parts removed for clarity, of an alternative embodiment of the Figure 1 clutch;
 Figure 38 shows a cross section of a disk pack of the Figure 37 clutch;

Figure 39 shows an exploded view in perspective of a disk pack of the Figure 37 clutch and oil flow;
 Figure 40 shows a front view of a driven disk of the Figure 37 clutch;
 Figure 41 shows a front view of a drive disk of the Figure 37 clutch;
 Figure 42 shows a view in perspective of an alternative embodiment of the driven-disk pack of the Figure 37 clutch;
 Figure 43 shows an exploded view in perspective of the Figure 42 driven-disk pack;
 Figure 44 shows a view in perspective of an alternative embodiment of the drive-disk pack of the Figure 37 clutch;
 Figure 45 shows an exploded view in perspective of the Figure 43 drive-disk pack;
 Figure 46 shows schematic views of two double-clutch variations of the Figure 1 clutch;
 Figure 47 shows a partial longitudinal section, with parts removed for clarity, of a double multidisk oil-bath clutch in accordance with the present invention;
 Figure 48 shows schematically, with parts removed for clarity, an oil feed circuit of the Figure 1 clutch;
 Figure 49 shows schematically, with parts removed for clarity, a variation of the Figure 46 oil feed circuit, adapted for a double multidisk oil-bath clutch.

PREFERRED EMBODIMENTS OF THE INVENTION

[0010] Number 1 in Figure 1 indicates as a whole a multidisk oil-bath clutch interposed between a drive (or input) shaft 2 rotating at an angular speed ω_1 , and a driven (or output) shaft 3 rotating at an angular speed ω_2 .

[0011] Clutch 1 comprises a housing 4 mounted for rotation about a longitudinal axis of rotation 5 and angularly integral with drive shaft 2; and a hub 6 mounted for rotation about a longitudinal axis of rotation 5, housed inside and coaxially with housing 4, and angularly integral with driven shaft 3. Housing 4 houses a pack of disks comprising a number of drive disks 7 angularly integral with housing 4, and a number of driven disks 8 alternating with drive disks 7 and angularly integral with hub 6.

[0012] As shown in Figures 2-12, each drive disk 7 is made angularly integral with housing 4 by a number of external radial teeth 9, which engage corresponding slots formed through a lateral shell 10 of housing 4. And each driven disk 8 is made angularly integral with hub 6 by a number of internal radial teeth 11, which engage corresponding slots formed through the lateral surface of hub 6.

[0013] The pack of disks 7 and 8 is packed between a cover 12 of housing 4, and a retaining disk 13 angularly integral with housing 4 and on the opposite side to cover 12. Retaining disk 13 is made angularly integral with housing 4 by a number of external radial teeth 14, which engage corresponding slots formed through lateral shell 10 of housing 4. It is important to observe that the pack of disks 7 and 8 is packed between two members (cover

12 and retaining disk 13) angularly integral with housing 4, so, at the outer ends of the pack of disks 7 and 8, two drive disks 7 are angularly integral with housing 4, and so rotate synchronously (i.e. with no slide) with cover 12 and retaining disk 13. Retaining disk 13 is preferably maintained in position by a retaining ring 15 located alongside retaining disk 13, on the opposite side to the pack of disks 7 and 8, and inserted inside an annular slot in lateral shell 10 of housing 4.

[0014] Clutch 1 has a disk-pusher ring 16, which is coaxial with housing 4, is located on the outside of housing 4, facing cover 12 of housing 4, and has a number of axial pushers 17 (i.e. parallel to longitudinal axis of rotation 5) which press on the pack of disks 7 and 8. In actual use, disk-pusher ring 16 is moved axially (i.e. parallel to longitudinal axis of rotation 5) to press on and pack disks 7 and 8 together to transmit torque from drive disks 7 to driven disks 8.

[0015] As shown in Figures 7-10, a number of circulation channels 19 are formed between each drive disk 7 and the driven disks 8 facing it, are equally spaced about longitudinal axis of rotation 5, and extend radially from an inner edge of drive disk 7 to an outer edge of drive disk 7. Both the lateral walls of each drive disk 7 have a covering 20 of friction material. In a preferred embodiment, each circulation channel 19 is formed in the covering 20 of friction material covering the lateral surface of drive disk 7. For example, circulation channels 19 may be formed by applying slices/sectors of covering 20 of friction material spaced apart so that each circulation channel 19 is defined between two adjacent slices/sectors of covering 20 of friction material.

[0016] A number of circulation channels 21 are formed in each driven disk 8, are equally spaced about longitudinal axis of rotation 5, and extend radially from an inner edge of driven disk 8 to an outer edge of driven disk 8. In a preferred embodiment, each circulation channel 21 extends between two opposite inner axial openings 22 (i.e. parallel to longitudinal axis of rotation 5) formed through the two lateral walls of driven disk 8, close to the inner edge of driven disk 8, and an outer radial opening 23 (i.e. perpendicular to longitudinal axis of rotation 5) formed through the outer edge of driven disk 8.

[0017] Pressurized oil is fed through housing 4 from a main inlet 24 to a main outlet 25, and substantially serves to cool disks 7 and 8 and lubricate the rotating component parts. Main inlet 24 is located axially (i.e. parallel to longitudinal axis of rotation 5) at a first end of housing 4, and main outlet 25 is located axially (i.e. parallel to longitudinal axis of rotation 5) at a second end, opposite the first end, of housing 4. In the Figure 2-12 embodiment, main inlet 24 is defined by an annular passage extending about a first end of hub 6, and main outlet 25 is defined by a number of elongated through holes equally spaced about longitudinal axis of rotation 5, formed through cover 12 of housing 4, and extending about a second end, opposite the first end, of hub 6.

[0018] In a preferred embodiment, a feed conduit 26

is formed through hub 6, is located centrally and axially (i.e. parallel to longitudinal axis of rotation 5), and receives pressurized oil; and a number of secondary oil inlets 27 are formed radially (i.e. perpendicular to longitudinal axis of rotation 5) through a lateral surface of hub 6, and feed oil from feed conduit 26 into housing 4 and onto the pack of disks 7 and 8. In other words, pressurized oil is fed into housing 4 both axially through main inlet 24, and radially through secondary inlets 27.

[0019] In a preferred embodiment, a number of secondary oil outlets 28 are formed through lateral shell 10 of housing 4, and extend radially (i.e. perpendicular to longitudinal axis of rotation 5) at disks 7 and 8. In other words, pressurized oil flows out of housing 4 both axially through main outlet 25, and radially through secondary outlets 28. According to the invention, clutch 1 comprises an on-off valve 29 fitted to secondary oil outlets 28 to cut off oil flow through secondary outlets 28 when clutch 1 is activated to transmit torque between drive disks 7 and driven disks 8 (as shown in Figures 10 and 11), and to permit oil flow through secondary outlets 28 when clutch 1 is released and no torque is transmitted between drive disks 7 and driven disks 8 (as shown in Figures 7 and 8). As shown in Figure 3, according to the invention on-off valve 29 comprises a number of shutters 30, each of which is located inside housing 4, close to lateral shell 10 of housing 4, has a number of through holes 31 corresponding with respective secondary oil outlets 28, and is movable axially between an open position (Figures 7 and 8), in which each through hole 31 of shutter 30 is aligned with a respective secondary oil outlet 28, and a closed position (Figures 9 and 10), in which each through hole 31 of shutter 30 is offset with respect to a respective secondary oil outlet 28.

[0020] In a preferred embodiment shown in Figures 7-10, on-off valve 29 is activated (i.e. moved between the open and closed positions) by disk-pusher ring 16, which is connected mechanically to shutters 30 to move shutters 30 axially. More specifically, shutters 30 are all elongated axially, and are supported by and project from a common supporting disk 32 interposed between cover 12 of housing 4 and the pack of disks 7 and 8, and therefore also between pushers 17 of disk-pusher ring 16 and the pack of disks 7 and 8. The common supporting disk 32 is made angularly integral with housing 4 by a number of external radial teeth 33 (Figure 3) on supporting disk 32, which engage corresponding slots formed through lateral shell 10 of housing 4. As shown clearly in Figure 3, to insert shutters 30, external teeth 9 on drive disks 7 and external teeth 14 on retaining disk 13 are missing at corresponding windows, in which to insert shutters 30.

[0021] A number of relief openings 34 are preferably provided, are arranged in a circle close to cover 12 of housing 4, and are aligned with a gap 35 (Figures 9 and 10) formed between supporting disk 32 and cover 12 of housing 4 when disk-pusher ring 16 presses on supporting disk 32 and therefore on disks 7 and 8.

[0022] Operation of clutch 1 will now be described, with

particular reference to Figures 7-10.

[0023] When clutch 1 is released (as shown in Figures 7 and 8) - i.e. when disk-pusher ring 16 exerts no pressure on disks 7 and 8, so no torque is transmitted between drive disks 7 and driven disks 8 - on-off valve 29, as stated, is in the open position allowing oil outflow from housing 4 also through secondary outlets 28. As shown in Figure 8, when clutch 1 is released, oil flows into housing 4 both axially through main inlet 24, and radially through secondary inlets 27, and flows out of housing 4 both axially through main outlet 25, and radially through secondary outlets 28. More specifically, the centrifugal (i.e. centrifugal pumping) effect caused by rotation of drive disks 7 (not being driven by drive disks 7, driven disks 8 are normally motionless) tends to force the oil outwards through circulation channels 19 in drive disks 7 and, on reaching lateral shell 10 of housing 4, out of housing 4 through secondary outlets 28. As a result, when clutch 1 is released, most of the oil flows out of housing 4 through secondary outlets 28, and only a small part of the oil flows out of housing 4 through main outlet 25.

[0024] Splash losses caused by the oil spinning inside housing 4 when clutch 1 is released are thus minimized. In other words, oil spin inside housing 4 results in energy losses which are best minimized by getting the oil out of housing 4 as fast as possible. It is important to observe that, when clutch 1 is released, no heat is generated by rubbing (i.e. friction) between drive disks 7 and driven disks 8, so there is no need for effective heat exchange between disks 7 and 8 to cool disks 7 and 8.

[0025] When clutch 1 is engaged (as shown in Figures 9 and 10) - i.e. when disk-pusher ring 16 exerts pressure on disks 7 and 8, so torque is transmitted between drive disks 7 and driven disks 8 - on-off valve 29, as stated, is in the closed position preventing oil outflow from housing 4 through secondary outlets 28. As shown in Figure 10, when clutch 1 is engaged, oil flows into housing 4 both axially through main inlet 24, and radially through secondary inlets 27, and only flows out of housing 4 axially through main outlet 25, on account of secondary outlets 28 being closed by shutters 30 of on-off valve 29.

[0026] In this condition, two situations are possible. In a first, clutch 1 is engaged and slippage occurs between drive disks 7 and driven disks 8 (i.e. drive disks 7 rotate faster than driven disks 8). This situation is the more serious of the two for clutch 1, in that rubbing of drive disks 7 against driven disks 8 produces heat by friction, which must be removed by the oil. In the second situation, clutch 1 is engaged and no slippage occurs between drive disks 7 and driven disks 8 (i.e. drive disks 7 rotate synchronously with driven disks 8). This situation is the less serious of the two for clutch 1, in that no rubbing of drive disks 7 against driven disks 8 occurs, thus producing no heat by friction.

[0027] When clutch 1 is engaged, with no slippage between drive disks 7 and driven disks 8 (i.e. drive disks 7 rotate synchronously with driven disks 8), the centrifugal

(i.e. centrifugal pumping) effect caused by rotation of disks 7 and 8 tends to force the oil outwards through circulation channels 19 in drive disks 7 and circulation channels 21 in driven disks 8. Not finding any way out through lateral shell 10 of housing 4, the oil close to lateral shell 10 of housing 4 tends to increase its local pressure until it eventually reaches a point of equilibrium, at which the oil is also forced out of housing 4 through main outlet 25.

[0028] When clutch 1 is engaged and slippage occurs between drive disks 7 and driven disks 8, drive disks 7 rotate faster than driven disks 8, so the centrifugal pumping effect of drive disks 7 is greater than that of driven disks 8. As a result, the oil is forced outwards through circulation channels 19 in drive disks 7, and inwards through circulation channels 21 in driven disks 8, until it eventually flows out of housing 4 through main outlet 25. In other words, the difference in rotation speed of disks 7 and 8 causes the oil to circulate outwards through circulation channels 19 in drive disks 7, and inwards through circulation channels 21 in driven disks 8, thus producing very high local oil flow through disks 7 and 8 and, hence, a high degree of heat exchange between the oil and disks 7 and 8.

[0029] Theoretical analysis shows that, by virtue of circulating oil in circulation channels 19 and 21 when clutch 1 is engaged with slippage between drive disks 7 and driven disks 8, oil flow along circulation channels 19 and 21 may even be as much as roughly ten times the steady-operating oil flow through inlets 24 and 27 and, hence, through main outlet 25. In other words, circulating oil in circulation channels 19 and 21 enhances the effectiveness with which the oil removes heat from, and so cools, disks 7 and 8, so that, for a given external size and oil feed pressure, clutch 1 is cooled and performs much better than a similar conventional clutch 1.

[0030] It is important to note that oil circulation in circulation channels 19 and 21 is intrinsically self-adaptive, in that, as slippage (i.e. the difference in speed between drive disks 7 and driven disks 8) increases, oil circulation in circulation channels 19 and 21 and, at the same time, the amount of heat generated by friction between disks 7 and 8 also increase; And similarly, as slippage (i.e. the difference in speed between drive disks 7 and driven disks 8) decreases, oil circulation in circulation channels 19 and 21 and, at the same time, the amount of heat generated by friction between disks 7 and 8 also decrease.

[0031] It is important to note that oil circulation, as described above, in circulation channels 19 and 21 when clutch 1 is engaged does not occur when clutch 1 is released, on account of secondary outlets 28 being open and releasing the oil accumulated beneath lateral shell 10 of housing 4.

[0032] It is important to note the function of relief openings 34 formed close to cover 12 of housing 4, and which are aligned with the gap 35 (Figures 9 and 10) formed between supporting disk 32 and cover 12 of housing 4

when disk-pusher ring 16 exerts pressure on supporting disk 32 and, hence, on disks 7 and 8. When disk-pusher ring 16 ceases to exert pressure on disks 7 and 8, relief openings 34 allow supporting disk 32 to move smoothly back into contact with cover 12 of housing 4, by allowing the oil film between supporting disk 32 and cover 12 to escape through relief openings 34, and so prevent it from hindering the movement of supporting disk 32.

[0033] As shown in Figures 13, 14 and 15, each driven disk 8 is formed by the union of three subdisks 36, and in particular two lateral subdisks 36a enclosing a central subdisk 36b. The three subdisks 36 of each driven disk 8 are preferably welded together. The two lateral subdisks 36a have the opposite inner axial openings 22 (i.e. parallel to longitudinal axis of rotation 5) of each circulation channel 21, and the central subdisk 36b has circulation channels 21 and corresponding outer radial openings 23. In the Figure 18 embodiment, each driven disk 8 is formed by the union of two subdisks 36 preferably welded together. In each driven disk 8, one subdisk 36c has circulation channels 21 formed in the thickness of subdisk 36c itself, and the other subdisk 36d only has some of inner openings 22.

[0034] In the Figure 15 embodiment, each circulation channel 21 has a constant cross section. In the Figure 16 embodiment, the cross section of each circulation channel 21 increases outwards (in a variation not shown, the cross section increases inwards, i.e. decreases outwards).

[0035] In the Figure 15 embodiment, each circulation channel 21 is oriented perfectly radially (i.e. is coaxial with, i.e. slopes at a zero angle with respect to, a respective radius). In the Figure 17 embodiment, each circulation channel 21 slopes with respect to the radial, and forms an obtuse angle with the rotation direction. This orientation of circulation channels 21 enhances the turbine effect produced inside circulation channels 21, and so, on the one hand, improves inward oil circulation along circulation channels 21, and, on the other, tends to rotate driven disks 8 hydraulically (in other words, centripetal oil flow generates a tangential component on driven disks 8, which produces the turbine effect).

[0036] In an embodiment not shown, driven disks 8 have axial through holes (i.e. parallel to longitudinal axis of rotation 5) which may be located at or between circulation channels 21.

[0037] As shown in Figures 19 and 20, each circulation channel 19 is oriented perfectly radially (i.e. is coaxial with, i.e. slopes at a zero angle with respect to, a respective radius). In the Figure 27-30 embodiment, each circulation channel 19 slopes with respect to the radial, and forms an acute angle with the rotation direction. This orientation of circulation channels 19 enhances the centrifugal effect inside circulation channels 19, and so improves outward oil circulation along circulation channels 19 (in other words, the rotation direction forms an acute angle with respect to the oil, thus producing a "chisel" effect which enhances the centrifugal effect).

[0038] As shown in Figures 19 and 20, each circulation channel 19 has a constant cross section. In the Figure 25, 26, 29 and 30 embodiments, the cross section of each circulation channel 19 increases outwards (in a variation not shown, the cross section increases inwards, i.e. decreases outwards).

[0039] In the Figure 21-24 embodiment, drive disks 7 have axial through holes 37 (i.e. parallel to longitudinal axis of rotation 5) preferably located at circulation channels 19 (but which may alternatively be located between circulation channels 19). In the Figure 21 and 22 variation, each through hole 37 is located at the inner end of a corresponding circulation channel 19, whereas, in the Figure 23 and 24 variation, each through hole 37 is located along a corresponding circulation channel 19. Alternatively, a number of through holes 37 may be provided for each circulation channel 19.

[0040] It is important to note that the outer surface of covering 20 of friction material may be either smooth or lined with a given geometric pattern (e.g. parallel lines or a checkerboard line pattern).

[0041] In the Figure 2-30 embodiments, each drive disk 7 has a covering 20 of friction material, and therefore corresponding circulation channels 19, on both its lateral surfaces; and driven disks 8 have smooth lateral surfaces, i.e. with no covering 20 of friction material, and circulation channels 21 of each driven disk 8 are formed in driven disk 8 itself. In the Figure 31-45 embodiments, each drive disk 7 only has a covering 20 of friction material, and therefore corresponding circulation channels 19, on one of its lateral surfaces, and the other lateral surface is smooth; likewise, each driven disk 8 only has a covering 20 of friction material, and therefore corresponding circulation channels 21, on one of its lateral surfaces, the other lateral surface is smooth, and, like drive disks 7, the circulation channels are formed in covering 20 of friction material.

[0042] In the Figure 31-36 embodiment, each circulation channel 21 is oriented perfectly radially (i.e. is coaxial with, i.e. slopes at a zero angle with respect to, a respective radius); and each circulation channel 19 is also oriented perfectly radially (i.e. is coaxial with, i.e. slopes at a zero angle with respect to, a respective radius).

[0043] In the Figure 37-45 embodiment, each circulation channel 21 slopes with respect to the radial, and forms an obtuse angle with the rotation direction. As stated, this orientation of circulation channels 21 enhances the turbine effect produced inside circulation channels 21, and so improves inward oil circulation along circulation channels 21. Each circulation channel 19 also slopes with respect to the radial, and forms an acute angle with the rotation direction. As stated, this orientation of circulation channels 19 enhances the centrifugal effect produced inside circulation channels 19, and so improves outward oil circulation along circulation channels 19.

[0044] In the Figure 42-45 variation, circulation channels 19 and 21 are formed not only by removing covering 20 of friction material, but also by hollowing out part of

corresponding disks 7 and 8 to form a larger flow section.

[0045] In the embodiments shown in the drawings, circulation channels 19 and 21 are straight (i.e. each circulation channel 19, 21 extends along a straight line); in a variation not shown, circulation channels 19 and 21 are curved (i.e. each circulation channel 19, 21 extends along a curved line).

[0046] Purely by way of example, Figures 1-45 show the design of disks 7 and 8 with reference to one oil-bath clutch 1, in which housing 4 is angularly integral with drive disks 7 (and therefore with drive shaft 2), and hub 6 is angularly integral with driven disks 8 (and therefore with driven shaft 3). In a variation, however, housing 4 may obviously be angularly integral with driven disks 8 (and therefore with driven shaft 3), and hub 6 may be angularly integral with drive disks 7 (and therefore with drive shaft 2). Also purely by way of example, Figure 1 shows drive shaft 2 on the opposite side of housing 4 to driven shaft 3. In a variation, however, drive shaft 2 may obviously be located on the same side of housing 4 as driven shaft 3.

[0047] In Figures 1-45, the design of disks 7 and 8 is shown with reference to one oil-bath clutch 1, but (as shown in Figure 46) also applies equally to a double multidisk oil-bath clutch 1, i.e. a clutch 1 interposed between a drive (or input) shaft 2 rotating at an angular speed ω_1 , and two driven (or output) shafts 3 independent of each other and rotating at respective angular speeds ω_2 . To power the two driven shafts 3, double clutch 1 comprises two independent packs of disks 7 and 8 in series: drive disks 7 in both packs are angularly integral with drive shaft 2, and driven disks 8 in both packs are angularly integral with respective drive shafts 3. Figure 46 shows a few examples of double multidisk oil-bath clutches 1.

[0048] By way of example, Figure 47 shows a partial longitudinal section, with parts removed for clarity, of a double multidisk oil-bath clutch 1. Figure 47 shows much the same as in Figure 7, to which the reader is referred for a more detailed description, and shows two independent, side by side packs of disks 7 and 8, each of which has its own on-off valve 29 comprising a supporting disk 32 supporting corresponding shutters 30. The two supporting disks 32 are located on opposite sides of housing 4, i.e. on opposite sides of the two packs of disks 7 and 8. The two packs of disks 7 and 8 are separated by one central retaining disk 13, which is located centrally between the two packs of disks 7 and 8, and is made angularly integral with housing 4 by a number of external radial teeth which engage corresponding slots formed through lateral shell 10 of housing 4. Central retaining disk 13 is also locked to housing 4 by two retaining rings 13a, which expand inside cavities formed in shell 10 of housing 4. Retaining rings 13a may be rectangular or trapezoidal in cross section to wedge inside the cavities and take up any coupling slack, and are removed by pushing them from the outside, using punches, through holes in shell 10 of housing 4.

[0049] As shown in Figure 47, clutch 1 has one main

inlet 24 located centrally at central retaining disk 13, which also serves to divide the incoming oil flow; and two main outlets 25 on opposite sides of housing 4. The central position of main inlet 24 provides for distributing oil flow perfectly symmetrically into housing 4, and so preventing unbalanced cooling of the two packs of disks 7 and 8.

[0050] As shown schematically in Figure 48, oil-bath clutch 1 comprises a feed circuit 38 for feeding oil through housing 4, from inlet 24 to outlet 25. Feed circuit 38 comprises an oil tank 39; a circulating pump 40 that draws from tank 39; an oil-cooling radiator 41 in series with circulating pump 40; a main conduit 42 connecting the delivery of circulating pump 40 to inlet 24 of housing 4, and outlet 25 of housing 4 to oil tank 39; a bypass conduit 43 that branches off from main conduit 42 upstream from inlet 24 of housing 4, and terminates in oil tank 39; and a bypass valve 44 for regulating oil flow along bypass conduit 43.

[0051] In a preferred embodiment, bypass valve 44 serves to open and close bypass conduit 43, leaving main conduit 42 open at all times. In actual use, bypass valve 44 is controlled to close bypass conduit 43 when clutch 1 is activated to transmit torque between drive disks 7 and driven disks 8, and to open bypass conduit 43 when clutch 1 is released and no torque is transmitted between drive disks 7 and driven disks 8. In other words, when disks 7 and 8 produce heat by friction and need cooling (i.e. when clutch 1 is activated to transmit torque between drive disks 7 and driven disks 8), bypass valve 44 is controlled to close bypass conduit 43, so that all the oil flows through housing 4. Conversely, when disks 7 and 8 produce no heat by friction and do not need cooling (i.e. when clutch 1 is released and no torque is transmitted between drive disks 7 and driven disks 8), bypass valve 44 is controlled to open bypass conduit 43, so that most of the oil flows along bypass conduit 43, as opposed to flowing through housing 4, to achieve maximum cooling of the oil by radiator 41. In this case too, because main conduit 42 remains open, a minimum amount of oil flows through housing 4 to ensure adequate lubrication of the rotating parts.

[0052] In a preferred embodiment, to avoid the need for a separate, independent control for bypass valve 44, bypass valve 44 is controlled by the same control activating disk-pusher ring 16, so a movable shutter of bypass valve 44 is connected mechanically or hydraulically to a mechanical or hydraulic control activating disk-pusher ring 16.

[0053] Figure 49 shows a variation of the Figure 48 feed circuit 38 adapted for a double multidisk oil-bath clutch 1, i.e. a clutch 1 interposed between a drive (or input) shaft 2 rotating at an angular speed ω_1 , and two driven (or output) shafts 3 independent of each other and rotating at respective angular speeds ω_2 . To power the two driven shafts 3, clutch 1 comprises two independent packs of disks 7 and 8 in series: drive disks 7 in both packs are angularly integral with drive shaft 2, and driven

disks 8 in both packs are angularly integral with respective drive shafts 3.

[0054] In the Figure 49 variation, feed circuit 38 comprises two main conduits 42, each connecting a delivery of circulating pump 40 to two inlets 24 of housing 4 corresponding to respective packs of disks 7 and 8; two bypass conduits 43, each of which branches off from the corresponding main conduit 42 upstream from inlet 24 of housing 4, and terminates in oil tank 39; and two bypass valves 44, each for regulating oil flow along the corresponding bypass conduit 43.

[0055] Providing two bypass valves 44 enables oil supply to one of the two packs of disks 7 and 8, so that oil feed can be cut off (almost completely, as described above) from the unused pack of disks 7 and 8, and fed solely to the pack of disks 7 and 8 in use. Oil can obviously also be fed to, or cut off (almost completely, as described above) from, both packs of disks 7 and 8.

[0056] It is important to note that the Figure 48 feed circuit 38 can also be used with a double multidisk oil-bath clutch 1. In this case, a simpler feed circuit 38 is used, but oil feed cannot be cut off to only one pack of disks 7 and 8.

[0057] Oil-bath clutch 1 described above has numerous advantages: it is cheap and easy to produce, given the easy manufacture of circulation channels 19 and 21, and, above all, for a given oil flow, provides for much more effective cooling than a similar conventional clutch. Moreover, the cooling capacity of oil-bath clutch 1 described is also intrinsically self-adaptive, and is regulated automatically as a function of slippage between drive disks 7 and driven disks 8.

Claims

1. A multidisk oil-bath clutch (1) comprising:

a housing (4) mounted to rotate about a longitudinal axis (5) of rotation;
 at least one hub (6) mounted to rotate about the longitudinal axis (5) of rotation and housed inside and coaxially with the housing (4);
 a number of drive disks (7) housed inside the housing (4) and angularly integral with the housing (4) or the hub (6);
 a number of driven disks (8) housed inside the housing (4), alternating with the drive disks (7), and angularly integral with the hub (6) or the housing (4);
 at least one main oil inlet (24) into the housing (4) located axially at a first end of the housing (4);
 a number of secondary oil inlets (27) located radially, are formed through a lateral surface of the hub (6), and are fed by a feed conduit (26) formed axially through the hub (6); and
 at least one oil outlet (25) from the housing (4);
 the oil-bath clutch (1) being **characterized in**

that:

it is provided an on-off valve (29) which is connected to secondary oil outlets (28), which prevents oil flow through the secondary oil outlets (28) when the clutch (1) is activated to transmit torque between the drive disks (7) and the driven disks (8), and which permits oil flow through the secondary oil outlets (28) when the clutch (1) is released and no torque is transmitted between the drive disks (7) and the driven disks (8); and

the on-off valve (29) comprises a number of shutters (30), each of which is located inside the housing (4), close to the lateral shell (10) of the housing (4), has a number of through holes (31) corresponding with respective secondary oil outlets (28), and is movable axially between an open position, in which each through hole (31) in the shutter (30) is aligned with a respective secondary oil outlet (28), and a closed position, in which each through hole (31) in the shutter (30) is out of line with respect to a respective secondary oil outlet (28).

2. An oil-bath clutch (1) as claimed in Claim 1, and comprising a disk-pusher (16) which is moved axially to press on the disks (7, 8) and so pack the disks (7, 8) together to transmit torque from the drive disks (7) to the driven disks (8); the on-off valve (29) is activated by the disk-pusher (16), which is connected mechanically to the shutters (30) to move the shutters (30) axially.
3. An oil-bath clutch (1) as claimed in Claim 2, and comprising a supporting disk (32) which supports the shutters (30) in projecting manner and is interposed between the pack of disks (7, 8) and the disk-pusher (16).
4. An oil-bath clutch (1) as claimed in Claim 3, wherein at least one relief opening (34) is located close to a cover (12) of the housing (4), and is aligned with a gap (35) formed between the supporting disk (32) and the cover (12) of the housing (4) when the disk-pusher (16) presses on the supporting disk (32) and therefore on the disks (7, 8).
5. An oil-bath clutch (1) as claimed in one of Claims 1 to 4, and comprising a feed circuit (38) for feeding oil through the housing (4) from the inlet (24) to the outlet (25), and which comprises:
 - an oil tank (39);
 - a circulating pump (40) that draws from the tank (39);

- an oil-cooling radiator (41) in series with the circulating pump (40);
 at least one main conduit (42) connecting the delivery of the circulating pump (40) to the inlet (24) of the housing (4);
 a bypass conduit (43) which branches off from the main conduit (42), upstream from the inlet (24) of the housing (4), and terminates in the oil tank (39); and
 a bypass valve (44) for regulating oil flow along the bypass conduit (43).
6. An oil-bath clutch (1) as claimed in Claim 5, wherein the bypass valve (44) has the function of opening and closing the bypass conduit (43) while always leaving the main conduit (42) open.
7. An oil-bath clutch (1) as claimed in Claim 5 or 6, wherein the bypass valve (44) is controlled to close the bypass conduit (43) when the clutch (1) is activated to transmit torque between the drive disks (7) and the driven disks (8), and to open the bypass conduit (43) when the clutch (1) is released and no torque is transmitted between the drive disks (7) and the driven disks (8).
8. An oil-bath clutch (1) as claimed in Claim 7, and comprising a disk-pusher (16) which is moved axially to press on the disks (7, 8) and so pack the disks (7, 8) together to transmit torque from the drive disks (7) to the driven disks (8); the bypass valve (44) being controlled by the same control activating the disk-pusher (16).
9. An oil-bath clutch (1) as claimed in one of Claims 1 to 8, wherein:
- each drive disk (7) comprises a number of first circulation channels (19) equally spaced about the longitudinal axis (5) of rotation and extending radially from an inner edge of the drive disk (7) to an outer edge of the drive disk (7);
 each driven disk (8) comprises a number of second circulation channels (21) equally spaced about the longitudinal axis (5) of rotation and extending radially from an inner edge of the driven disk (8) to an outer edge of the driven disk (8); and
 on each driven disk (8), the second circulation channels (21) are formed inside the driven disk (8) itself.
10. An oil-bath clutch (1) as claimed in Claim 9, wherein each second circulation channel (21) extends between at least one axial inner opening (22) formed through a lateral wall of the driven disk (8), close to the inner edge of the driven disk (8), and a radial outer opening (23) formed through the outer edge of

the driven disk (8).

11. An oil-bath clutch (1) as claimed in Claim 9 or 10, wherein at least one lateral wall of each drive disk (7) has a covering (20) of friction material; and each first circulation channel (19) is formed in the covering (20) of friction material covering the lateral wall of the drive disk (7).
12. An oil-bath clutch (1) as claimed in Claim 11, wherein both the lateral walls of each drive disk (7) have a covering (20) of friction material; and each drive disk (7) has first circulation channels (19) on both the lateral walls covered with the covering (20) of friction material.
13. An oil-bath clutch (1) as claimed in one of Claims 9 to 12, wherein each first circulation channel (19) is inclined radially, and forms an acute angle with respect to the direction of rotation.
14. An oil-bath clutch (1) as claimed in one of Claims 9 to 13, wherein each second circulation channel (21) is inclined radially, and forms an obtuse angle with respect to the direction of rotation.
15. An oil-bath clutch (1) as claimed in one of Claims 9 to 14, wherein the drive disks (7) have first through holes (37) oriented axially.

Patentansprüche

1. Mehrscheiben-Ölbadkupplung (1) mit:

einem Gehäuse (4), das derart montiert ist, dass es sich um eine Längs-Drehachse (5) dreht;
 mindestens einer Nabe (6), die derart montiert ist, dass sie sich um die Längs-Drehachse (5) dreht, und innerhalb des Gehäuses (4) und koaxial damit angeordnet ist;
 mehreren Antriebsscheiben (7), die innerhalb des Gehäuses (4) aufgenommen sind und winkelmäßig integral mit dem Gehäuse (4) oder mit der Nabe (6) angeordnet sind;
 mehreren angetriebenen Scheiben (8), die alternierend mit den Antriebsscheiben (7) innerhalb des Gehäuses (4) und winkelmäßig integral mit der Nabe (6) oder mit dem Gehäuse (4) angeordnet sind;
 mindestens einem axial an einem ersten Ende des Gehäuses (4) angeordneten Hauptöleinlass (24) in das Gehäuse (4);
 mehreren radial angeordneten sekundären Öleinlässen (27), die durch eine Seitenfläche der Nabe (6) hindurch ausgebildet sind und die über eine axial durch die Nabe (6) hindurch ausgebildete Zufuhrleitung (26) beschickt werden;

und
 mindestens einem Ölauslass (25) vom Gehäuse
 (4);
 wobei die Ölbadkupplung (1) **dadurch gekennzeichnet ist, dass:**

- sie ein Ein-Aus-Ventil (29) aufweist, das mit sekundären Ölauslässen (28) verbunden ist, das einen Ölfluss durch die sekundären Ölauslässe (28) verhindert, wenn die Kupplung (1) aktiviert ist, um ein Drehmoment zwischen den Antriebsscheiben (7) und den angetriebenen Scheiben (8) zu übertragen, und das einen Ölfluss durch die sekundären Ölauslässe (28) ermöglicht, wenn die Kupplung (1) freigegeben ist und kein Drehmoment zwischen den Antriebsscheiben (7) und den angetriebenen Scheiben (8) übertragen wird; und
 das Ein-Aus-Ventil (29) mehrere Verschlusselemente (30) aufweist, die jeweils im Inneren des Gehäuses (4) in der Nähe der lateralen Hülle (10) des Gehäuses (4) angeordnet sind, mehrere Durchgangslöcher (31) aufweist, die entsprechenden sekundären Ölauslässen (28) zugeordnet sind, und axial beweglich ist zwischen einer offenen Position, in der jedes Durchgangsloch (31) im Verschlusselement (30) mit einem entsprechenden sekundären Ölauslass (28) ausgerichtet ist, und einer geschlossenen Position, in der jedes Durchgangsloch (31) im Verschlusselement (30) bezüglich eines entsprechenden sekundären Ölauslasses (28) versetzt angeordnet ist.
2. Ölbadkupplung (1) nach Anspruch 1, mit einer Scheibendrückeinrichtung (16), die axial bewegt wird, um gegen die Scheiben (7, 8) zu drücken und dadurch die Scheiben (7, 8) miteinander in Eingriff zu bringen, um ein Drehmoment von den Antriebsscheiben (7) auf die angetriebenen Scheiben (8) zu übertragen; wobei das Ein-Aus-Ventil (29) durch die Scheibendrückeinrichtung (16) aktiviert wird, die mit den Verschlusselementen (30) mechanisch verbunden ist, um die Verschlusselemente (30) axial zu bewegen.
 3. Ölbadkupplung (1) nach Anspruch 2, mit einer Trägerscheibe (32), die die Verschlusselemente (30) auf eine vorstehende Weise hält und zwischen dem Scheibenstapel (7, 8) und der Scheibendrückeinrichtung (16) angeordnet ist.
 4. Ölbadkupplung (1) nach Anspruch 3, wobei mindestens eine Entlastungsöffnung (34) in der Nähe einer Abdeckung (12) des Gehäuses (4) angeordnet und mit einem Zwischenraum (35) ausgerichtet ist, der zwischen der Trägerscheibe (32) und der Abde-

ckung (12) des Gehäuses (4) ausgebildet ist, wenn die Scheibendrückeinrichtung (16) gegen die Trägerscheibe (32) und damit gegen die Scheiben (7, 8) drückt.

5. Ölbadkupplung (1) nach einem der Ansprüche 1 bis 4, mit einem Versorgungskreis (38) zum Zuführen von Öl durch das Gehäuse (4) vom Einlass (24) zum Auslass (25), und mit:
 - einem Ölbehälter (39);
 - einer Umwälzpumpe (40), die vom Ölbehälter (39) ansaugt;
 - einem mit der Umwälzpumpe (40) in Serie geschalteten Ölkühler (41);
 - mindestens einer Hauptleitung (42), die den Förderanschluss der Umwälzpumpe (40) mit dem Einlass (24) des Gehäuses (4) verbindet;
 - einer Umgehungsleitung (43), die von der Hauptleitung (42) stromaufwärts vom Einlass (24) des Gehäuses (4) abzweigt und im Ölbehälter (39) endet; und
 - einem Umgehungsventil (44) zum Regeln des Öldurchflusses entlang der Umgehungsleitung (43).
6. Ölbadkupplung (1) nach Anspruch 5, wobei das Umgehungsventil (44) die Funktion zum Öffnen und Schließen der Umgehungsleitung (43) aufweist, während die Hauptleitung (42) permanent offen gehalten wird.
7. Ölbadkupplung (1) nach Anspruch 5 oder 6, wobei das Umgehungsventil (44) gesteuert wird, um die Umgehungsleitung (43) zu schließen, wenn die Kupplung (1) aktiviert ist, um ein Drehmoment zwischen den Antriebsscheiben (7) und den angetriebenen Scheiben (8) zu übertragen, und die Umgehungsleitung (43) zu öffnen, wenn die Kupplung (1) freigegeben ist und kein Drehmoment zwischen den Antriebsscheiben (7) und den angetriebenen Scheiben (8) übertragen wird.
8. Ölbadkupplung (1) nach Anspruch 7, mit einer Scheibendrückeinrichtung (16), die axial bewegt wird, um gegen die Scheiben (7, 8) zu drücken und dadurch die Scheiben (7, 8) miteinander in Eingriff zu bringen, um ein Drehmoment von den Antriebsscheiben (7) auf die angetriebenen Scheiben (8) zu übertragen; wobei das Umgehungsventil (44) durch die gleiche Steuerung gesteuert wird, die die Scheibendrückeinrichtung (16) aktiviert.
9. Ölbadkupplung (1) nach einem der Ansprüche 1 bis 8, wobei:
 - jede Antriebsscheibe (7) mehrere erste Zirkulationskanäle (19) aufweist, die um die Längs-

- Drehachse (5) gleichmäßig beabstandet sind und sich von einem Innenrand der Antriebs-scheibe (7) zu einem Außenrand der Antriebs-scheibe (7) radial erstrecken;
wobei jede angetriebene Scheibe (8) mehrere
5
zweite Zirkulationskanäle (21) aufweist, die um
die Längs-Drehachse (5) gleichmäßig beab-
standet sind und sich von einem Innenrand der
angetriebenen Scheibe (8) zu einem Außenrand
10
der angetriebenen Scheibe (8) radial erstrec-
ken; und
auf jeder angetriebenen Schiebe (8) die zweiten
Zirkulationskanäle (21) im Inneren der angetrie-
benen Scheibe (8) selbst ausgebildet sind.
10. Ölbadkupplung (1) nach Anspruch 9, wobei sich jer-
der der zweiten Zirkulationskanäle (21) zwischen
mindestens einer axialen inneren Öffnung (22), die
durch eine Seitenwand der angetriebenen Scheibe
8) in der Nähe des Innenrands der angetriebenen
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Scheibe (8) ausgebildet ist, und einer radialen äu-
ßeren Öffnung (23) erstreckt, die durch den Außen-
rand der angetriebenen Scheibe (8) ausgebildet ist.
11. Ölbadkupplung (1) nach Anspruch 9 oder 10, wobei
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mindestens eine Seitenwand jeder Antriebsscheibe
(7) eine Abdeckung (20) aus einem Reibungsmate-
rial aufweist, und wobei jeder der ersten Zirkulati-
onskanäle (19) in der Abdeckung (20) aus einem
Reibungsmaterial ausgebildet ist, die die Seiten-
30
wand der Antriebsscheibe (7) abdeckt.
12. Ölbadkupplung (1) nach Anspruch 11, wobei beide
Seitenwände jeder Antriebsscheibe (7) eine Abde-
ckung (20) aus einem Reibungsmaterial aufweisen,
und wobei jede Antriebsscheibe (7) erste Zirkulati-
onskanäle (19) auf beiden Seitenwänden aufweist,
35
die mit der Abdeckung (20) aus einem Reibungsmate-
rial abgedeckt sind.
13. Ölbadkupplung (1) nach einem der Ansprüche 9 bis
12, wobei jeder der ersten Zirkulationskanäle (19)
radial geneigt ist und einen spitzen Winkel bezüglich
der Drehrichtung bildet.
40
14. Ölbadkupplung (1) nach einem der Ansprüche 9 bis
13, wobei jeder der zweiten Zirkulationskanäle (21)
radial geneigt ist und einen stumpfen Winkel bezüg-
lich der Drehrichtung bildet.
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15. Ölbadkupplung (1) nach einem der Ansprüche 9 bis
14, wobei die Antriebsscheiben (7) axial ausgerich-
tete erste Durchgangslöcher (37) aufweisen.
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Revendications

1. Embrayage multidisque à bain d'huile (1)

comprenant :

un carter (4) monté pour tourner autour d'un axe
longitudinal (5) de rotation ;
au moins un moyeu (6) monté pour tourner
autour de l'axe longitudinal (5) de rotation et logé
à l'intérieur du, et coaxialement au, carter (4) ;
un nombre de disques d'entraînement (7) logés
à l'intérieur du carter (4) et d'un seul tenant ang-
ulairement avec le carter (4) ou le moyeu (6) ;
un nombre de disques entraînés (8) logés à l'in-
térieur du carter (4), alternés avec les disques
d'entraînement (7), et d'un seul tenant angulai-
rement avec le moyeu (6) ou le carter (4) ;
15
au moins une entrée d'huile principale (24) me-
nant au carter (4) située axialement à une pre-
mière extrémité du carter (4) ;
un nombre d'entrées d'huile secondaires (27)
situées radialement, sont formées à travers une
surface latérale du moyeu (6), et sont alimen-
tées par un conduit d'alimentation (26) formé
axialement à travers le moyeu (6) ; et
au moins une sortie d'huile (25) depuis le carter
(4) ;
l'engrenage à bain d'huile (1) étant **caractérisé**
en ce que :

est prévue une soupape marche-arrêt (29)
qui est raccordée aux sorties d'huile secon-
daires (28), qui empêche la circulation
d'huile par les sorties d'huile secondaires
(28) lorsque l'embrayage (1) est actionné
pour transmettre le couple entre les disques
d'entraînement (7) et les disques entraînés
(8), et qui permet la circulation d'huile par
les sorties d'huile secondaires (28) lorsque
l'embrayage (1) est relâché et qu'aucun
couple n'est transmis entre les disques
d'entraînement (7) et les disques entraînés
(8) ; et

la soupape marche-arrêt (29) comprend un
nombre de volets (30), chacun étant situé
à l'intérieur du carter (4), à proximité de la
coque latérale (10) du carter (4), comporte
un nombre de trous traversants (31) corres-
pondant aux sorties d'huile secondaires
(28) respectives, et est mobile axialement
entre une position ouverte, dans laquelle
chaque trou traversant (31) dans le volet
(30) est aligné avec une sortie d'huile se-
condaire (28) respective, et une position fer-
mée, dans laquelle chaque trou traversant
(31) dans le volet (30) est hors d'alignement
avec une sortie d'huile secondaire (28) res-
pective.
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2. Embrayage à bain d'huile (1) selon la revendication
1, et comprenant un pousseur de disques (16) qui

- est déplacé axialement pour appuyer sur les disques (7, 8) et ainsi comprimer les disques (7, 8) les uns contre les autres afin de transmettre le couple des disques d'entraînement (7) aux disques entraînés (8) ; la soupape marche-arrêt (29) est actionnée par le poussoir de disques (16), qui est relié mécaniquement aux volets (30) pour déplacer les volets (30) axialement.
3. Embrayage à bain d'huile (1) selon la revendication 2, et comprenant un disque de support (32) qui supporte les volets (30) en projection et est intercalé entre l'ensemble de disques (7, 8) et le poussoir de disques (16).
 4. Embrayage à bain d'huile (1) selon la revendication 3, dans lequel au moins une ouverture de dégagement (34) est située à proximité d'un couvercle (12) du carter (4), et est alignée avec un espace (35) ménagé entre le disque de support (32) et le couvercle (12) du carter (4) lorsque le poussoir de disques (16) appuie sur le disque de support (32) et, par conséquent, sur les disques (7, 8).
 5. Embrayage à bain d'huile (1) selon l'une des revendications 1 à 4, et comprenant un circuit d'alimentation (38) pour la distribution d'huile à travers le carter (4) de l'entrée (24) à la sortie (25), et qui comprend :
 - un réservoir d'huile (39) ;
 - une pompe de circulation (40) qui réalise une extraction depuis le réservoir (39) ;
 - un radiateur de refroidissement d'huile (41) en série avec la pompe de circulation (40) ;
 - au moins un conduit principal (42) reliant l'apport de la pompe de circulation (40) à l'entrée (24) du carter (4) ;
 - un conduit de dérivation (43) qui se ramifie depuis le conduit principal (42), en amont de l'entrée (24) du carter (4), et se termine dans le réservoir d'huile (39) ; et
 - une soupape de dérivation (44) pour réguler la circulation d'huile le long du conduit de dérivation (43).
 6. Embrayage à bain d'huile (1) selon la revendication 5, dans lequel la soupape de dérivation (44) a pour fonction d'ouvrir et de fermer le conduit de dérivation (43) tout en laissant, en permanence, le conduit principal (42) ouvert.
 7. Embrayage à bain d'huile (1) selon la revendication 5 ou 6, dans lequel la soupape de dérivation (44) est commandée pour fermer le conduit de dérivation (43) lorsque l'embrayage (1) est actionné pour transmettre le couple entre les disques d'entraînement (7) et les disques entraînés (8), et ouvrir le conduit de dérivation (43) lorsque l'embrayage (1) est relâché et qu'aucun couple n'est transmis entre les disques d'entraînement (7) et les disques entraînés (8).
 8. Embrayage à bain d'huile (1) selon la revendication 7, et comprenant un poussoir de disques (16) qui est déplacé axialement pour appuyer sur les disques (7, 8) et ainsi comprimer les disques (7, 8) les uns contre les autres afin de transmettre le couple des disques d'entraînement (7) aux disques entraînés (8) ; la soupape de dérivation (44) étant commandée par les mêmes commandes que celles qui actionnent le poussoir de disques (16).
 9. Embrayage à bain d'huile (1) selon l'une des revendications 1 à 8, dans lequel :
 - chaque disque d'entraînement (7) comprend un nombre de premiers canaux de circulation (19) équidistants autour de l'axe longitudinal (5) de rotation et s'étendant radialement depuis un bord interne du disque d'entraînement (7) jusqu'à un bord externe du disque d'entraînement (7) ;
 - chaque disque entraîné (8) comprend un nombre de seconds canaux de circulation (21) équidistants autour de l'axe longitudinal (5) de rotation et s'étendant radialement depuis un bord interne du disque entraîné (8) jusqu'à un bord externe du disque entraîné (8) ; et
 - sur chaque disque entraîné (8), les seconds canaux de circulation (21) sont formés à l'intérieur du disque entraîné (8) même.
 10. Embrayage à bain d'huile (1) selon la revendication 9, dans lequel chaque second canal de circulation (21) s'étend entre au moins une ouverture interne axiale (22) formée à travers une paroi latérale du disque entraîné (8), à proximité du bord interne du disque entraîné (8), et une ouverture externe radiale (23) formée à travers le bord externe du disque entraîné (8).
 11. Embrayage à bain d'huile (1) selon la revendication 9 ou 10, dans lequel au moins une paroi latérale de chaque disque d'entraînement (7) comporte un couvercle (20) en un matériau de friction ; et chaque premier canal de circulation (19) est formé dans le couvercle (20) en matériau de friction recouvrant la paroi latérale du disque d'entraînement (7).
 12. Embrayage à bain d'huile (1) selon la revendication 11, dans lequel les deux parois latérales de chaque disque d'entraînement (7) comportent un couvercle (20) en un matériau de friction ; et chaque disque d'entraînement (7) comporte des premiers canaux de circulation (19) sur les deux parois latérales recouvertes par le couvercle (20) en matériau de friction.

13. Embrayage à bain d'huile (1) selon l'une des revendications 9 à 12, dans lequel chaque premier canal de circulation (19) est incliné radialement, et forme un angle aigu par rapport au sens de rotation.

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14. Embrayage à bain d'huile (1) selon l'une des revendications 9 à 13, dans lequel chaque second canal de circulation (21) est incliné radialement, et forme un angle obtus par rapport au sens de rotation.

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15. Embrayage à bain d'huile (1) selon l'une des revendications 9 à 14, dans lequel les disques d'entraînement (7) comportent des premiers trous traversants (37) orientés axialement.

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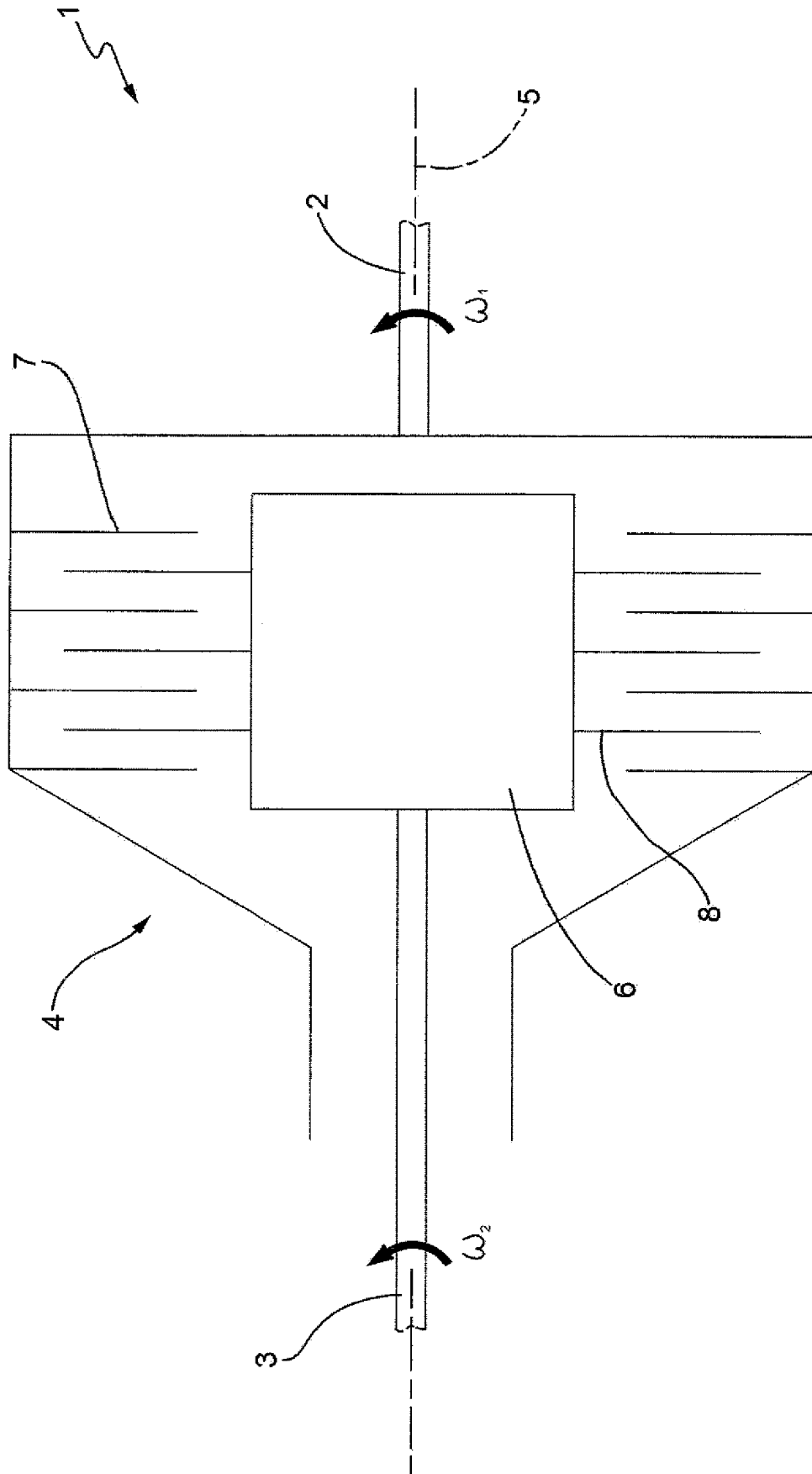


FIG.1

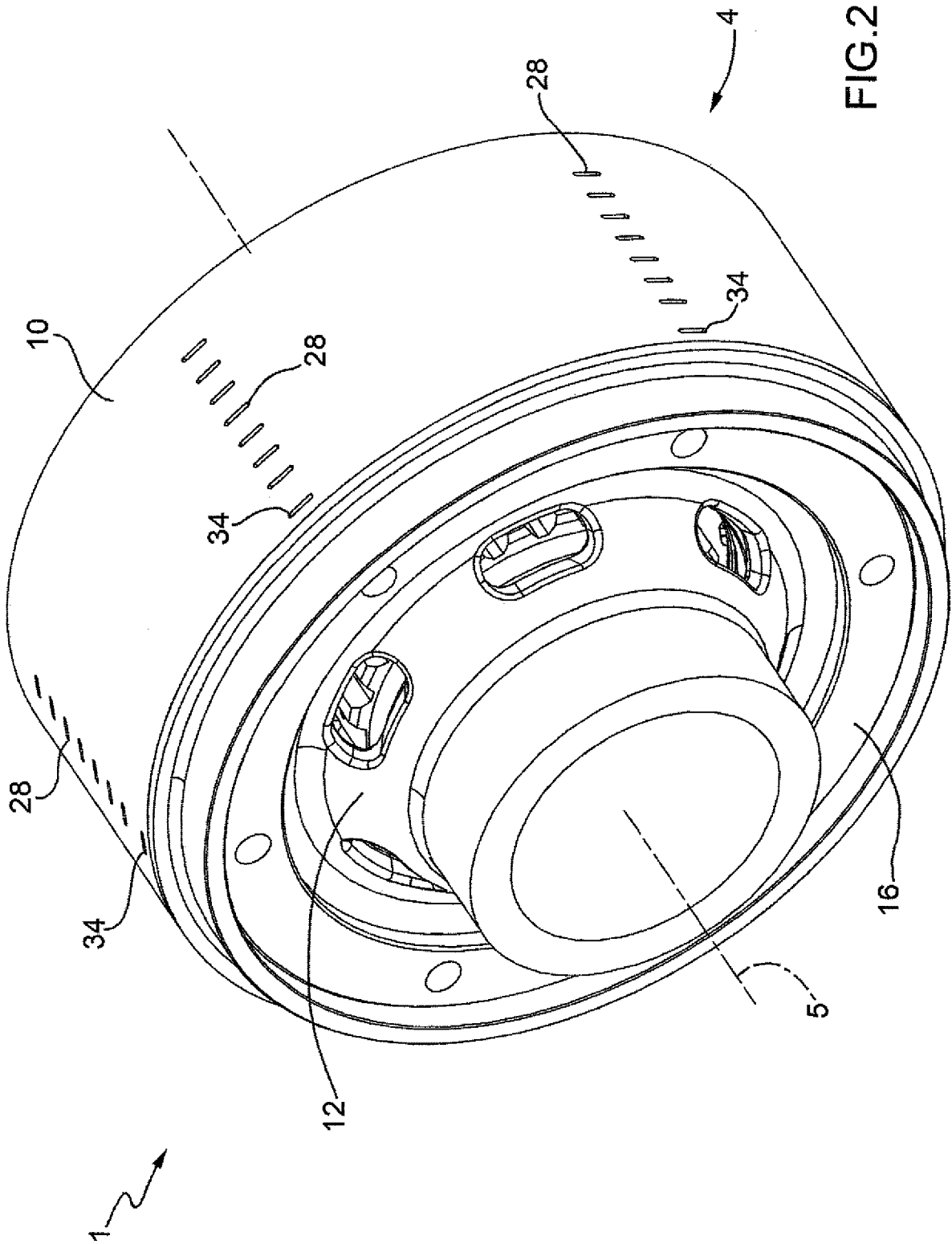


FIG. 2

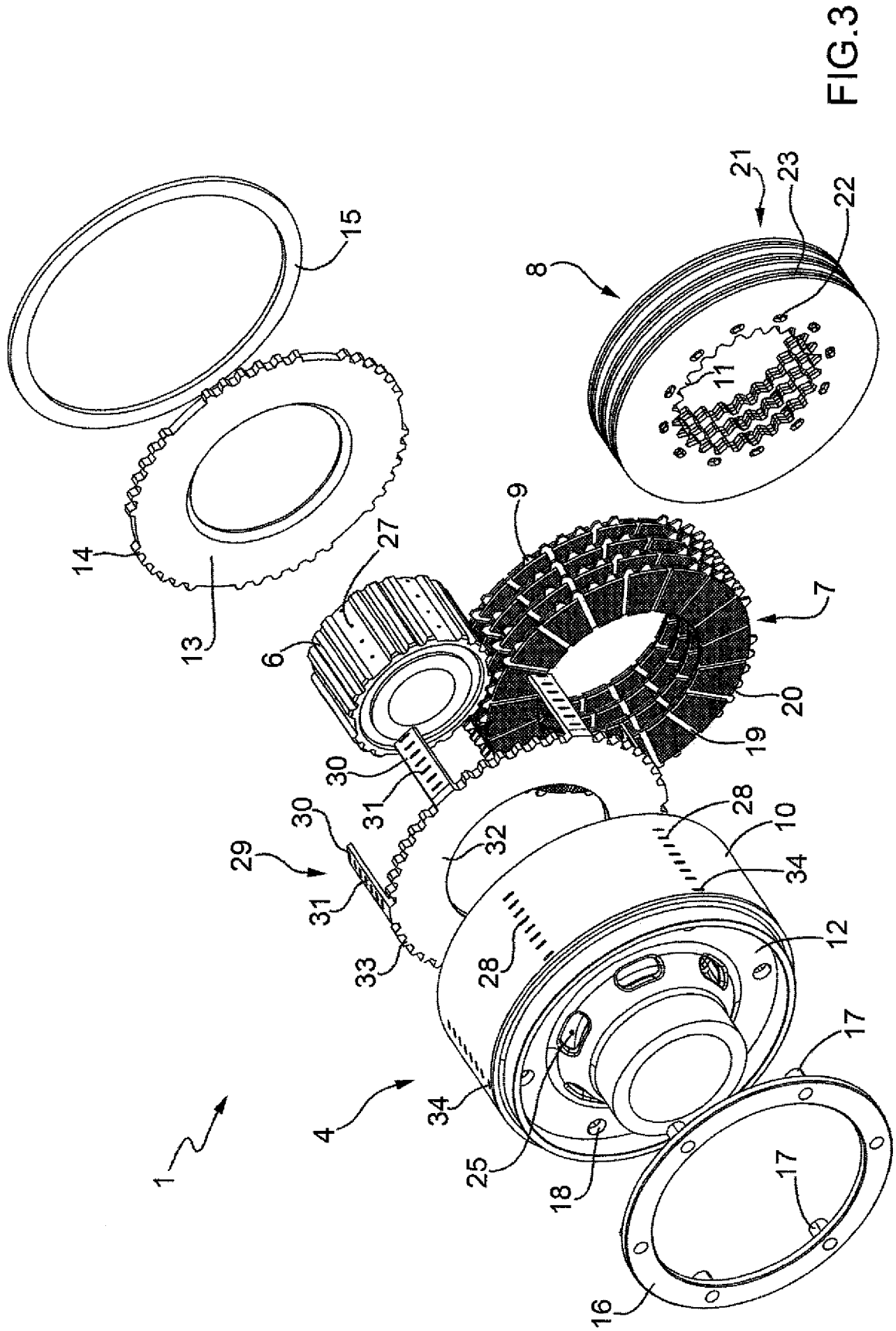
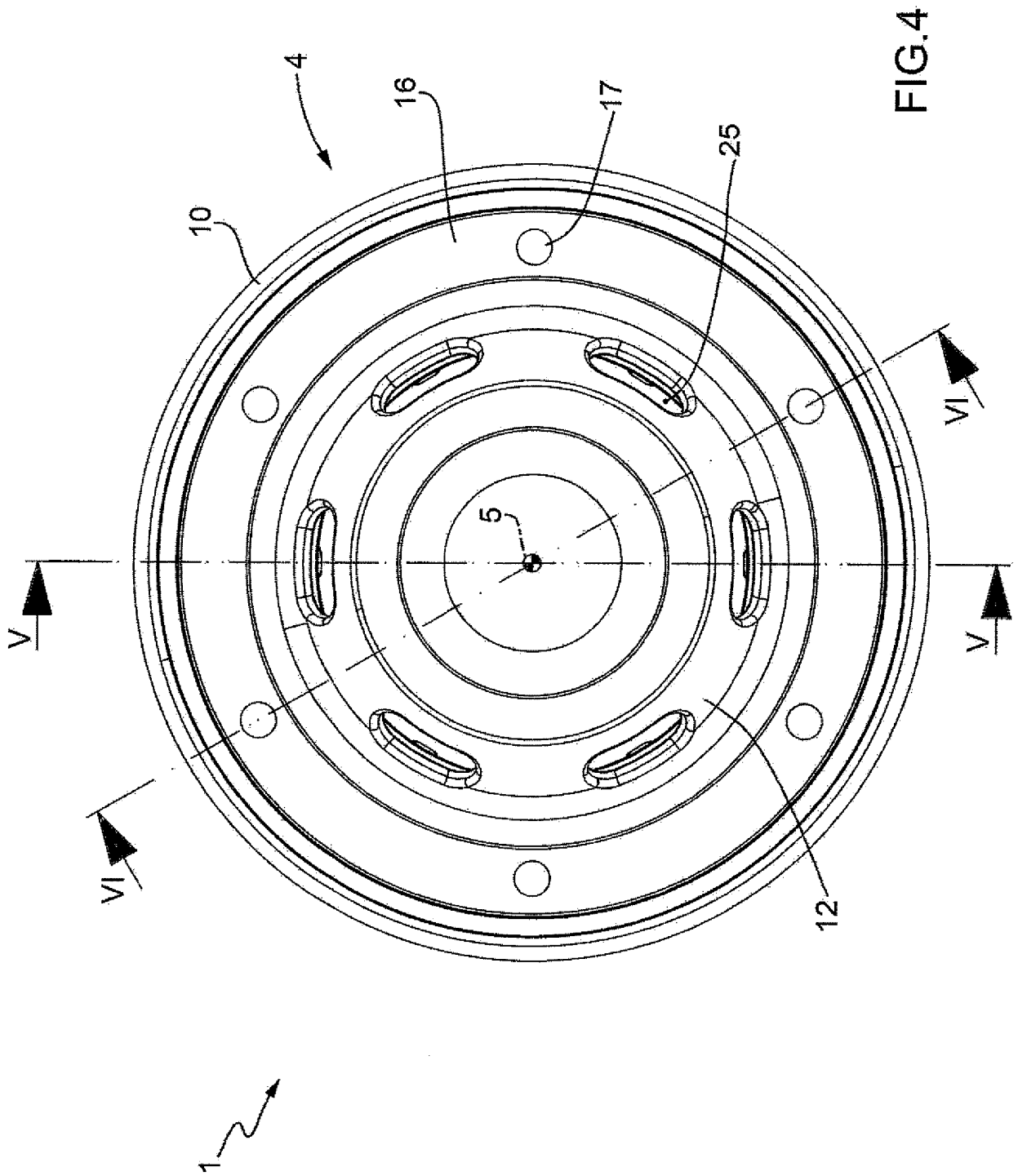
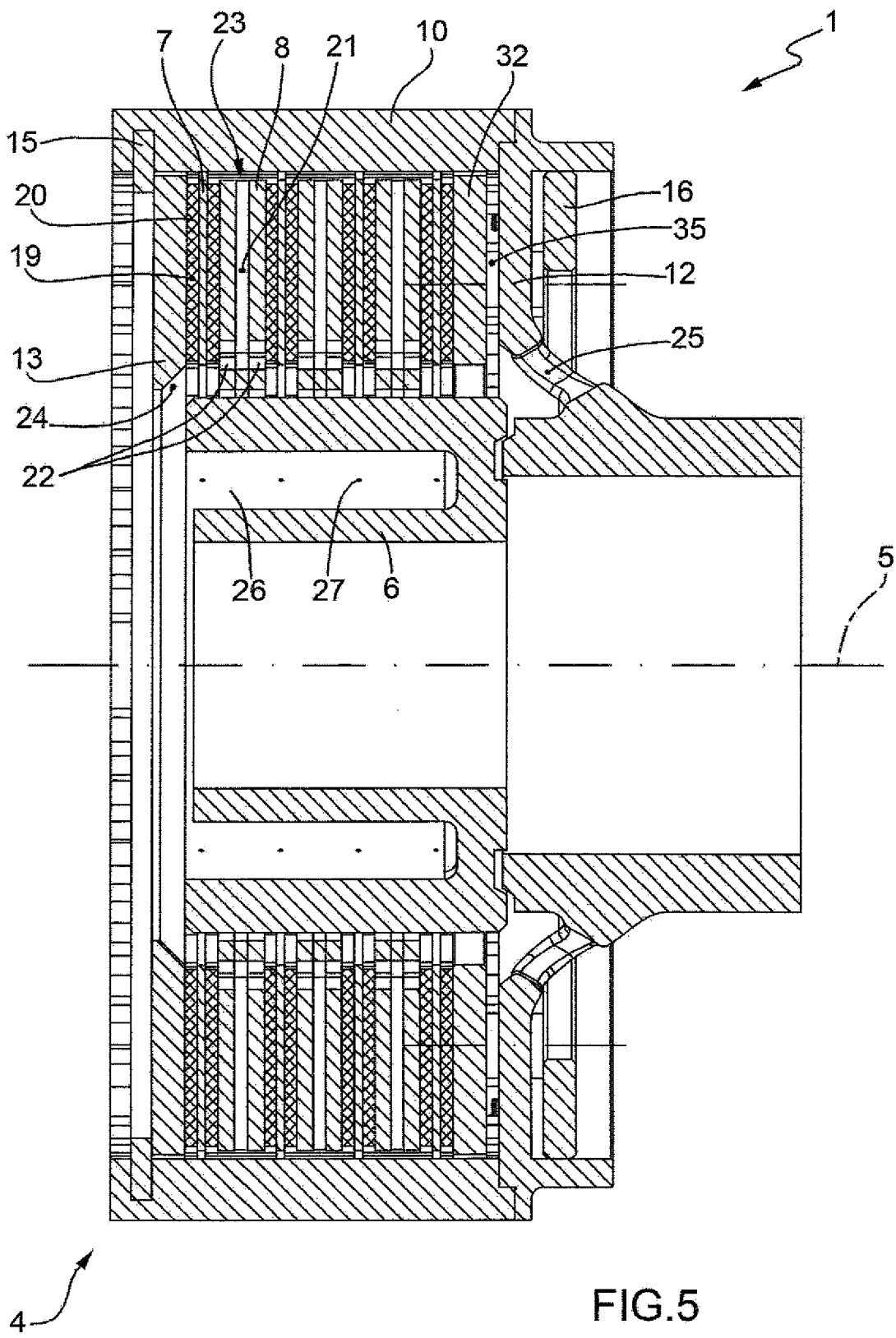
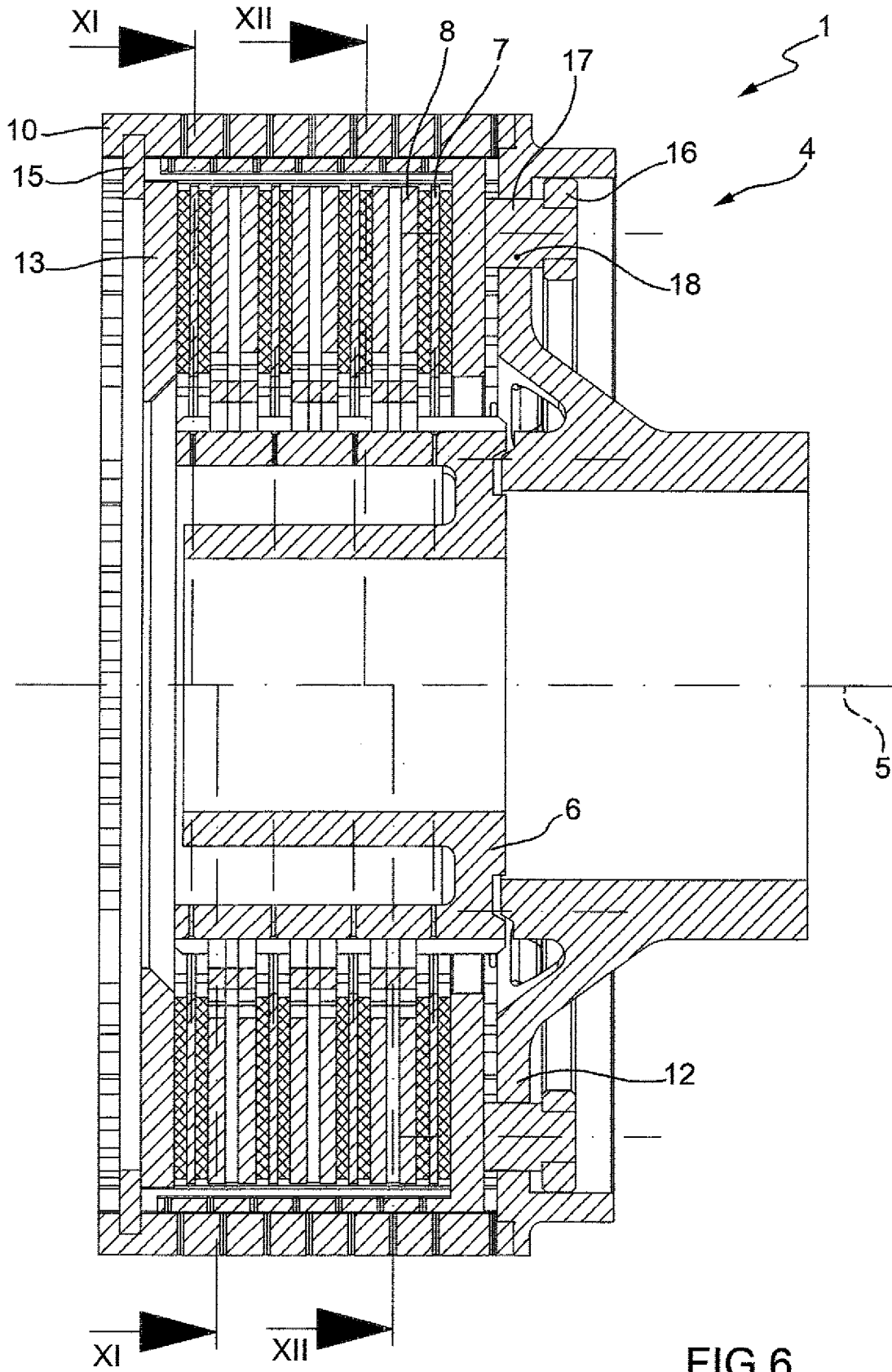


FIG.3







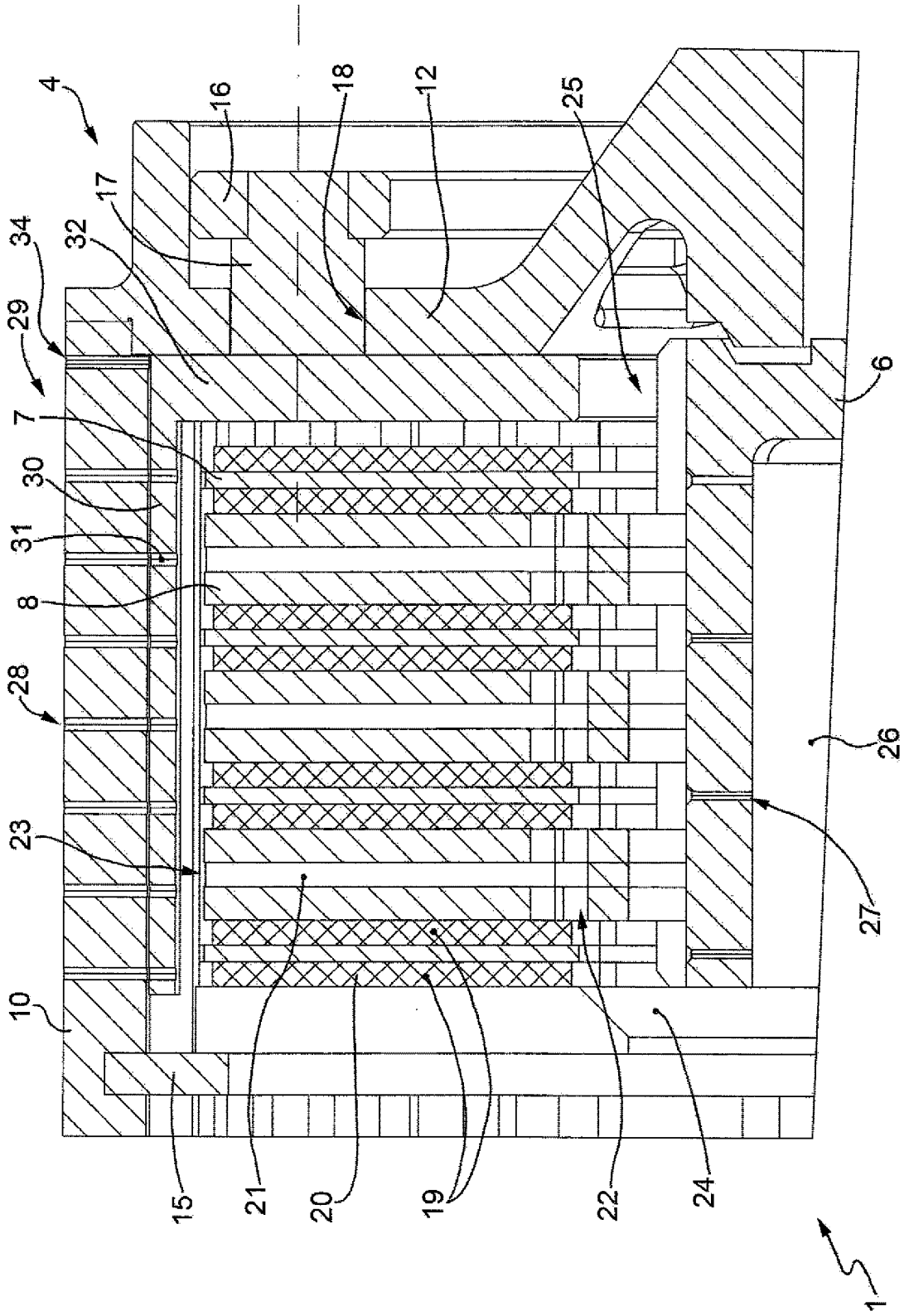


FIG. 7

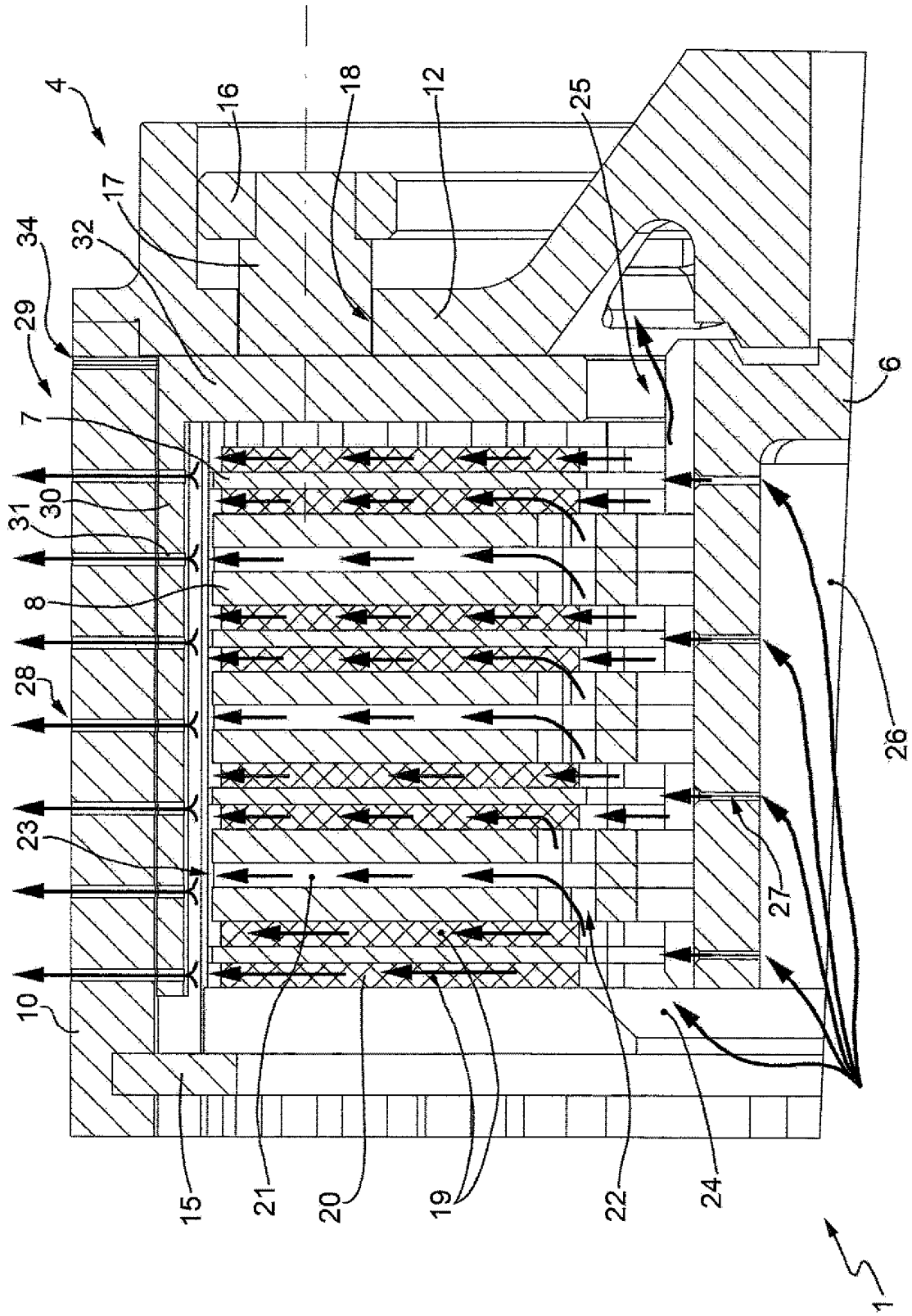


FIG.8

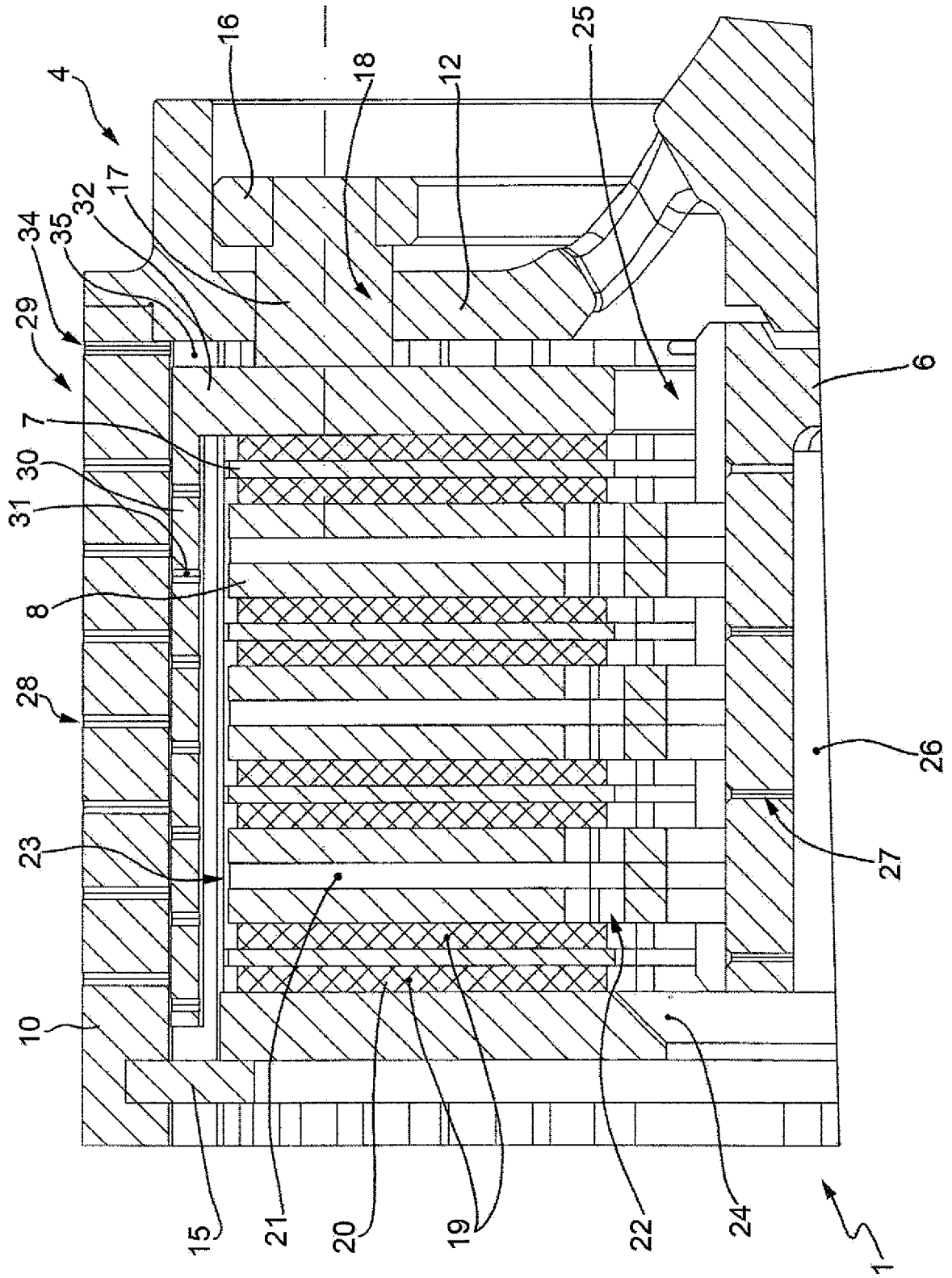


FIG. 9

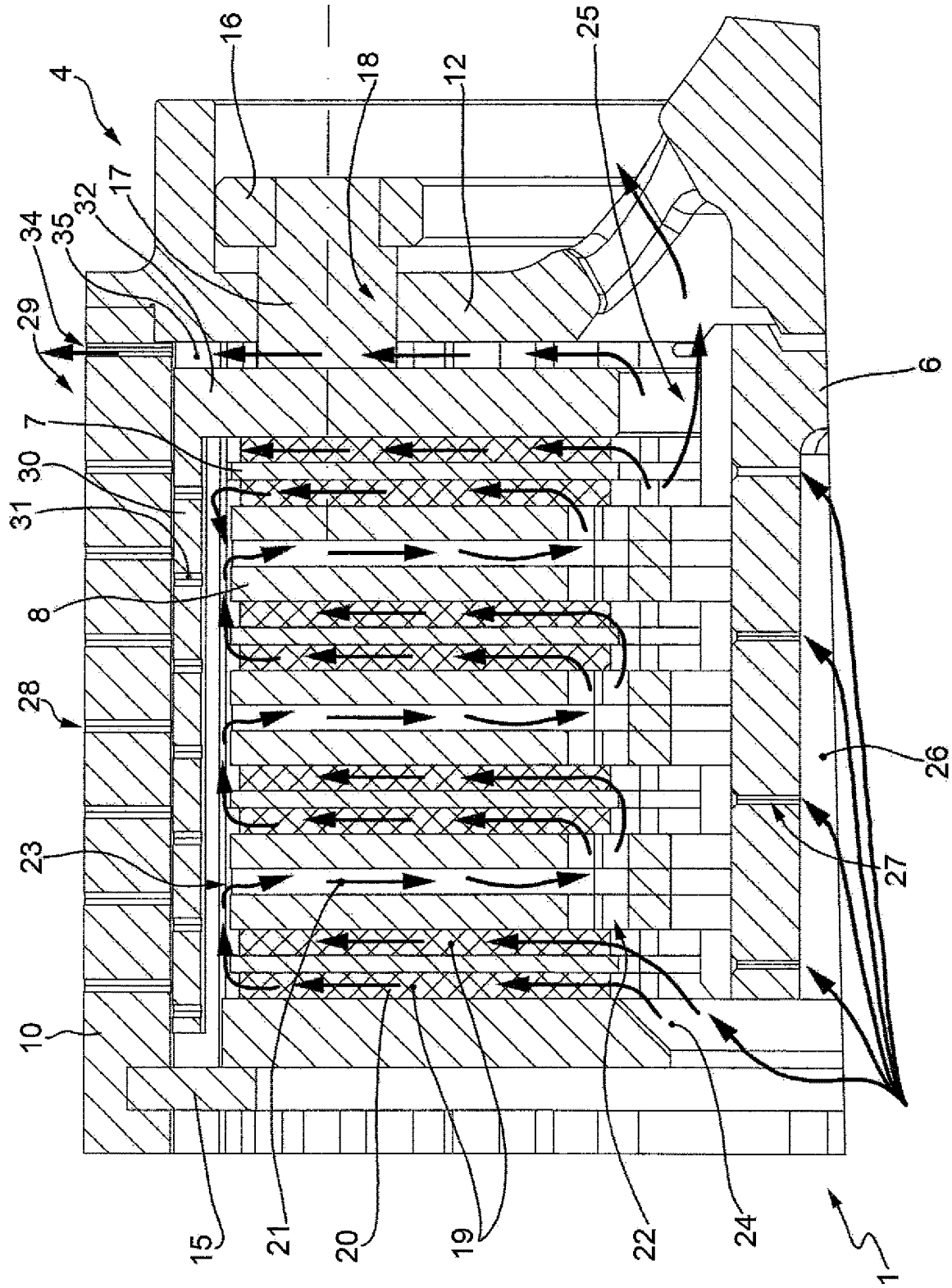


FIG.10

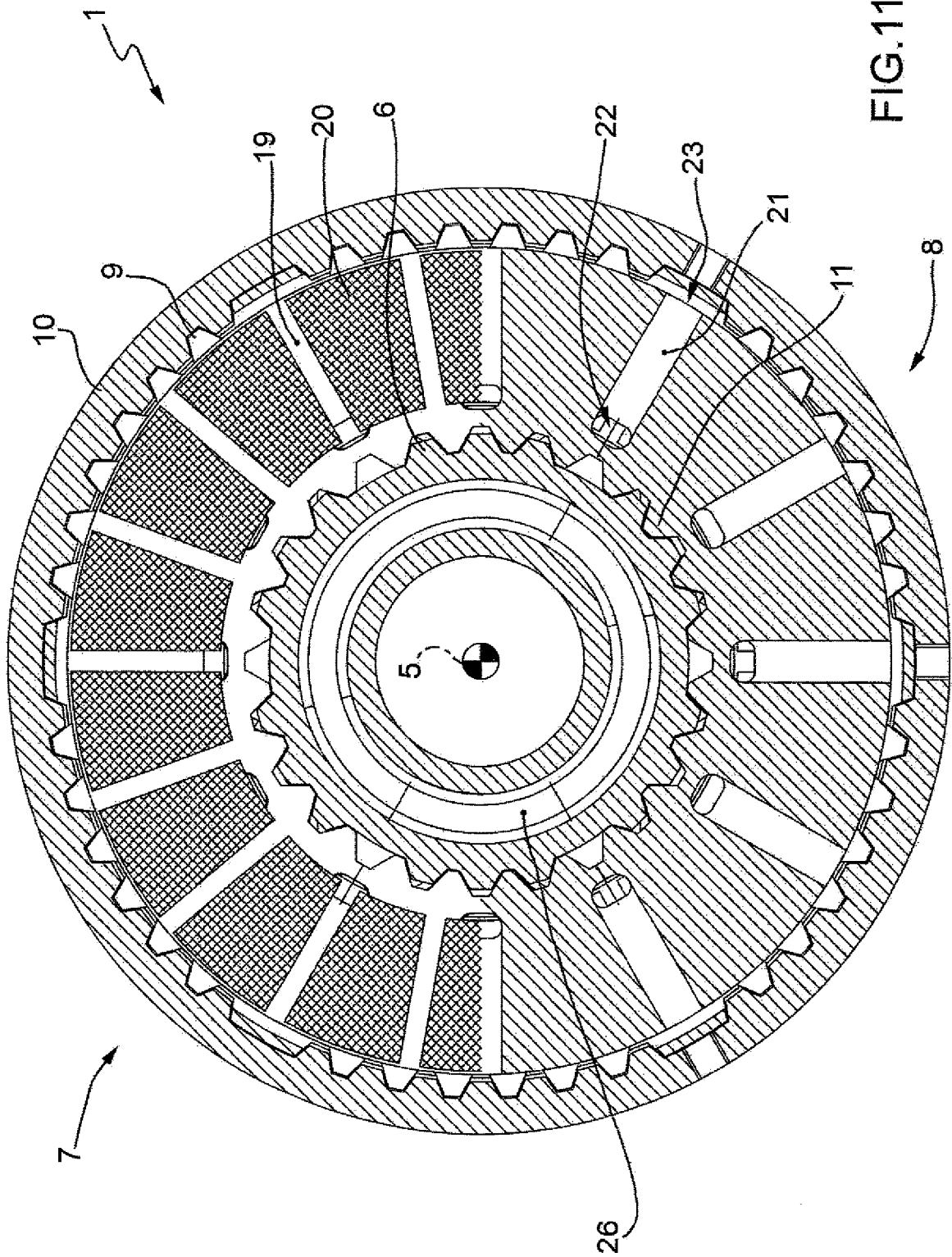


FIG. 11

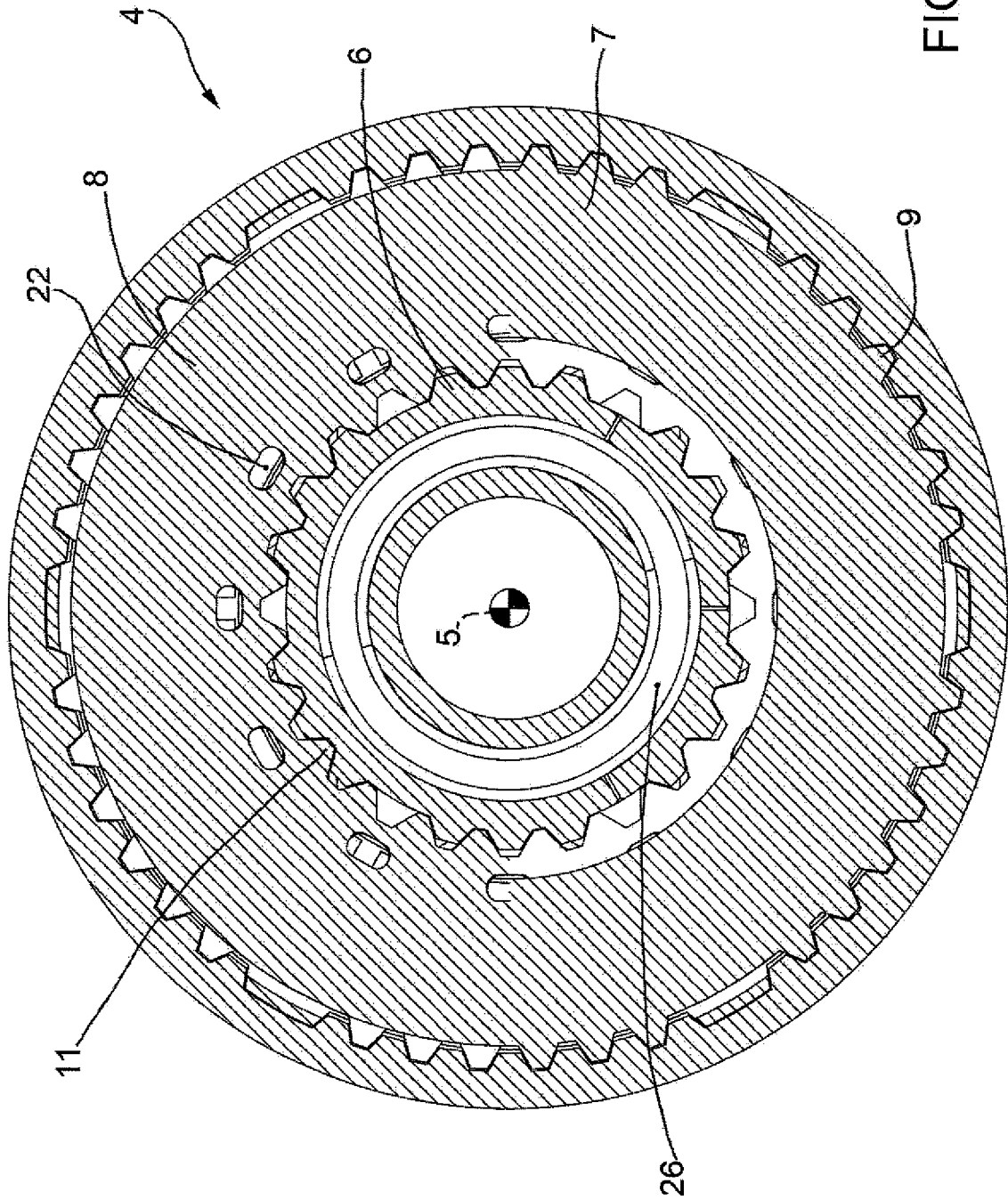


FIG.12

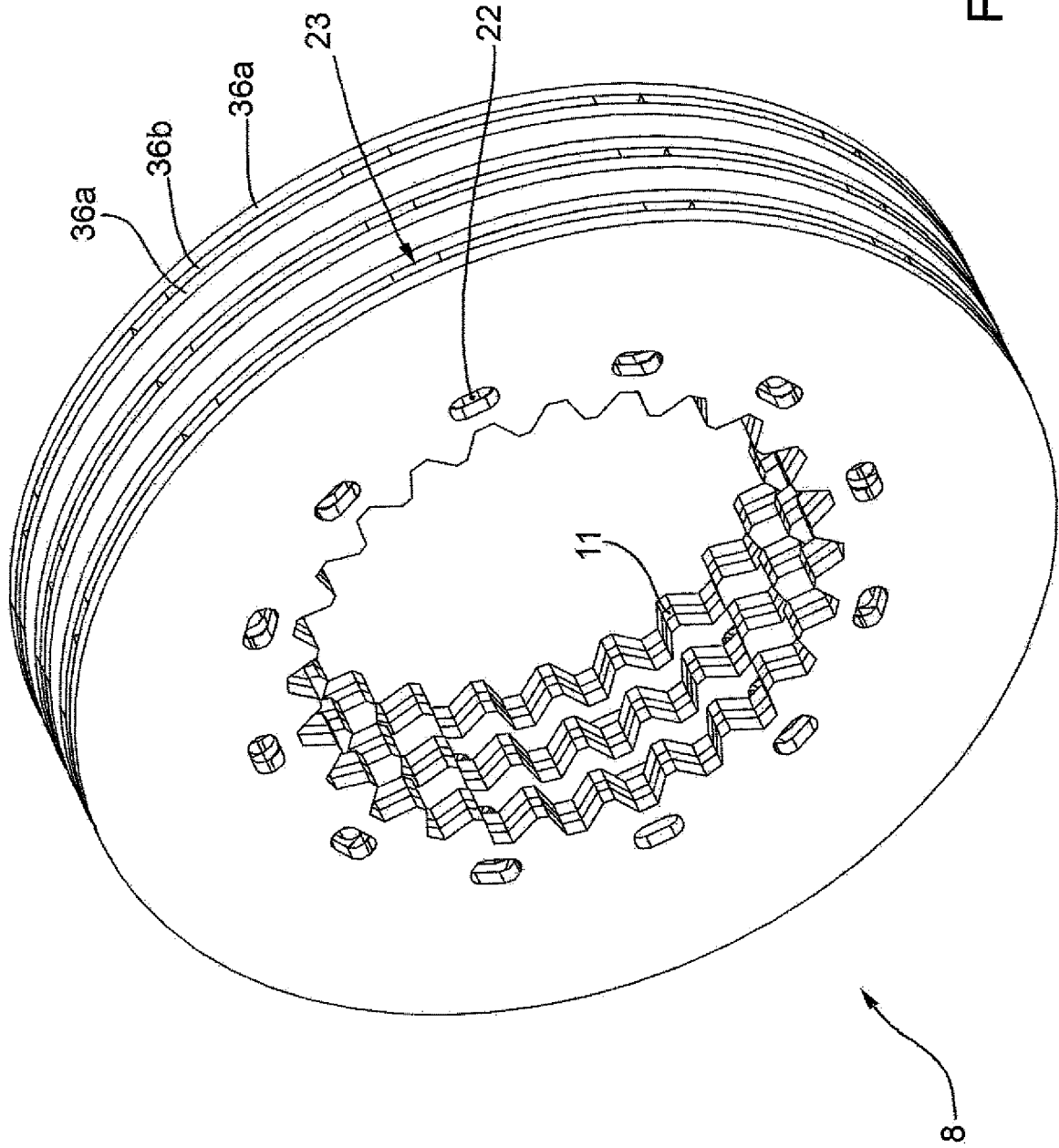


FIG.13

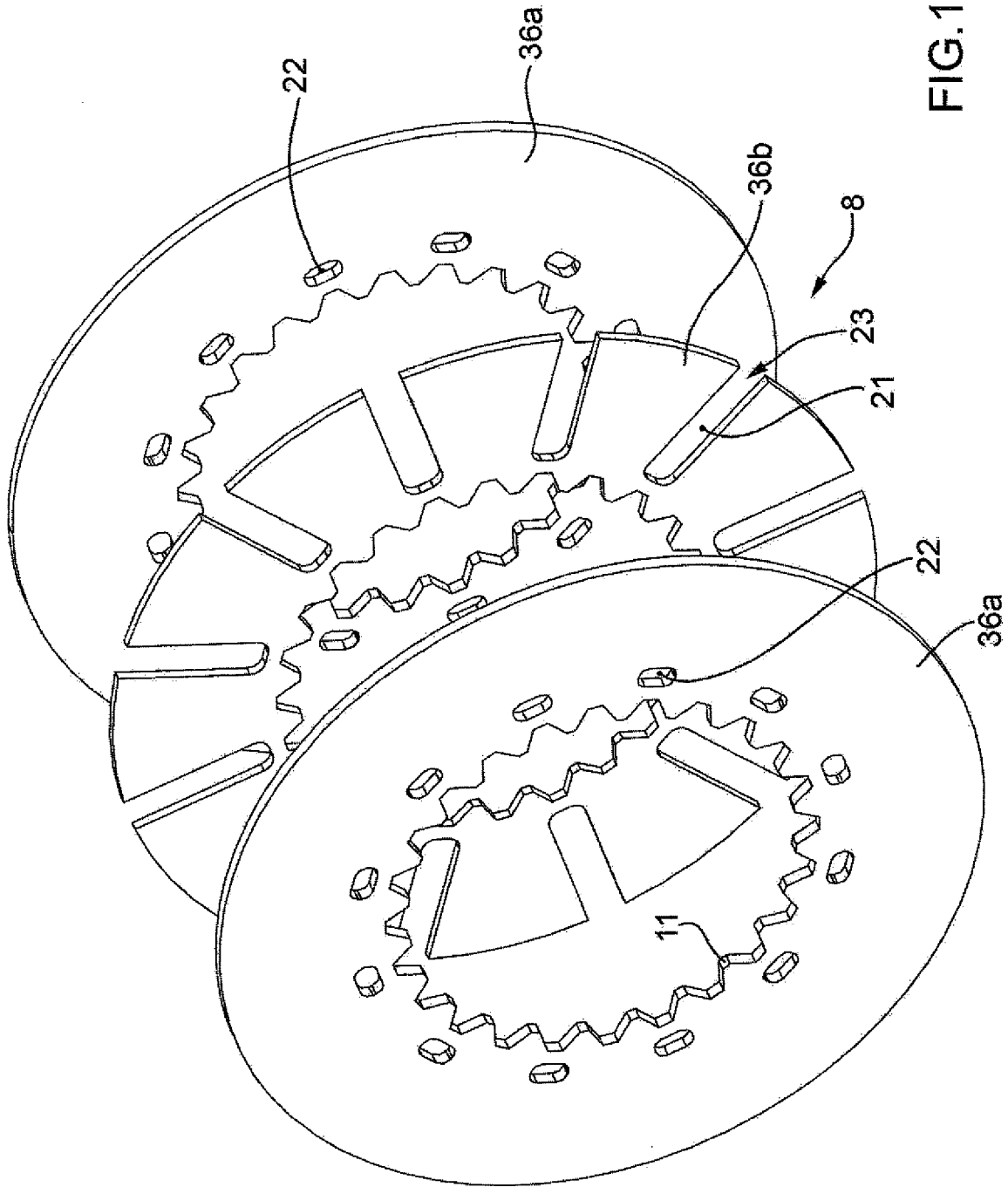


FIG. 14

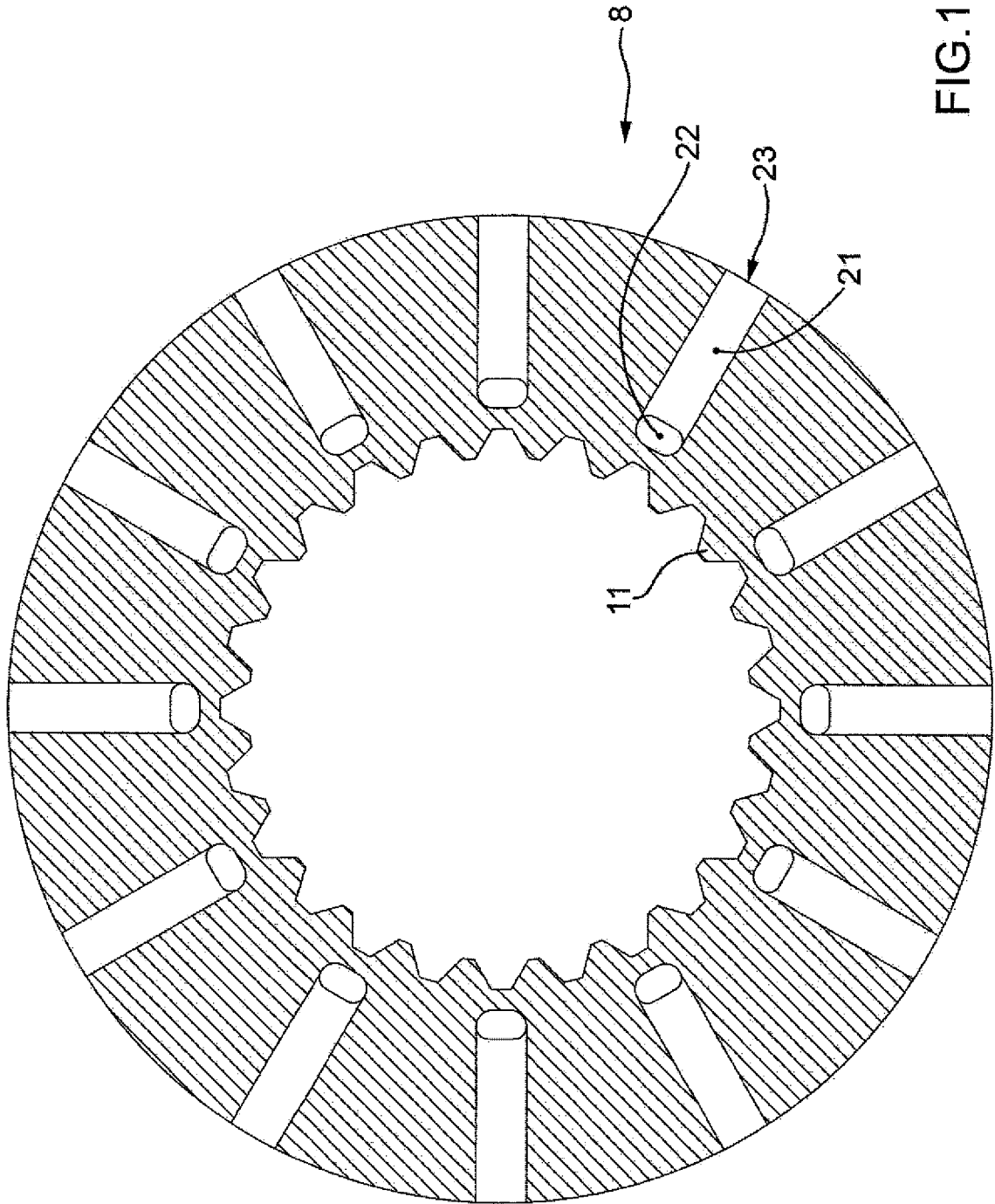
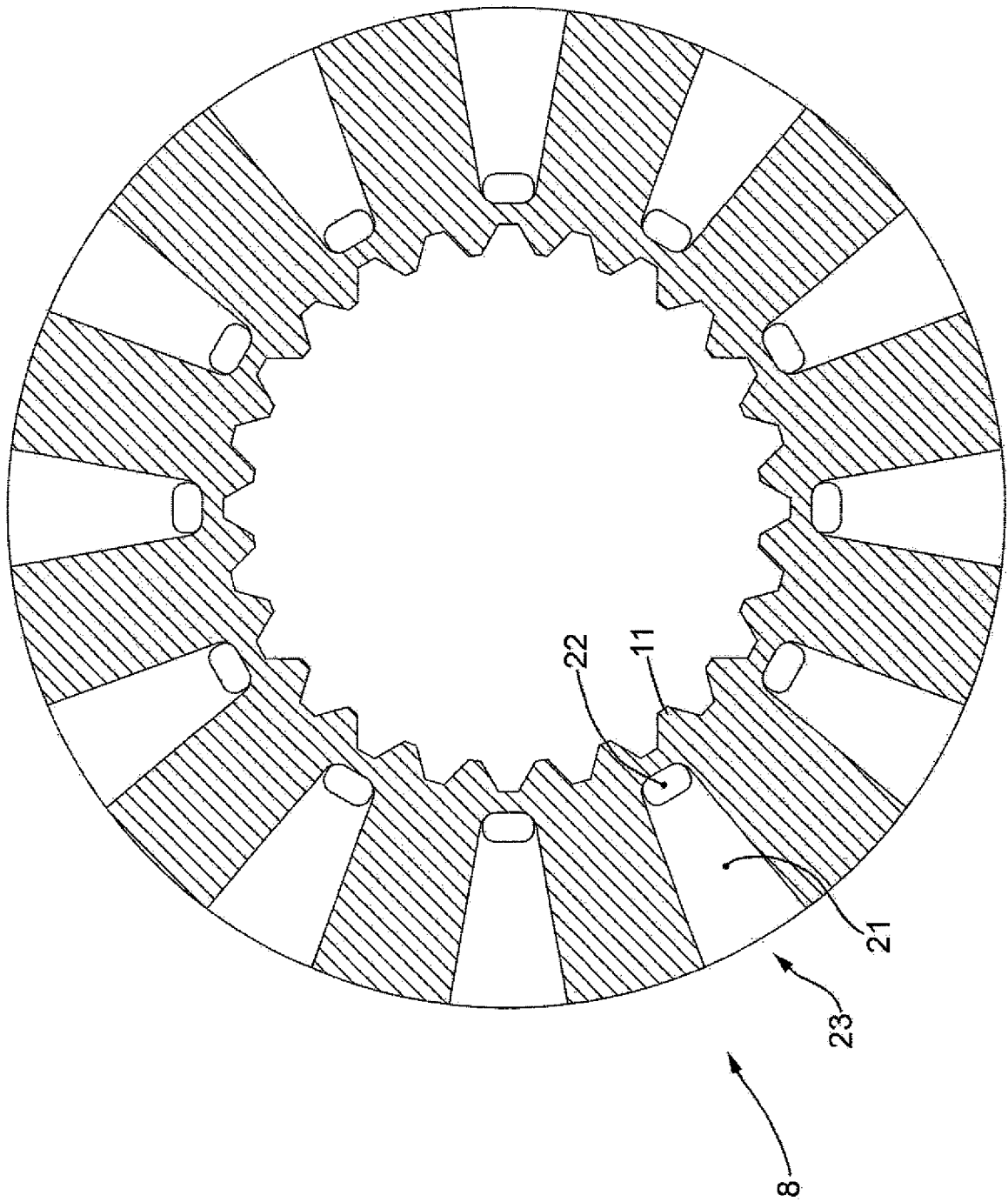


FIG.15

FIG.16



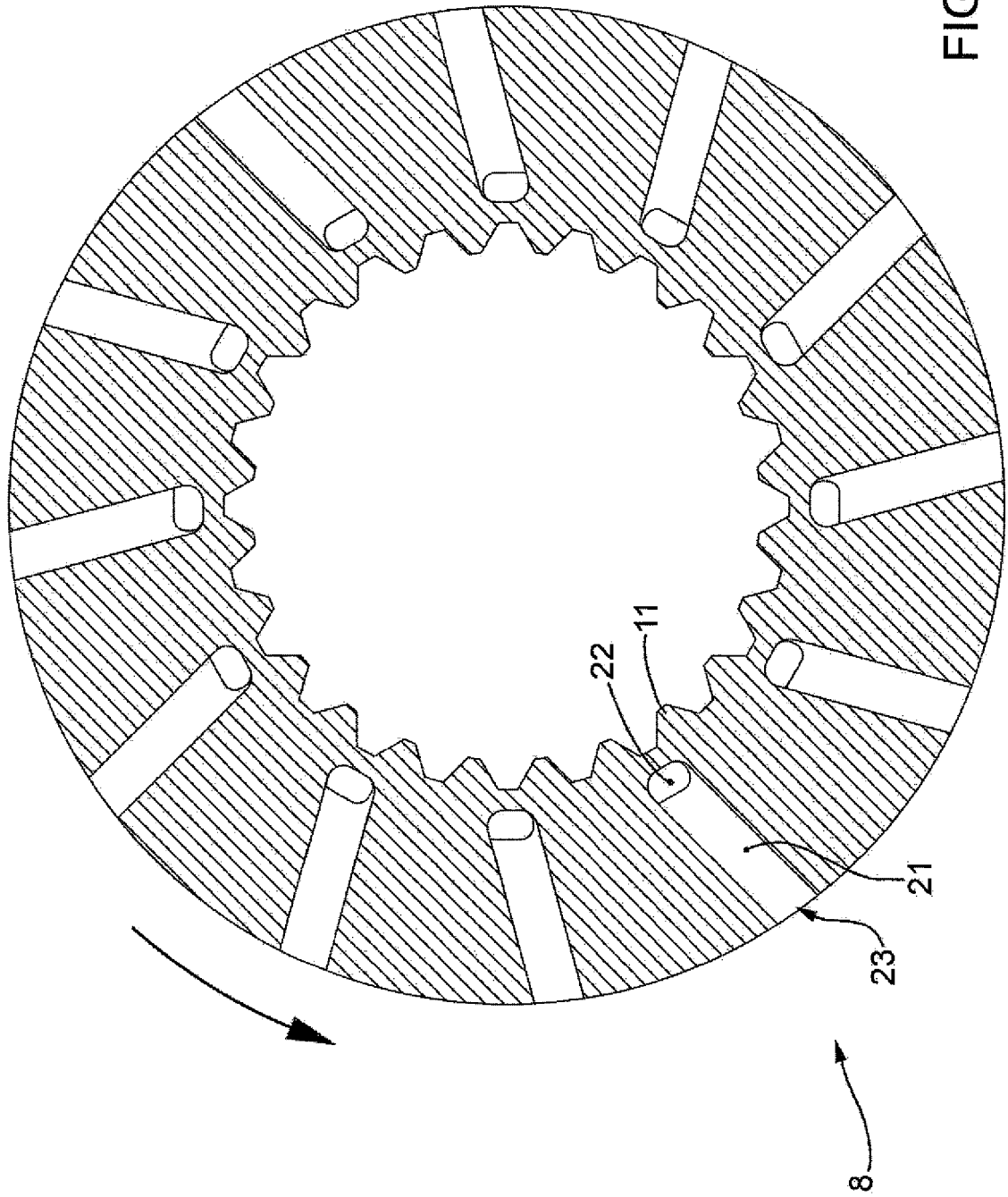


FIG.17

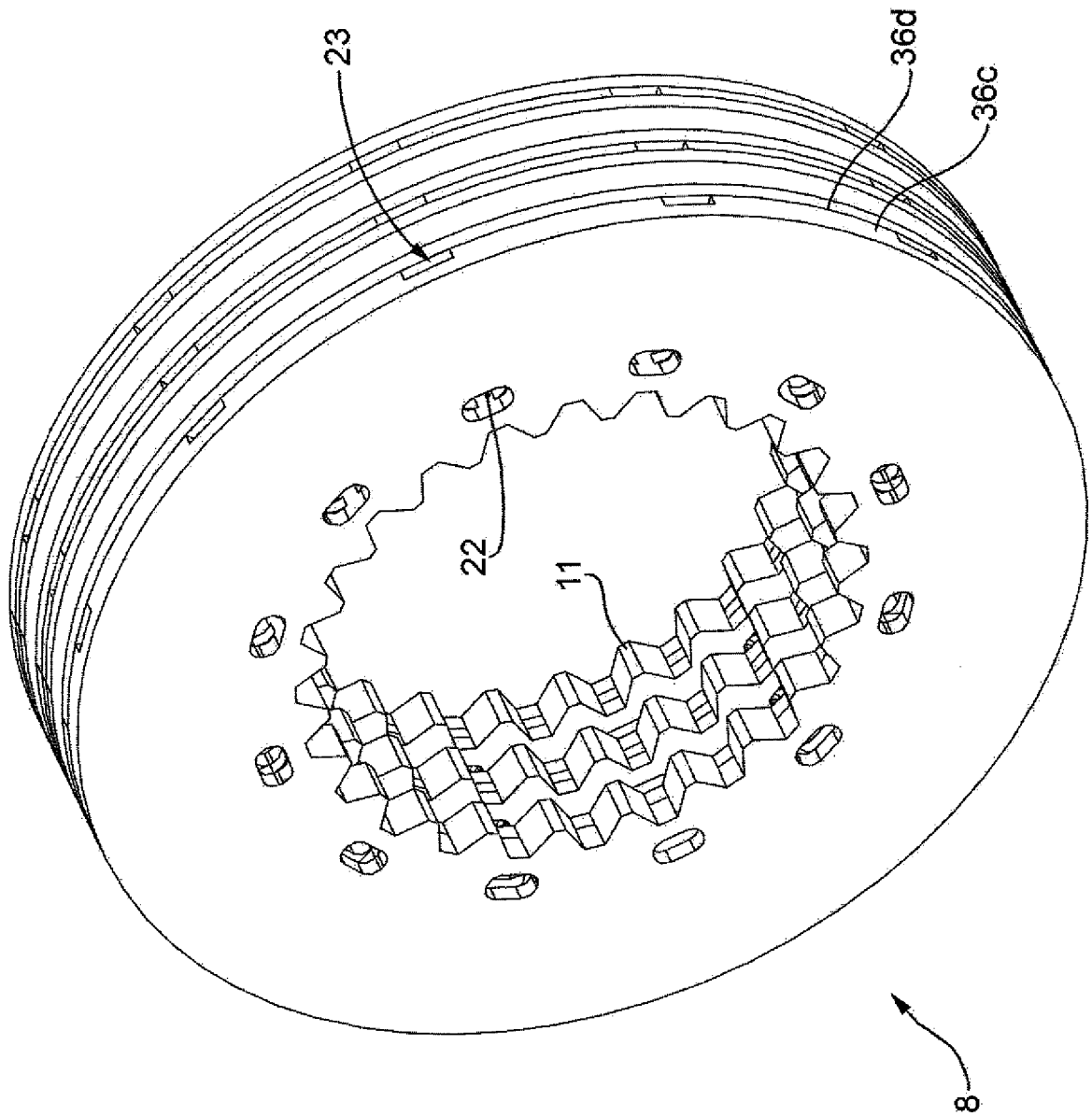


FIG.18

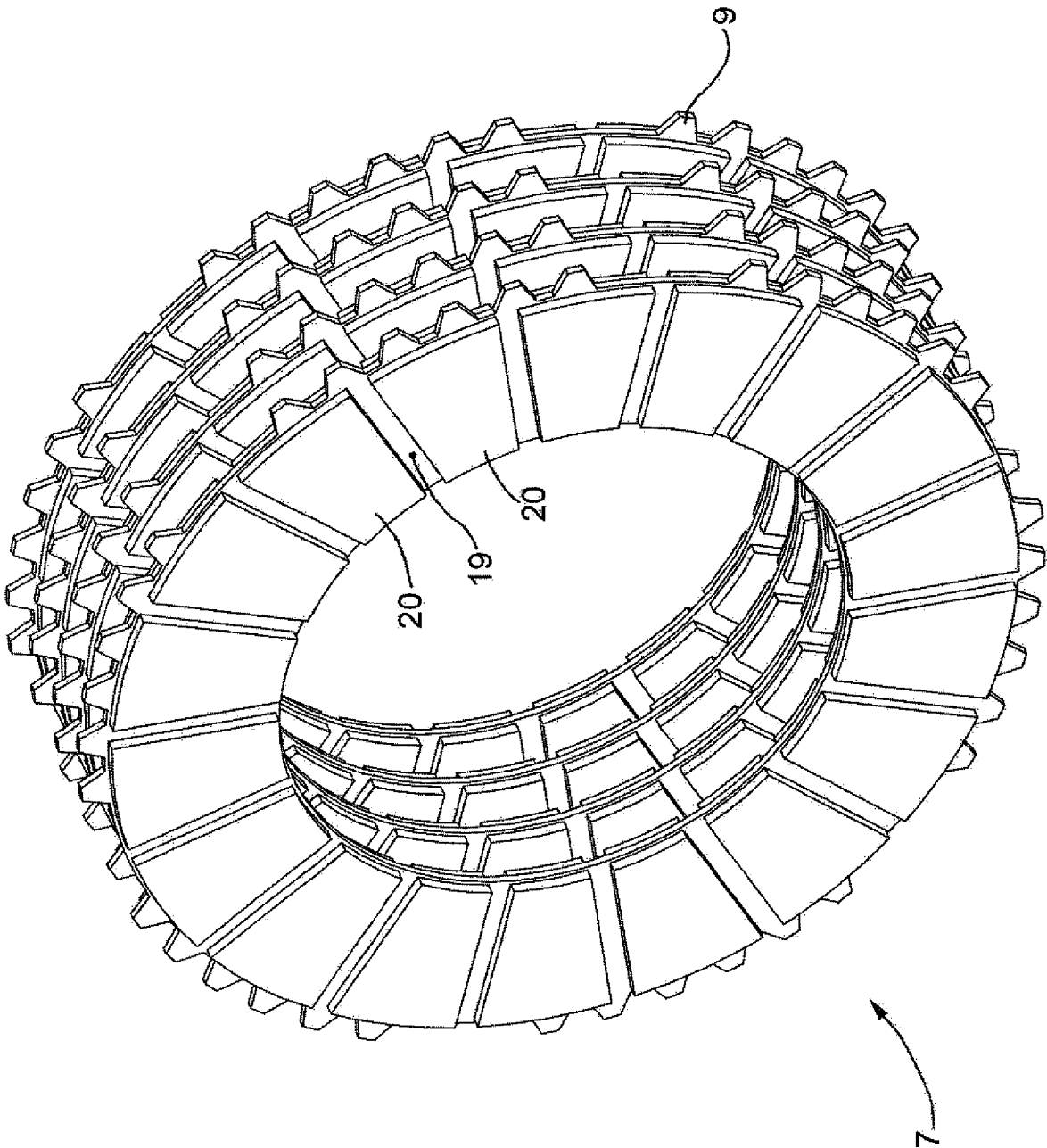


FIG.19

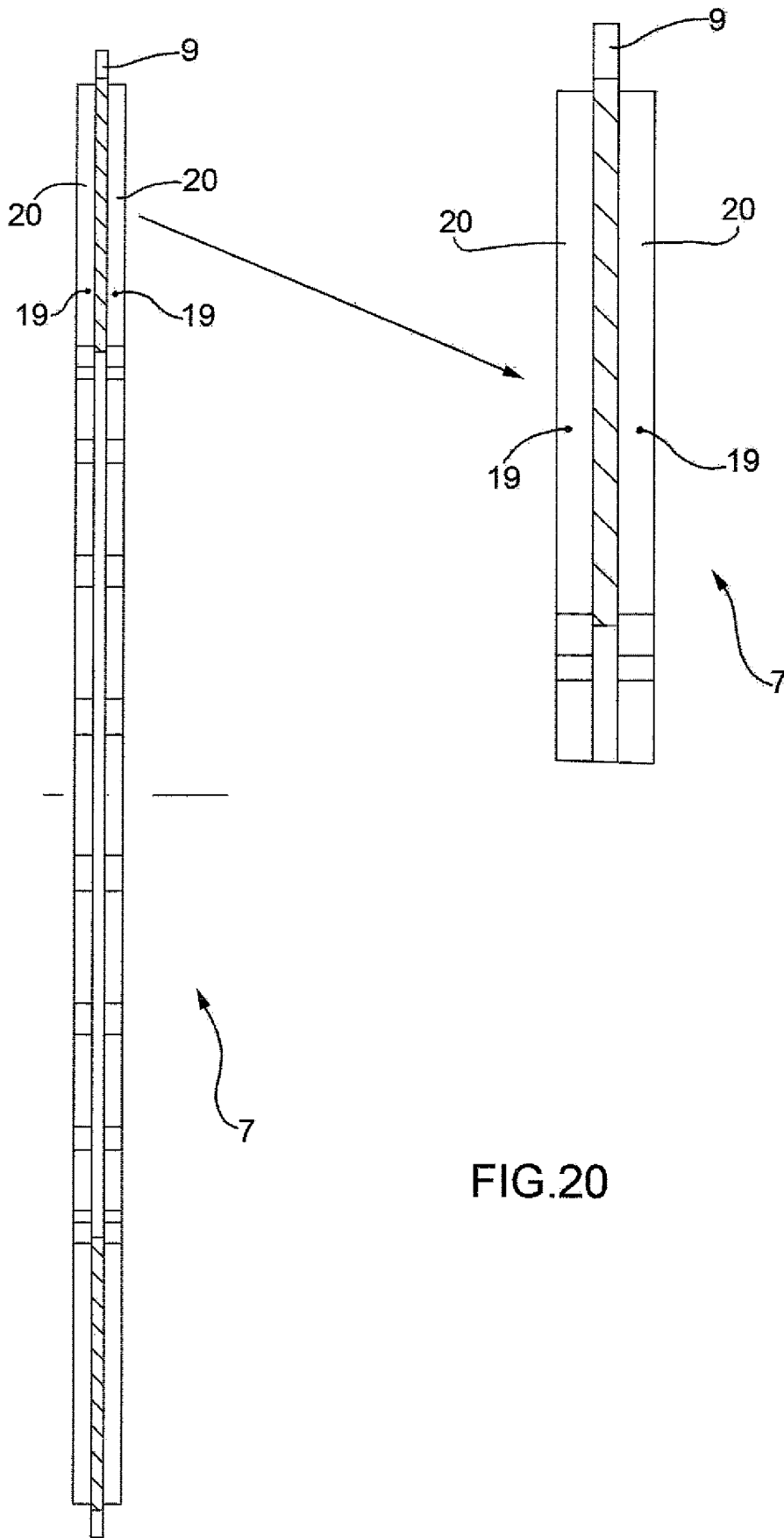


FIG.20

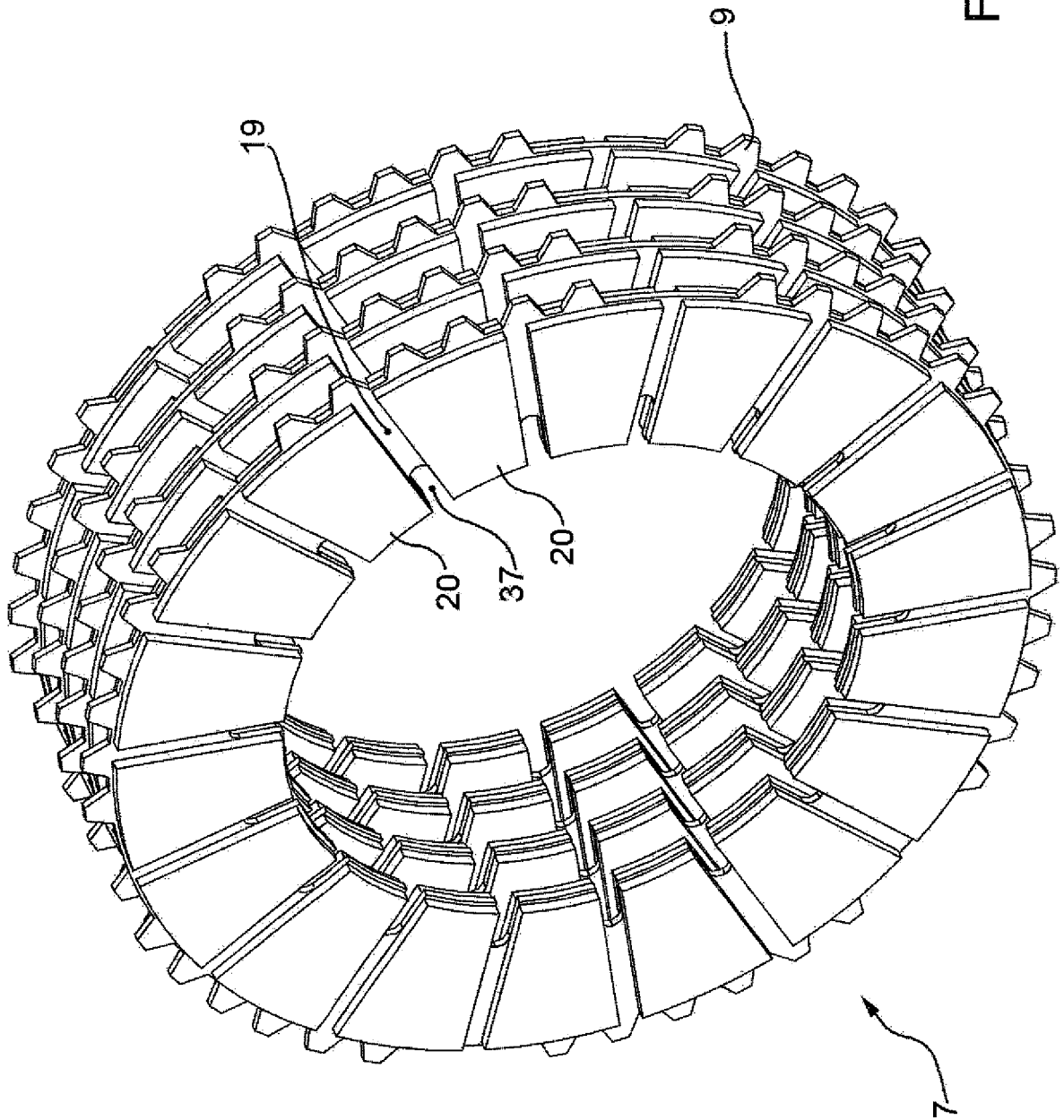


FIG.21

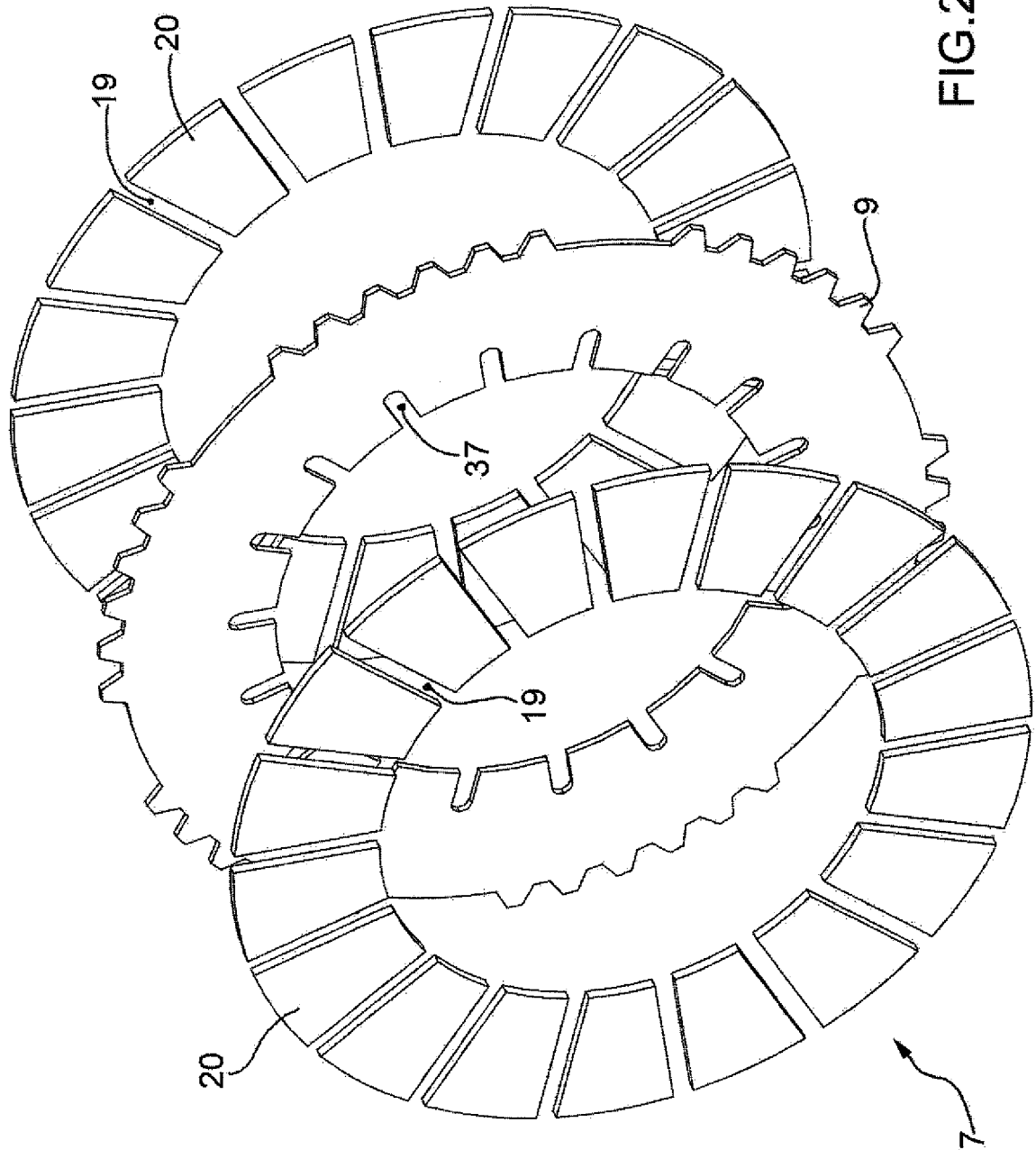
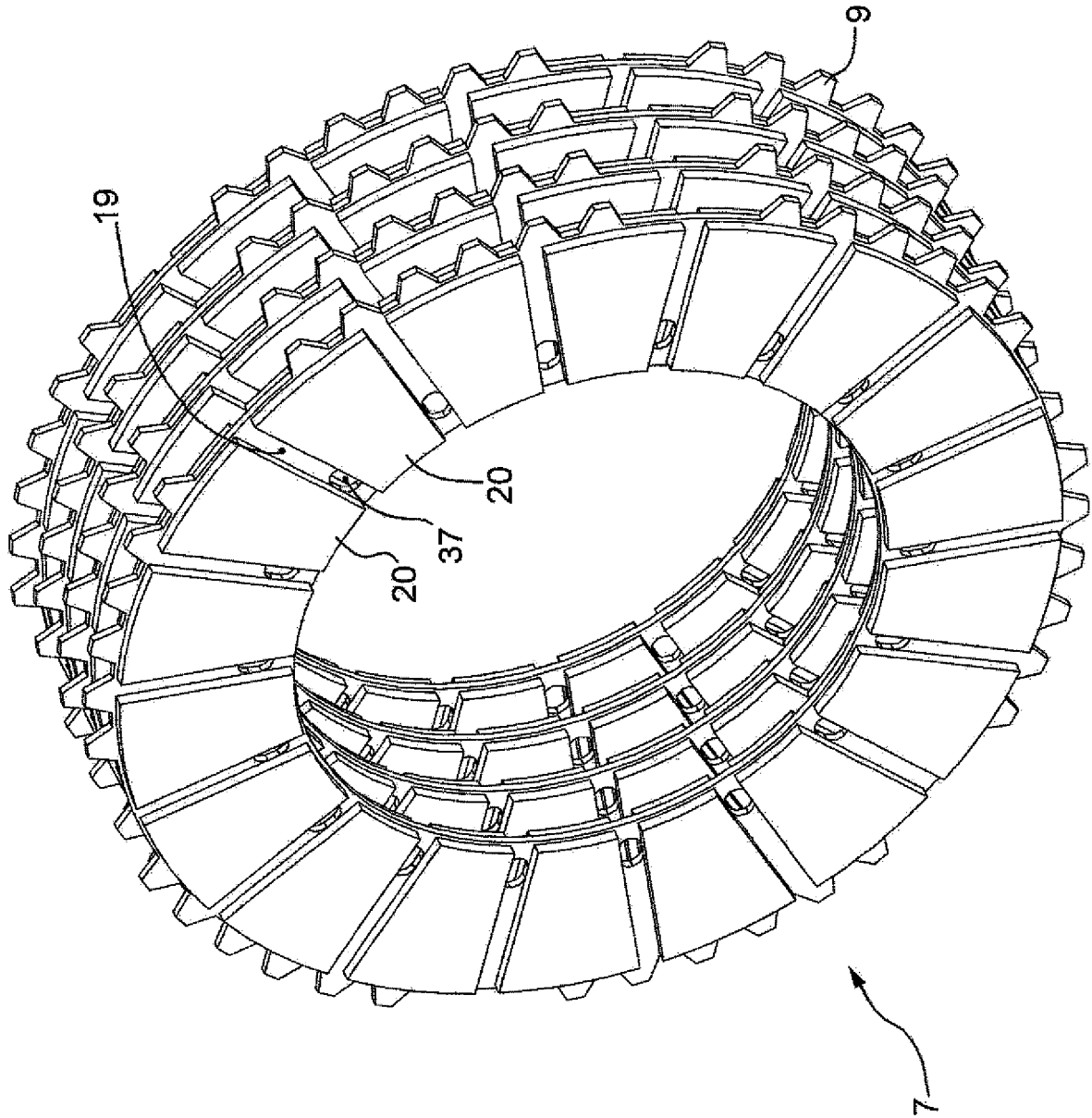


FIG. 22

FIG.23



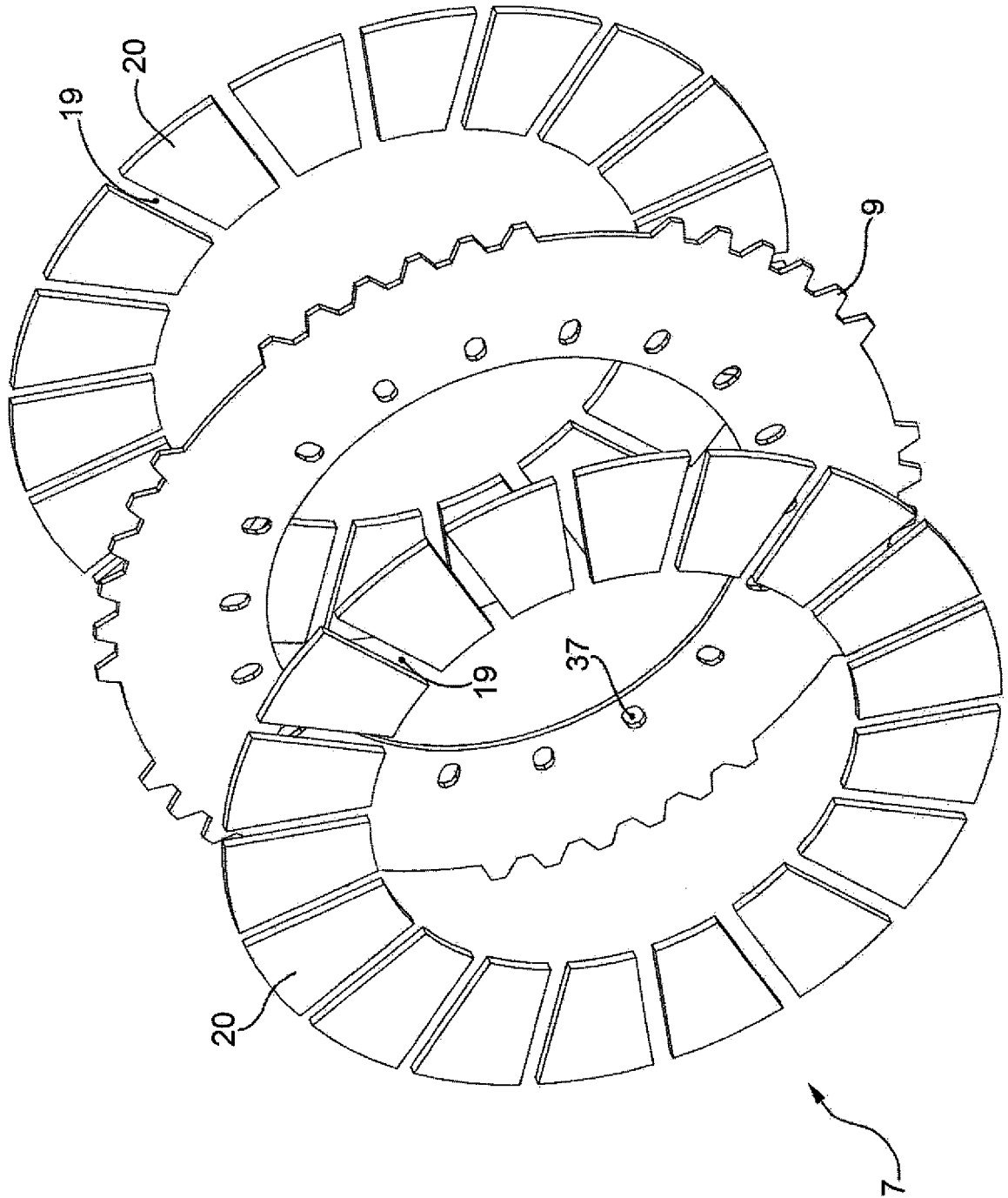
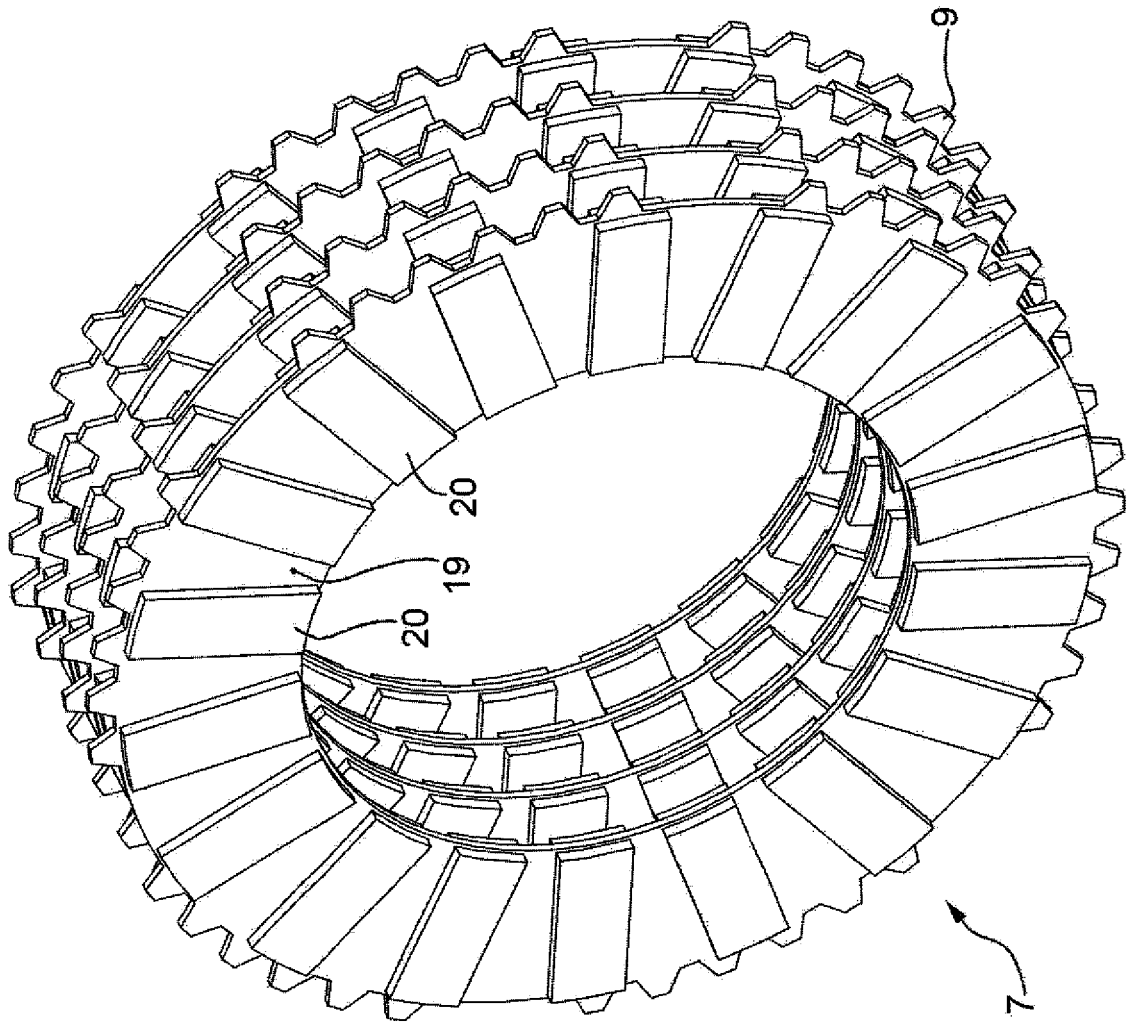


FIG.24

FIG.25



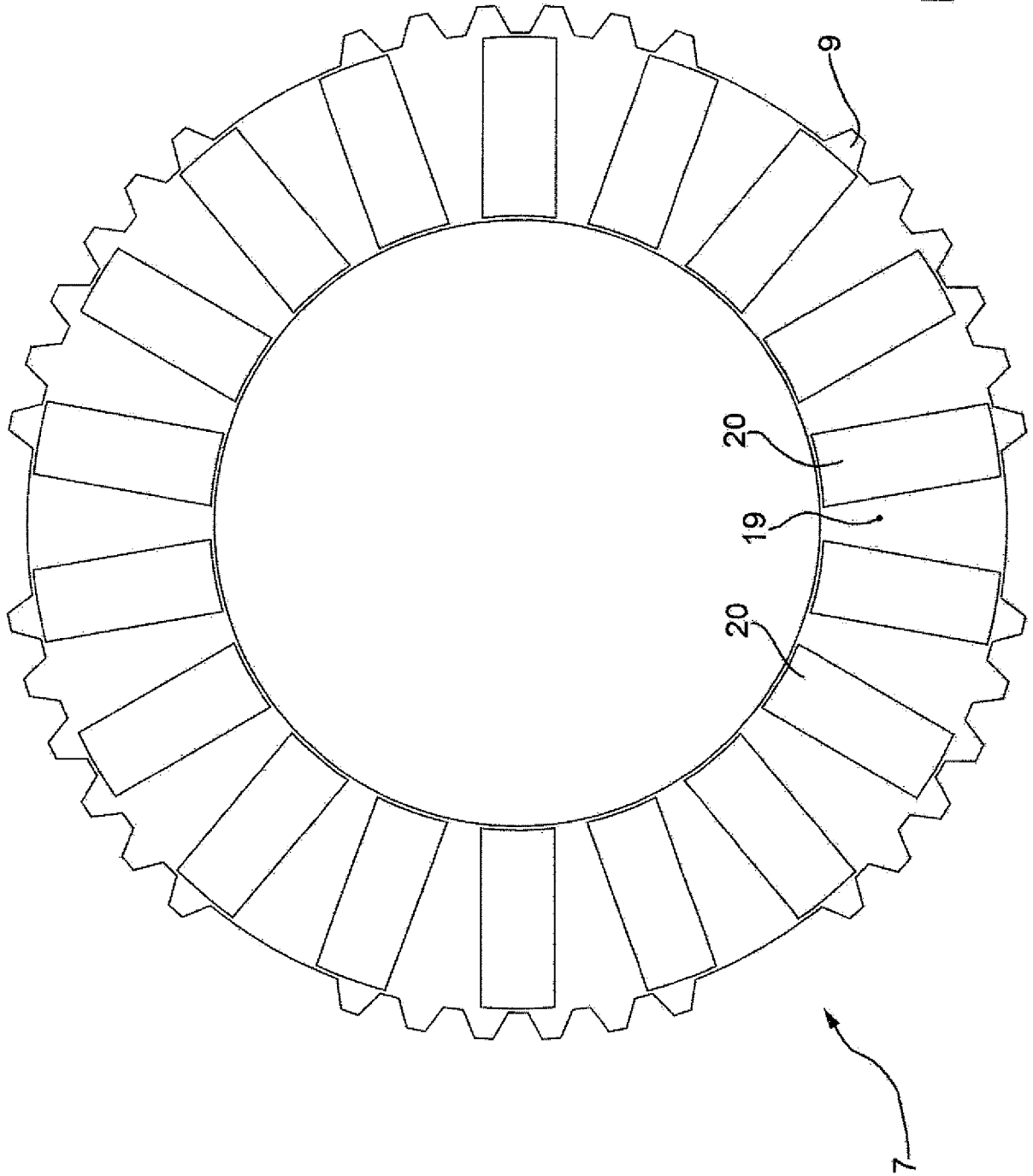


FIG.26

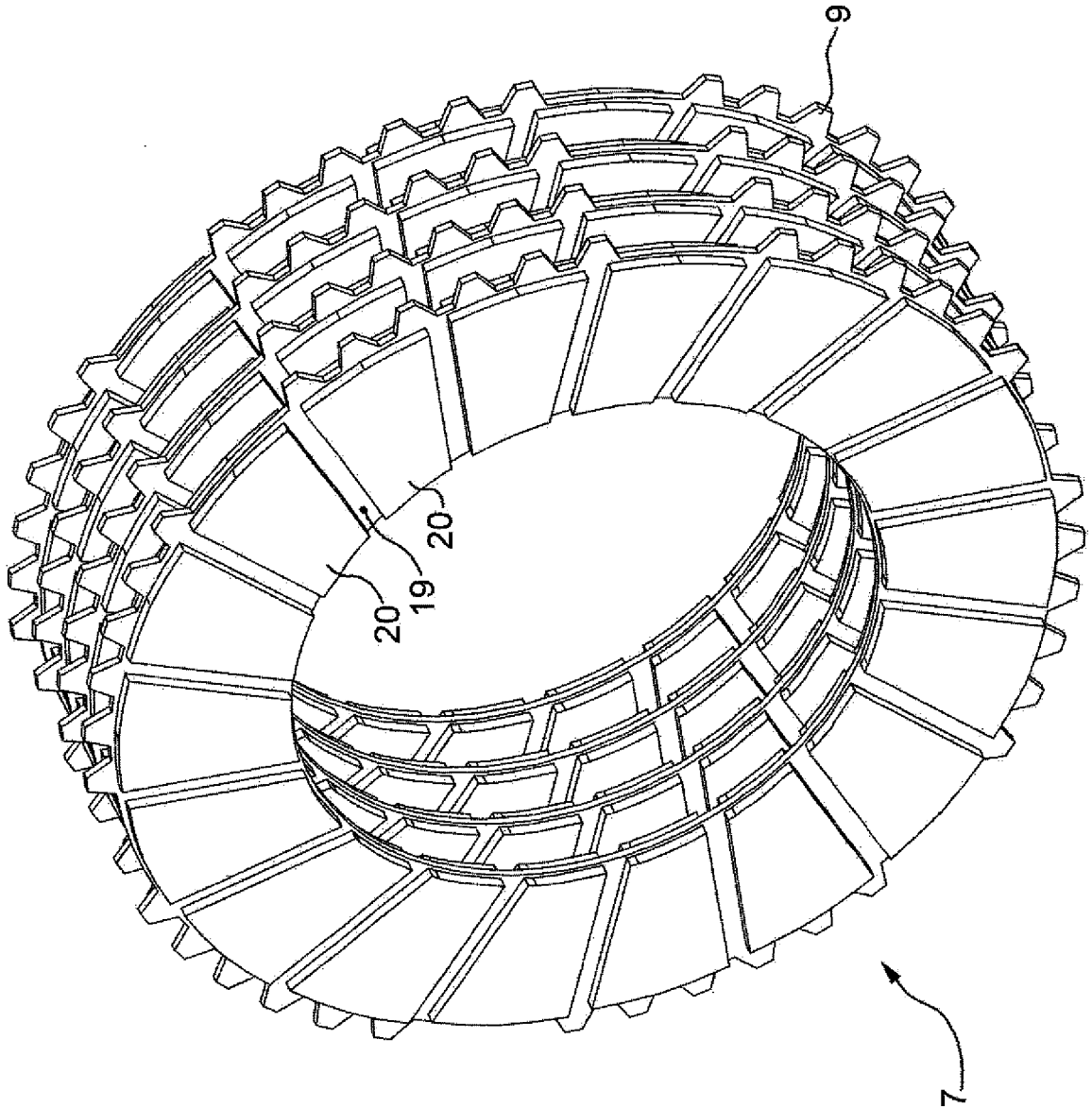


FIG.27

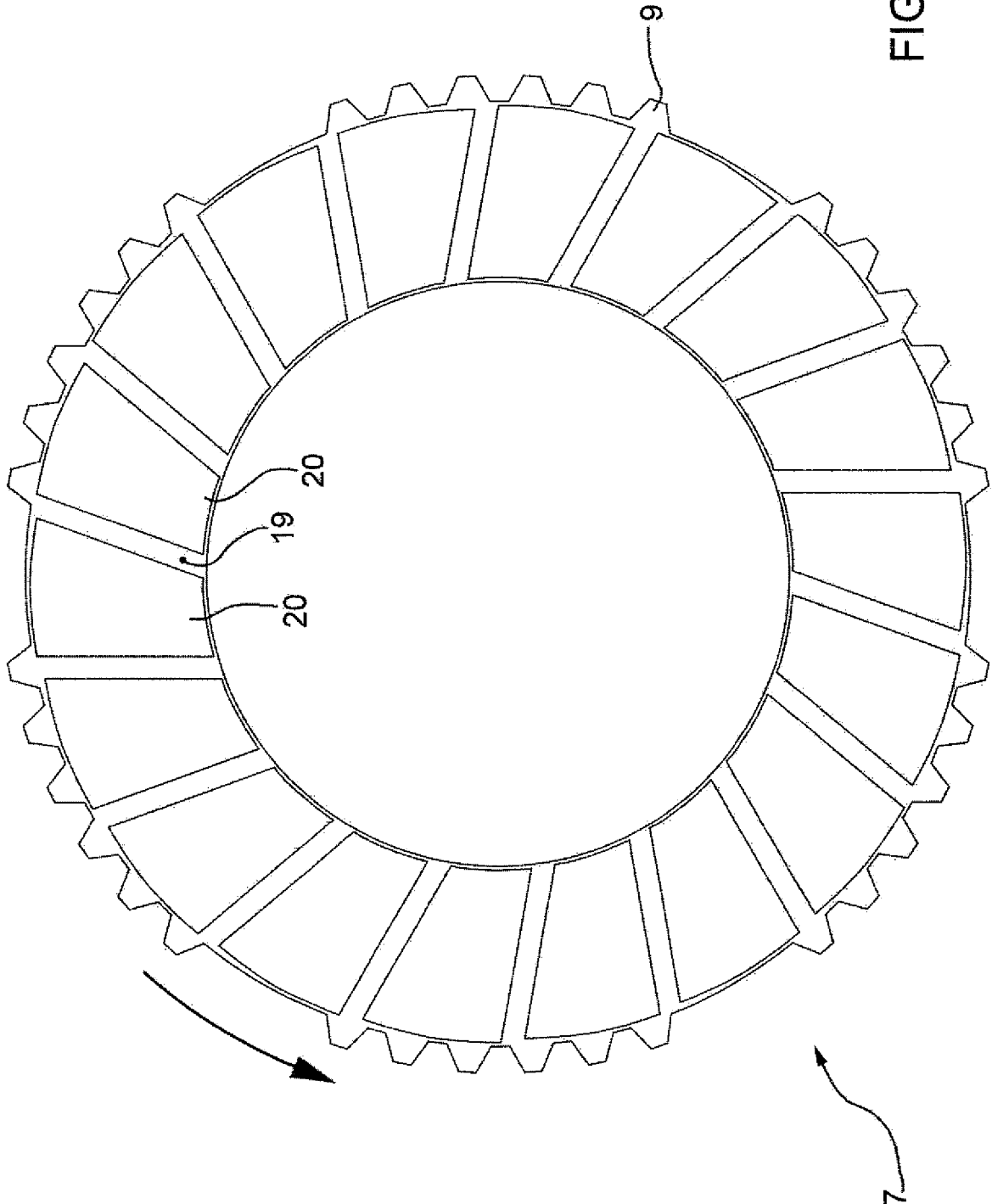


FIG. 28

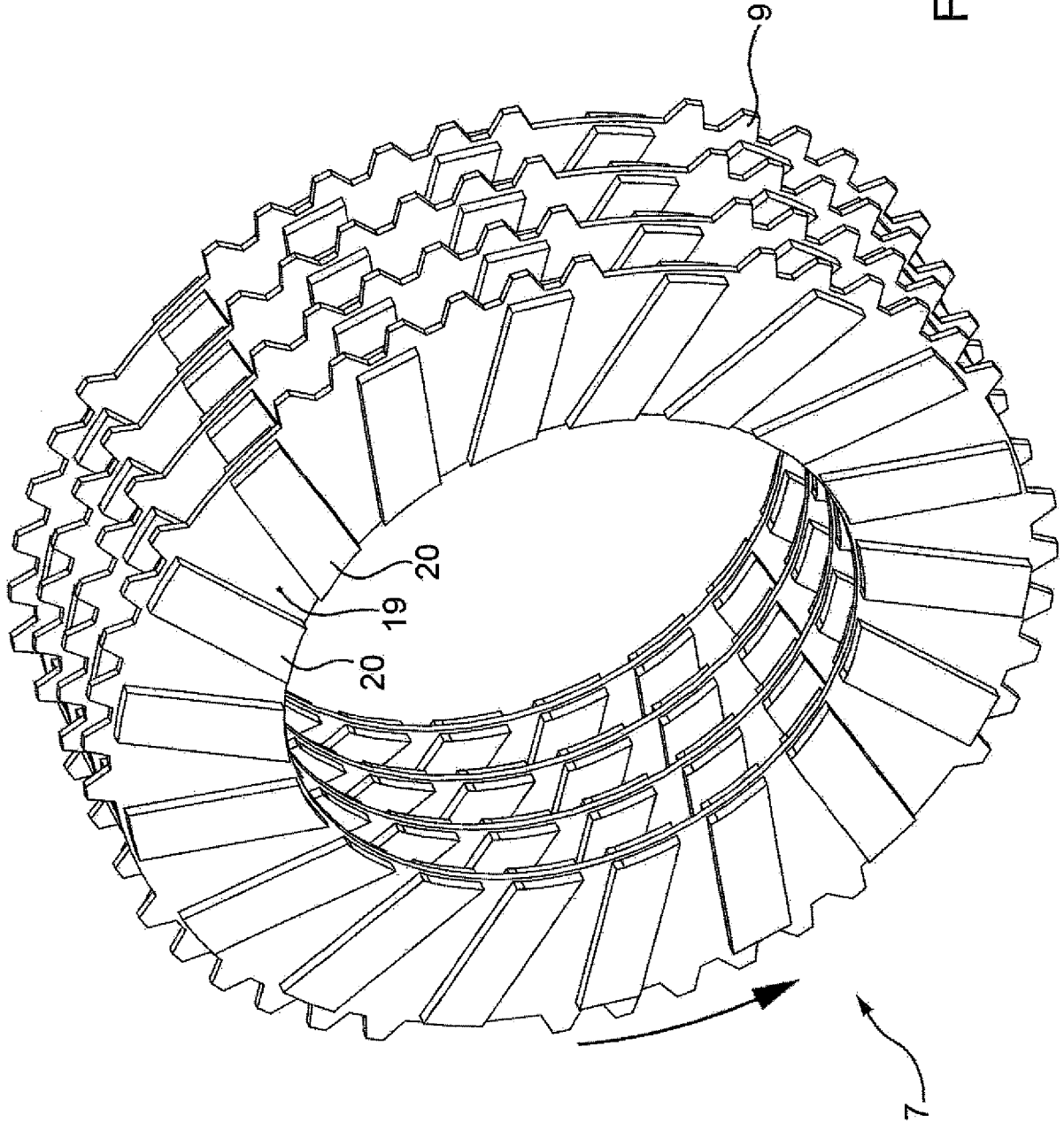


FIG.29

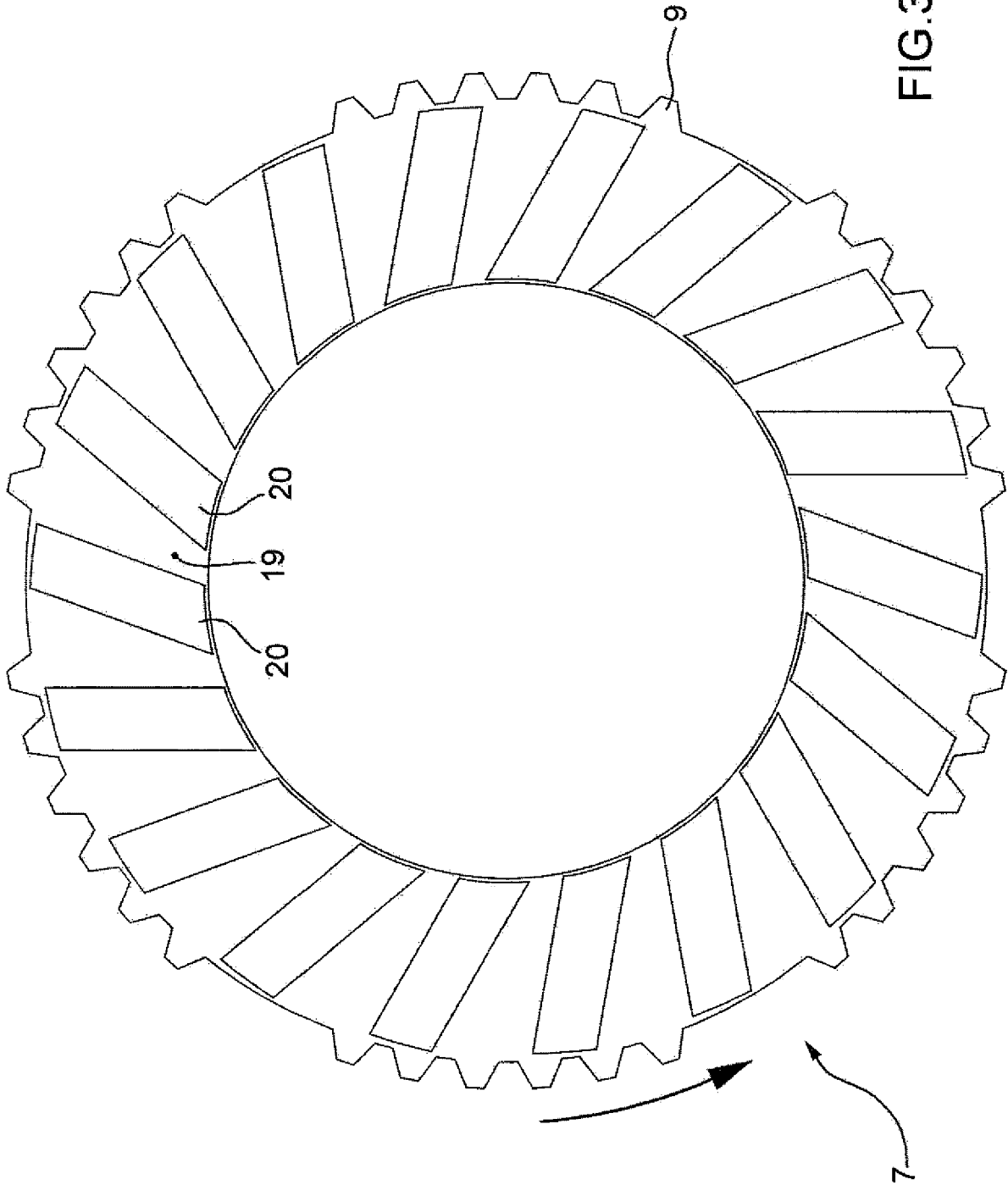
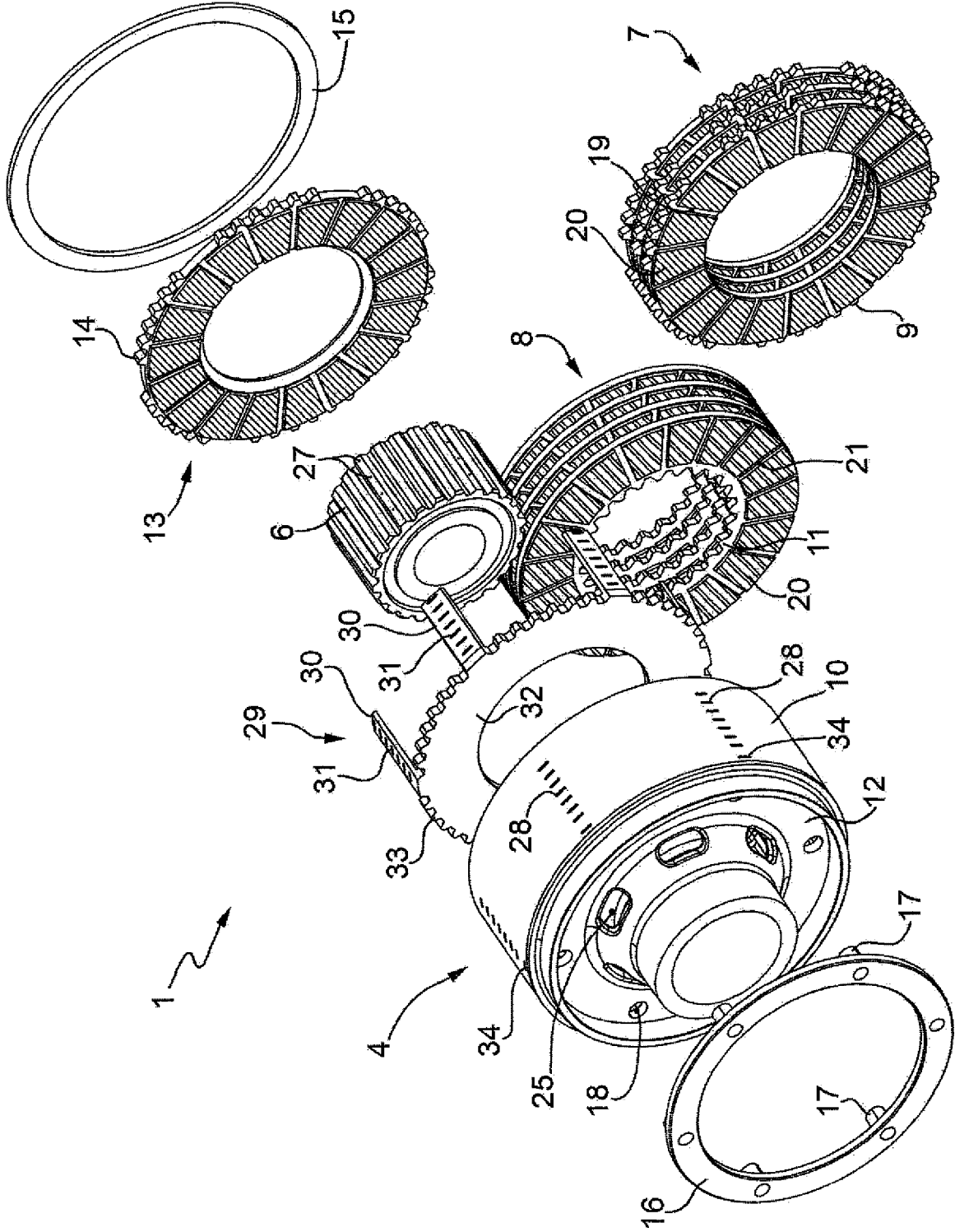


FIG.30

FIG.31



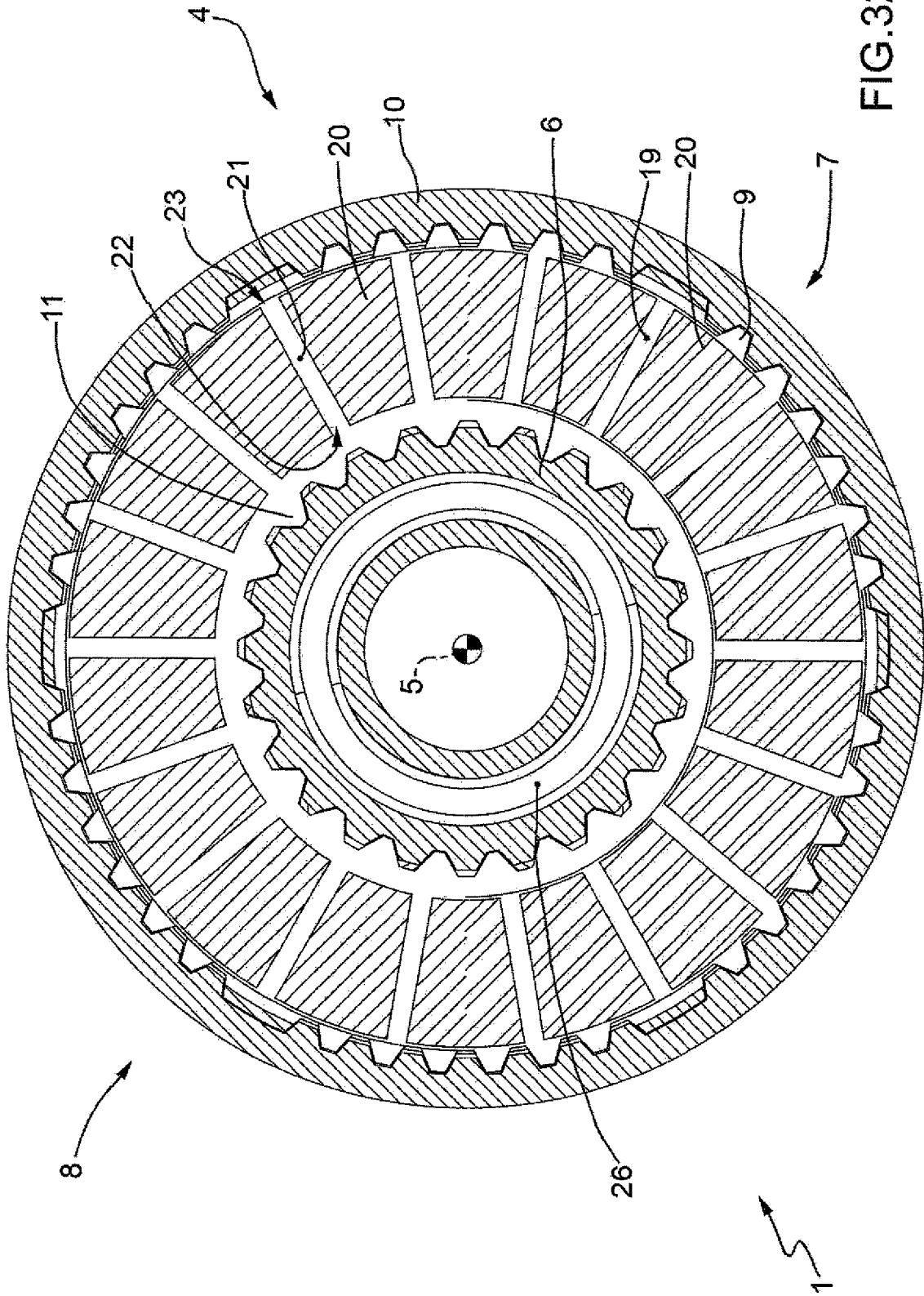
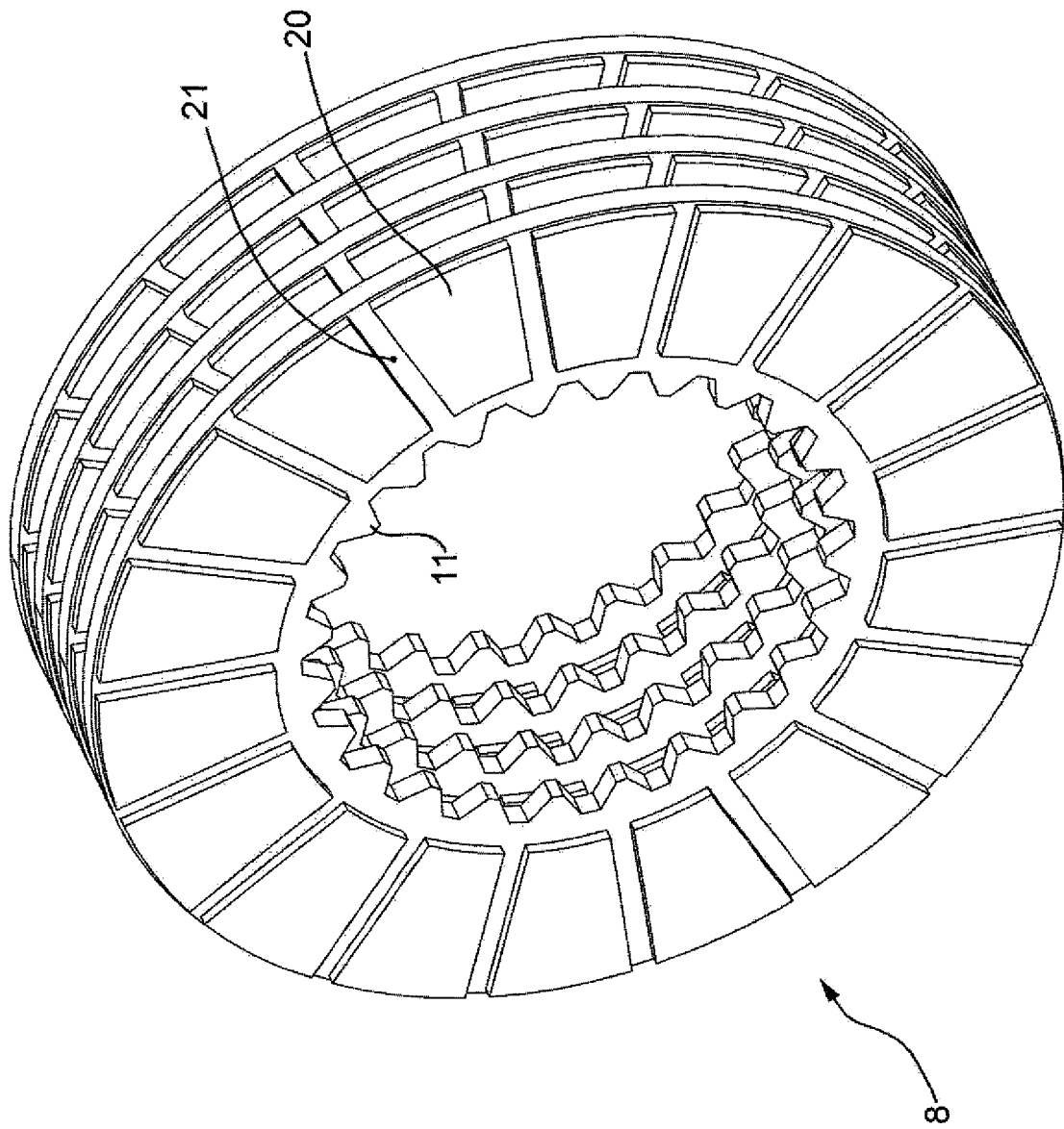


FIG.33



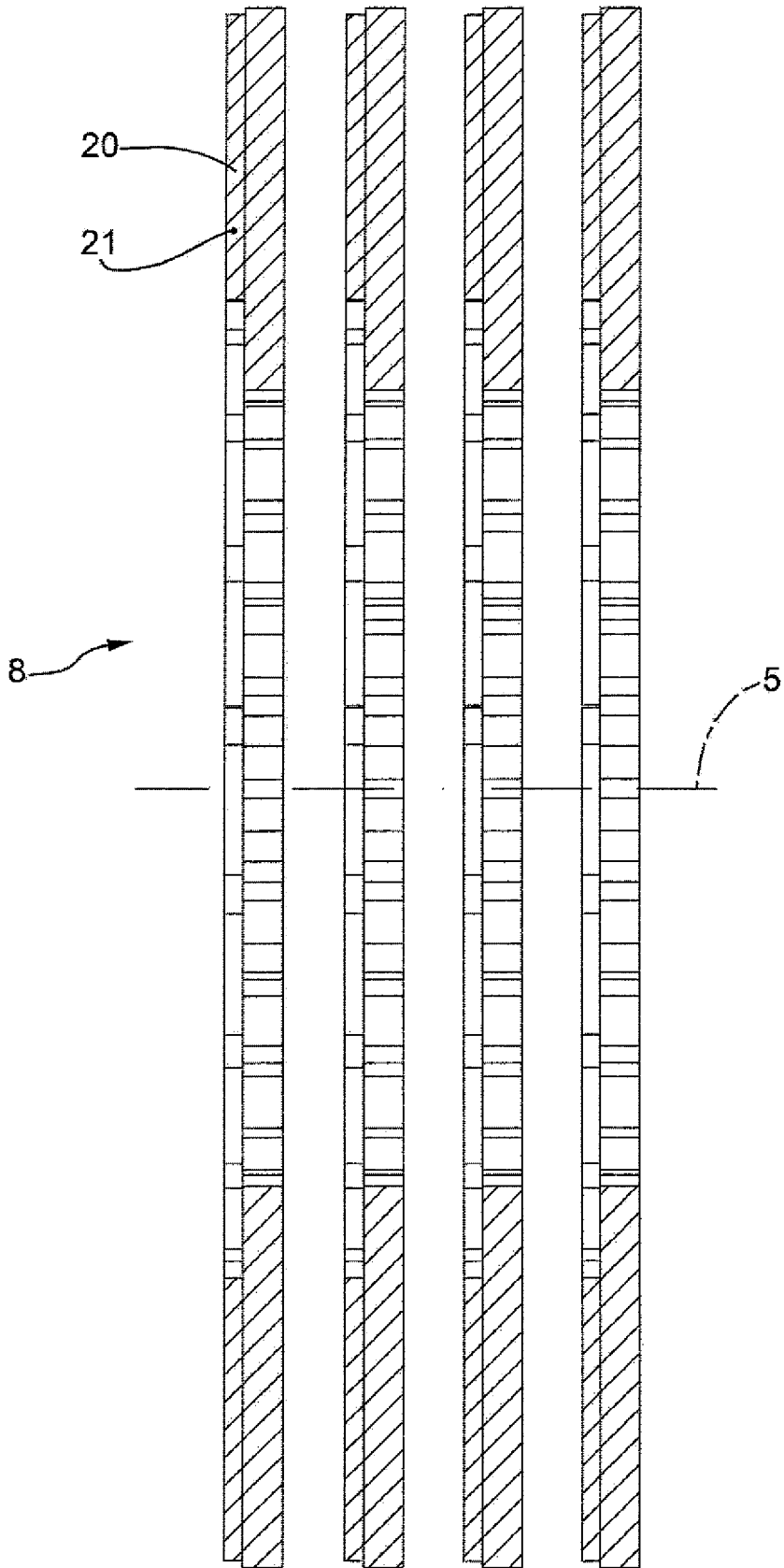
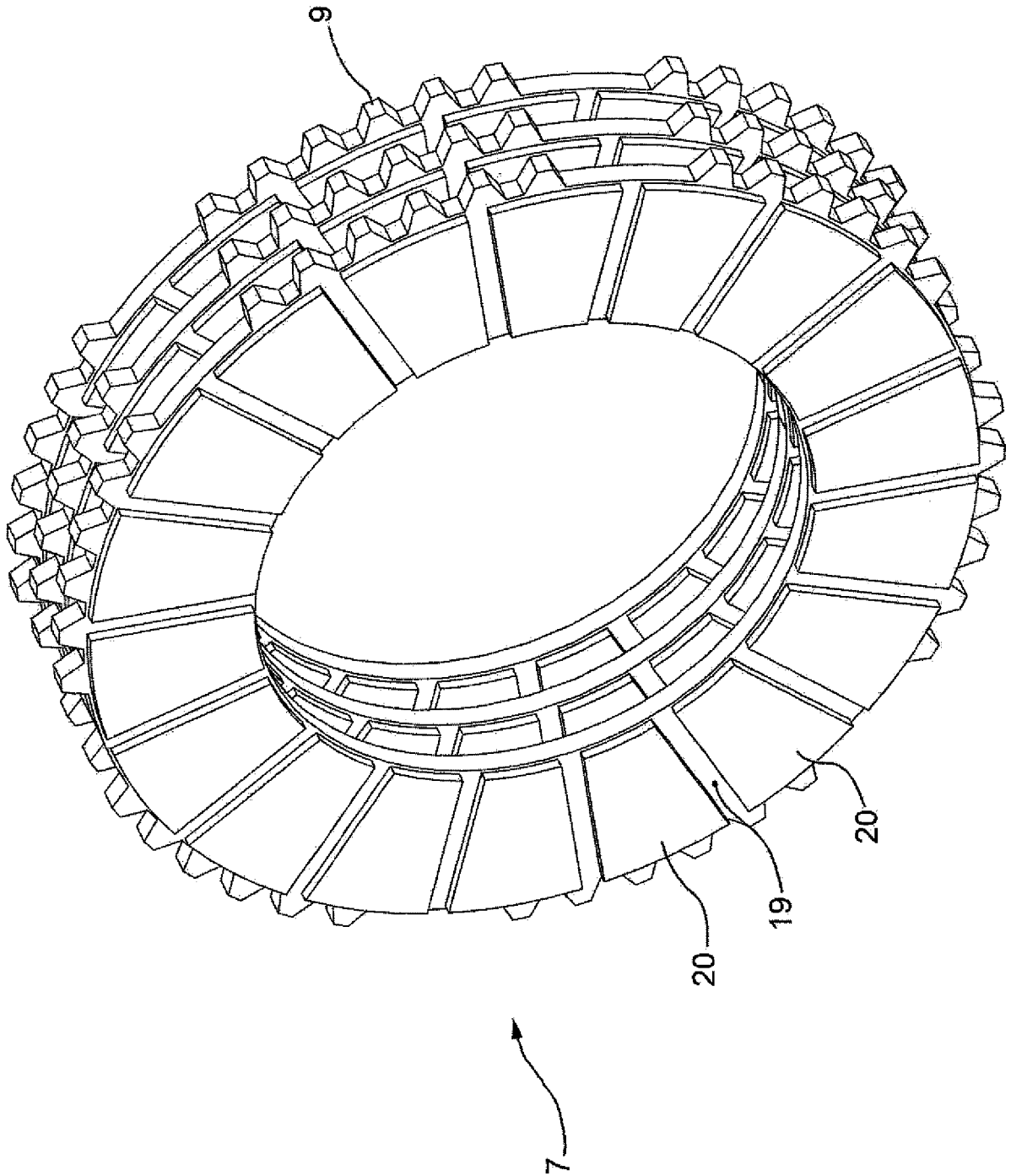


FIG.34

FIG.35



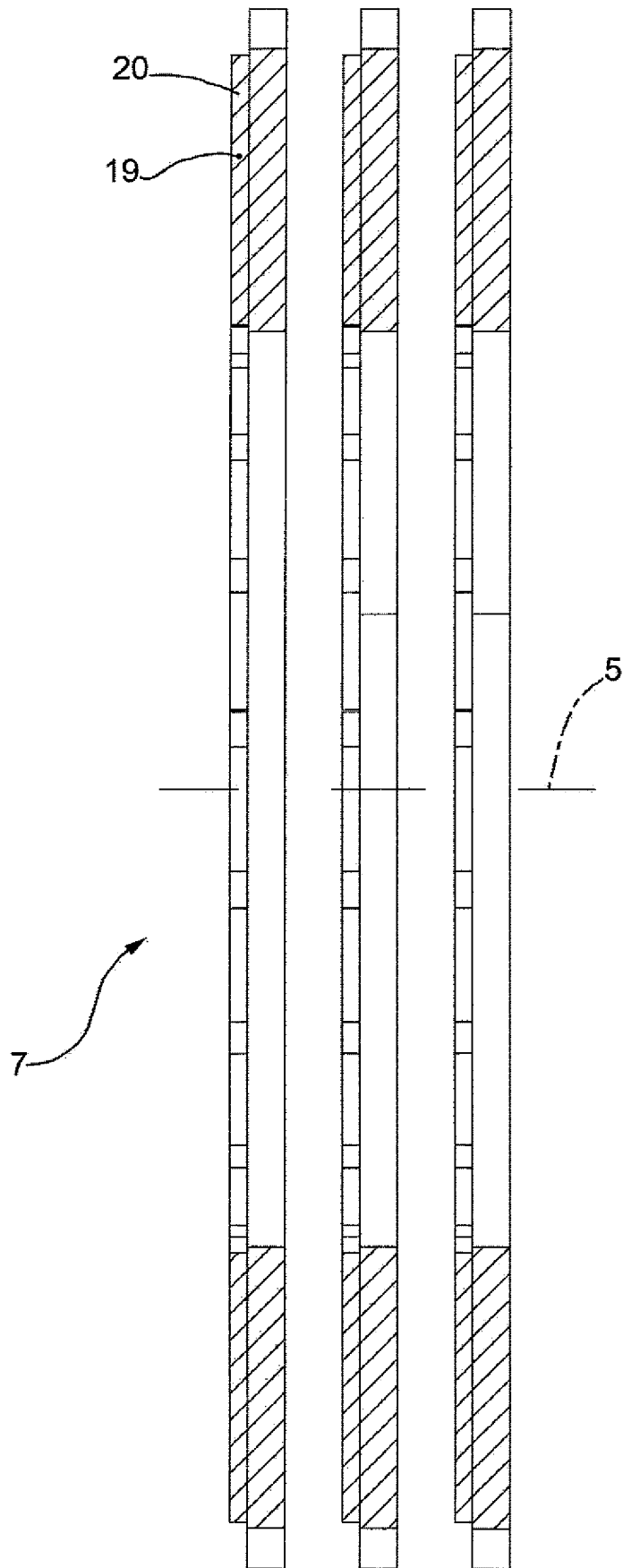


FIG.36

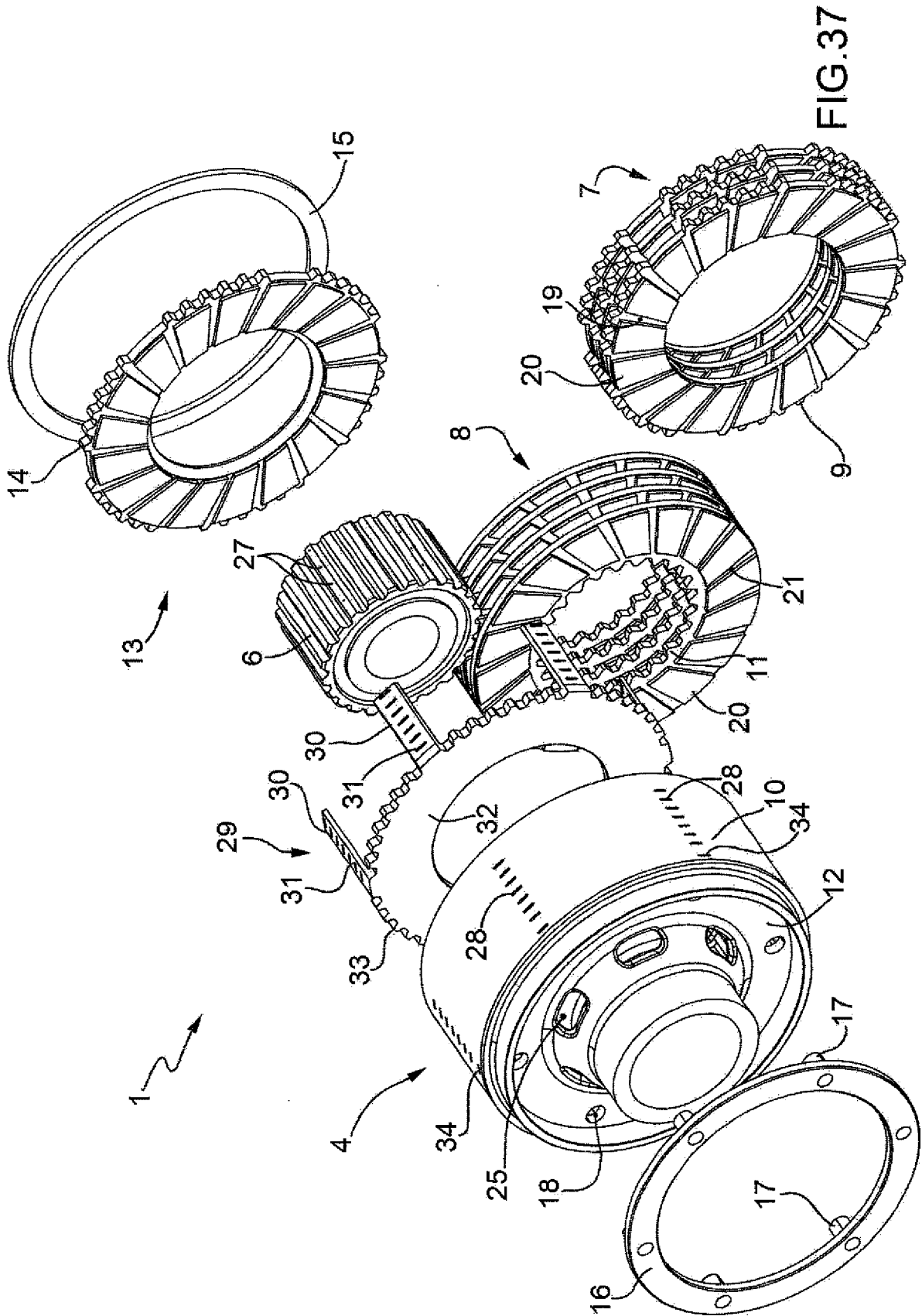


FIG. 37

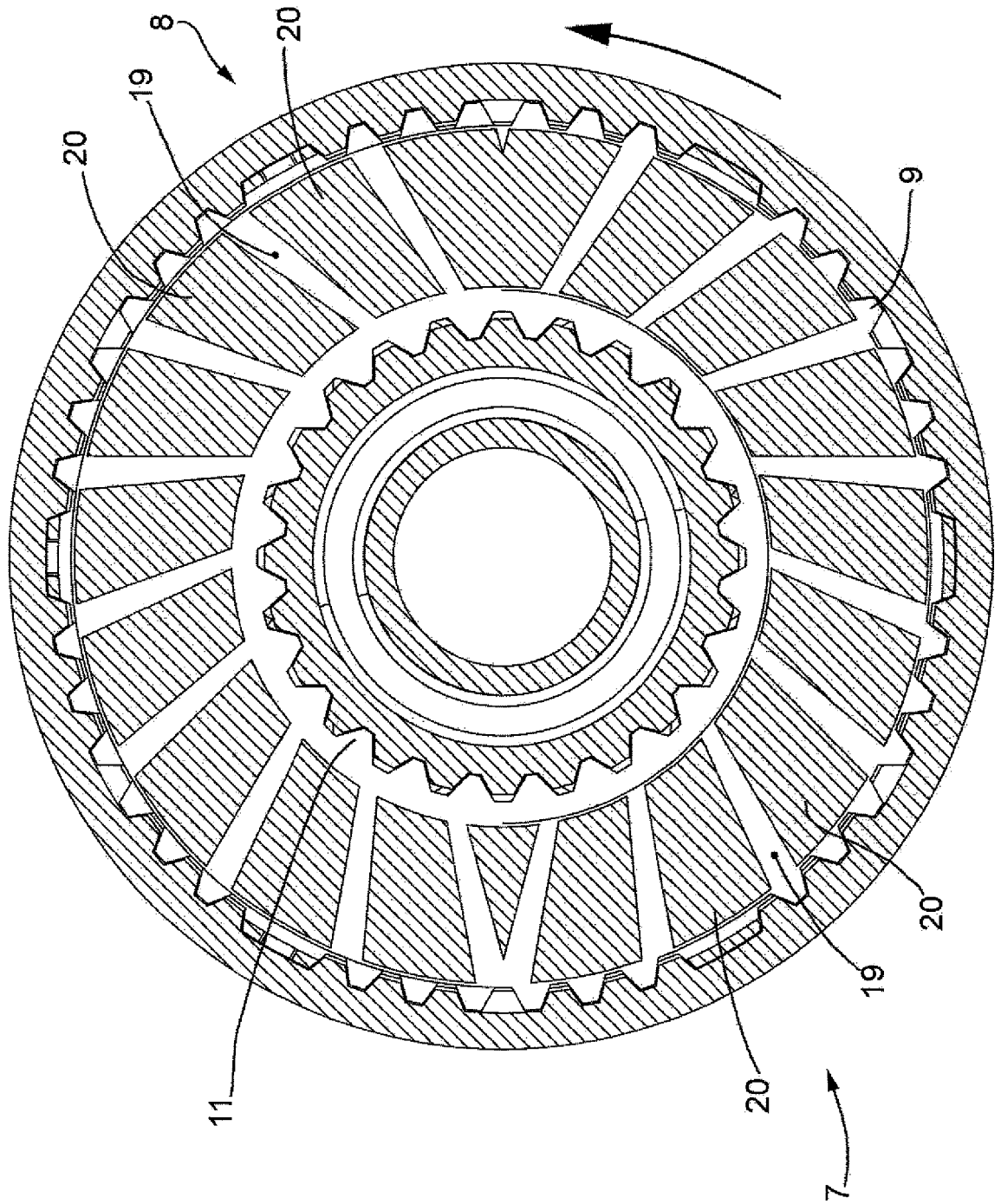


FIG.38

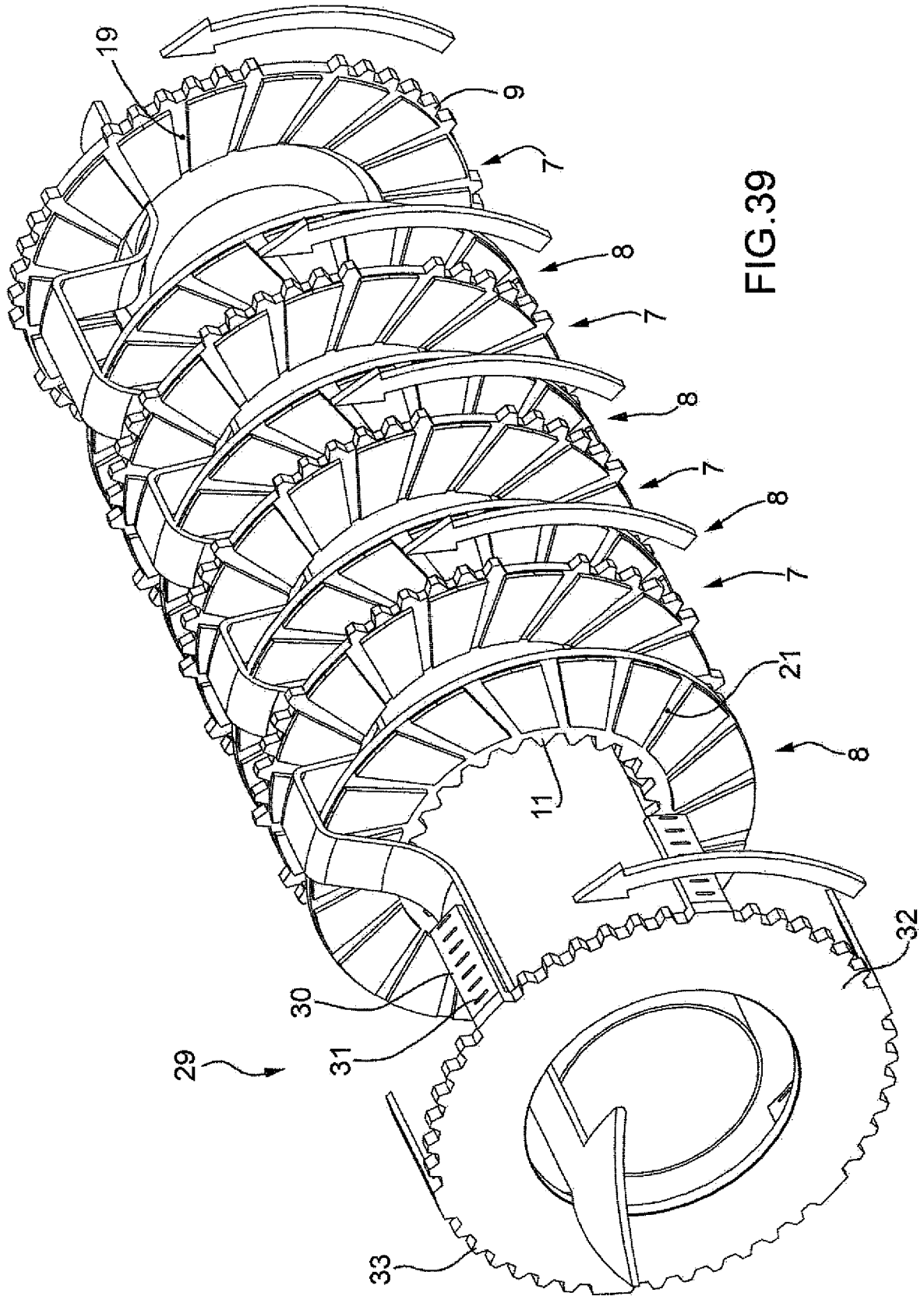


FIG. 39

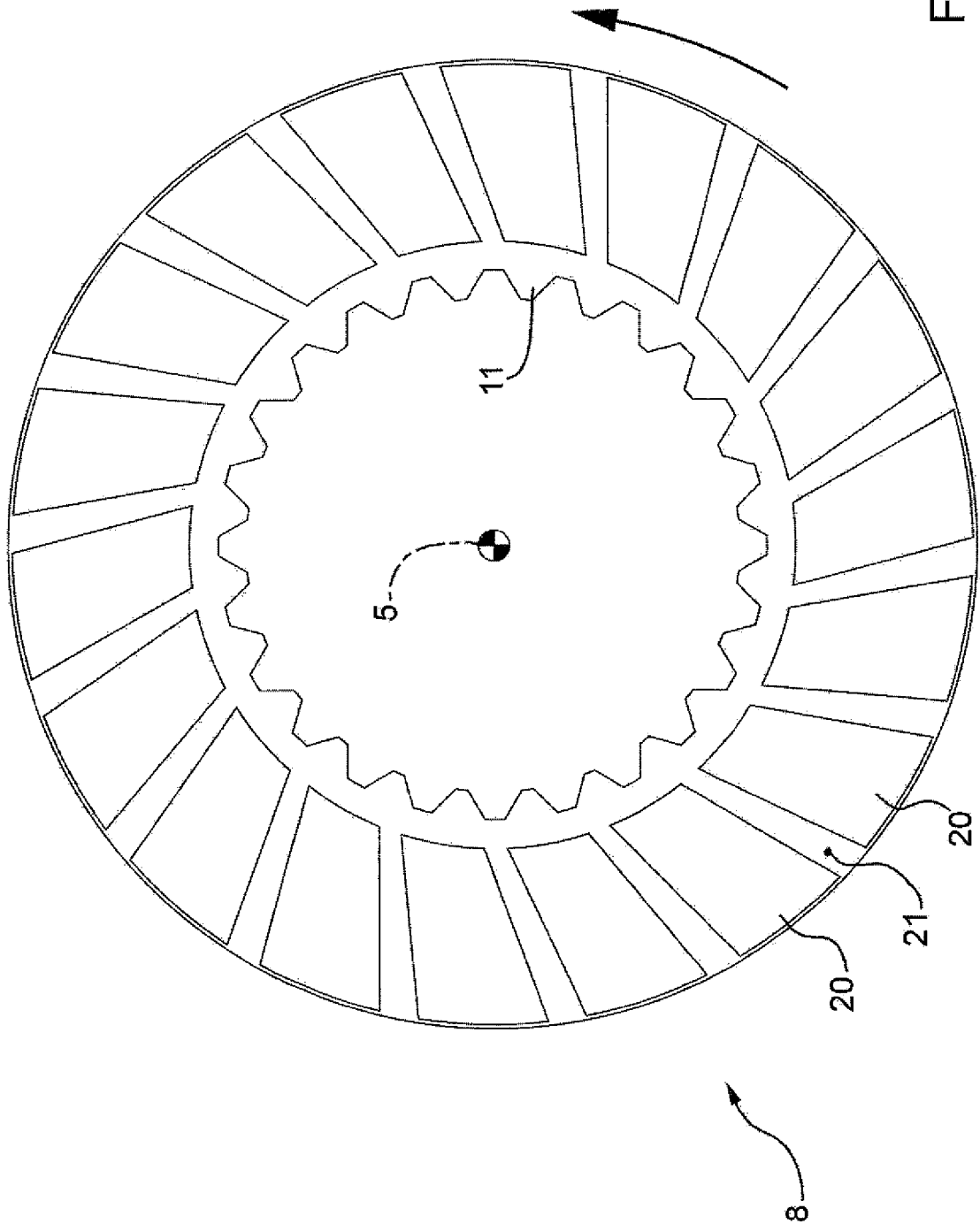


FIG. 40

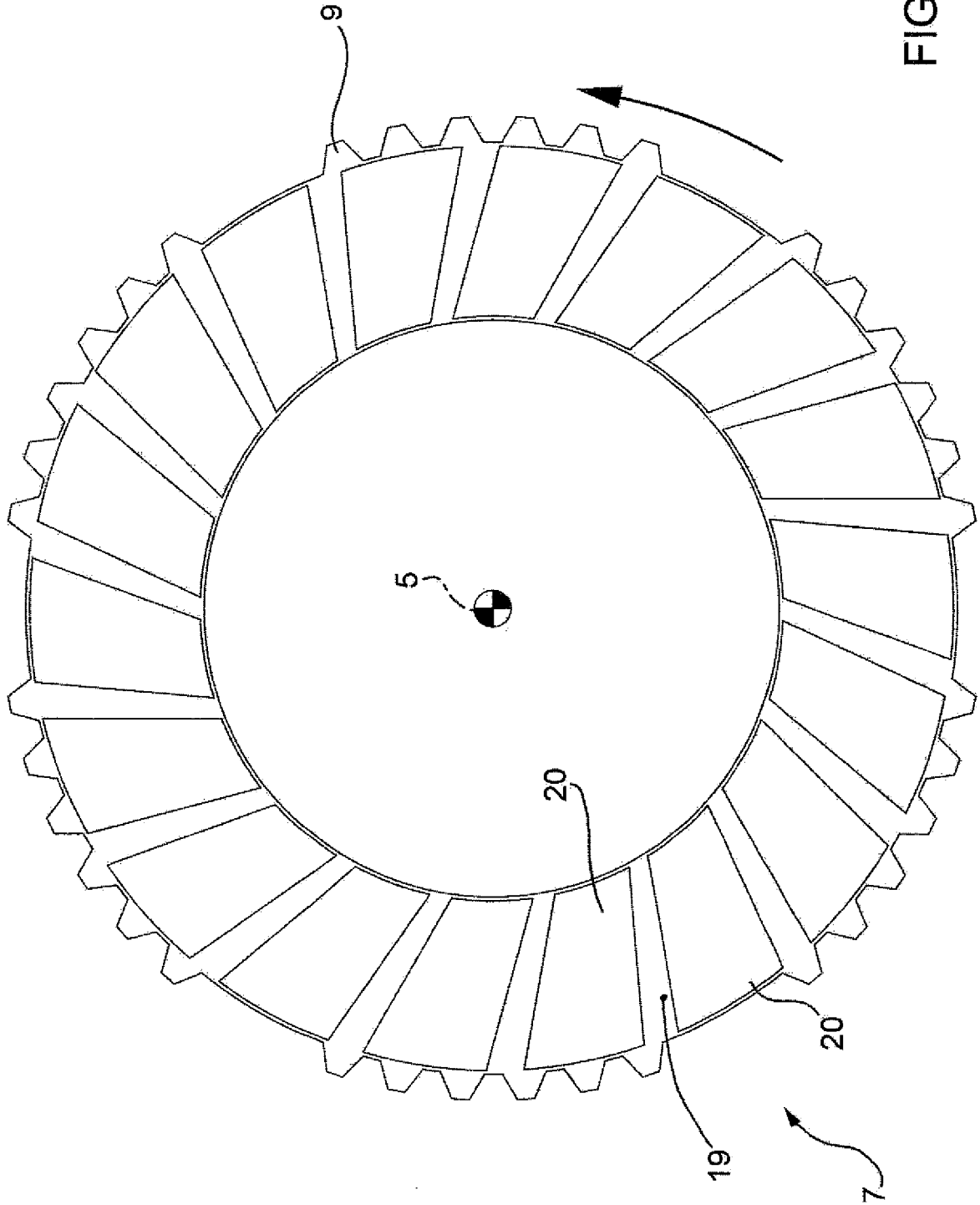
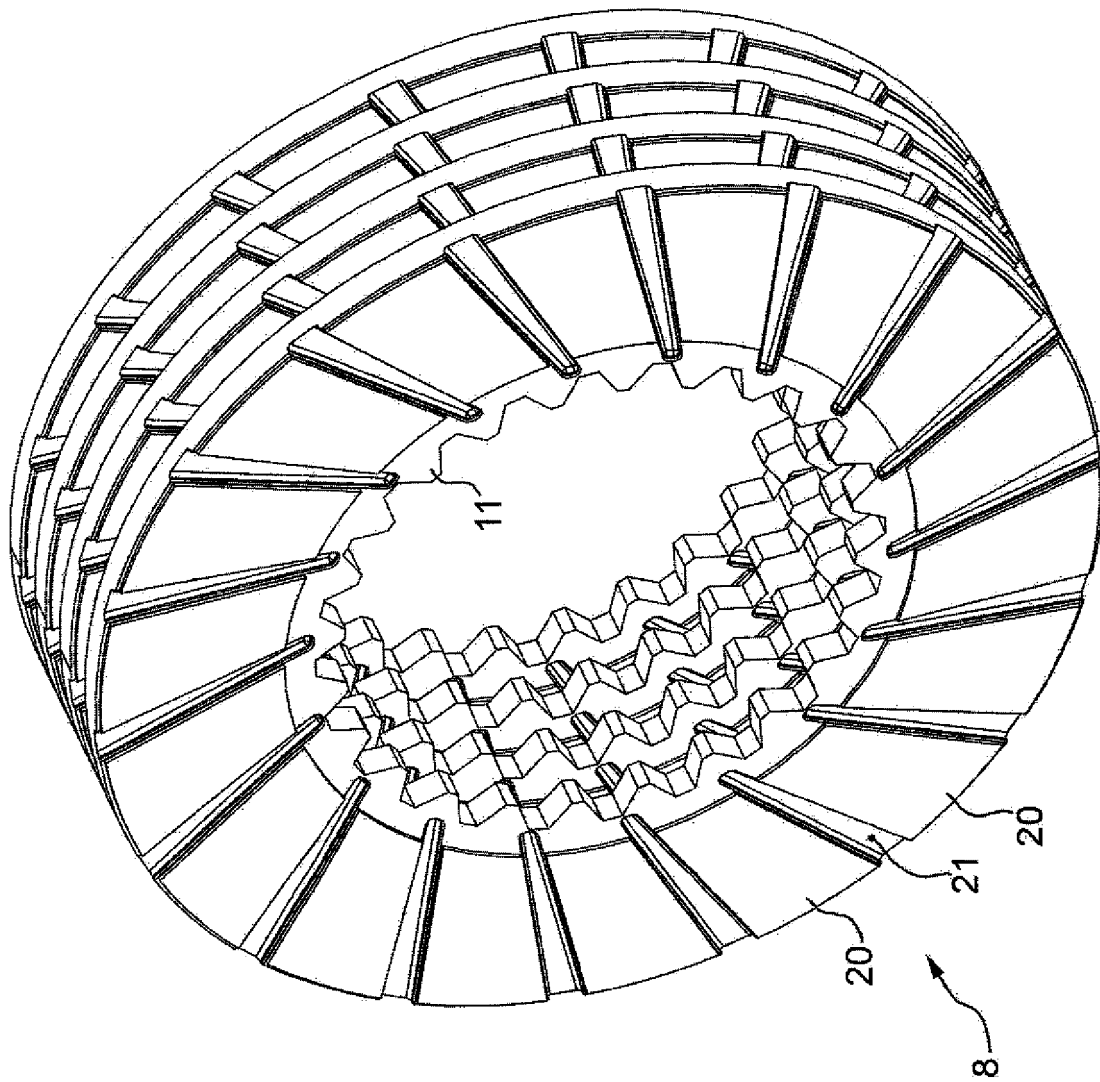


FIG. 41

FIG.42



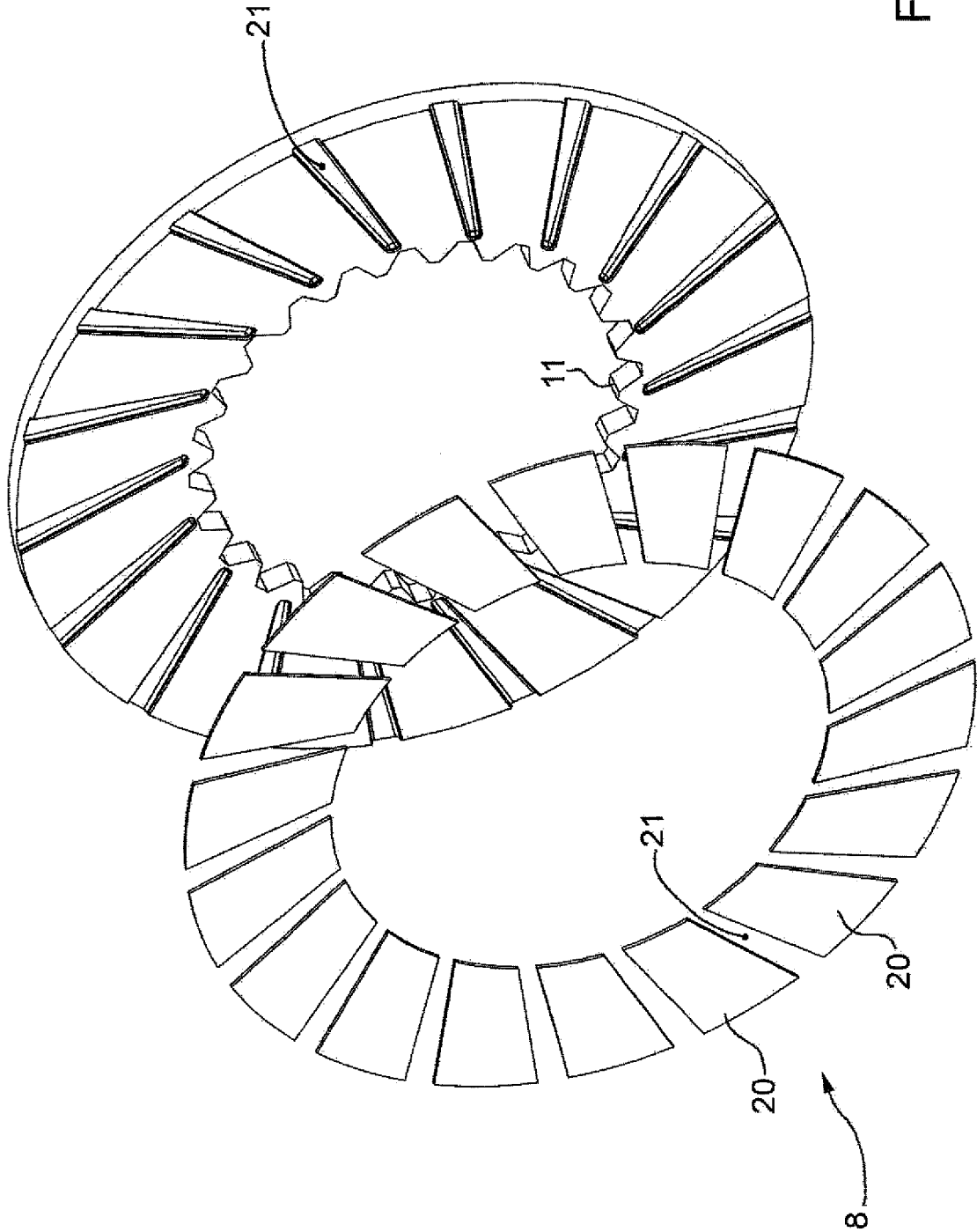
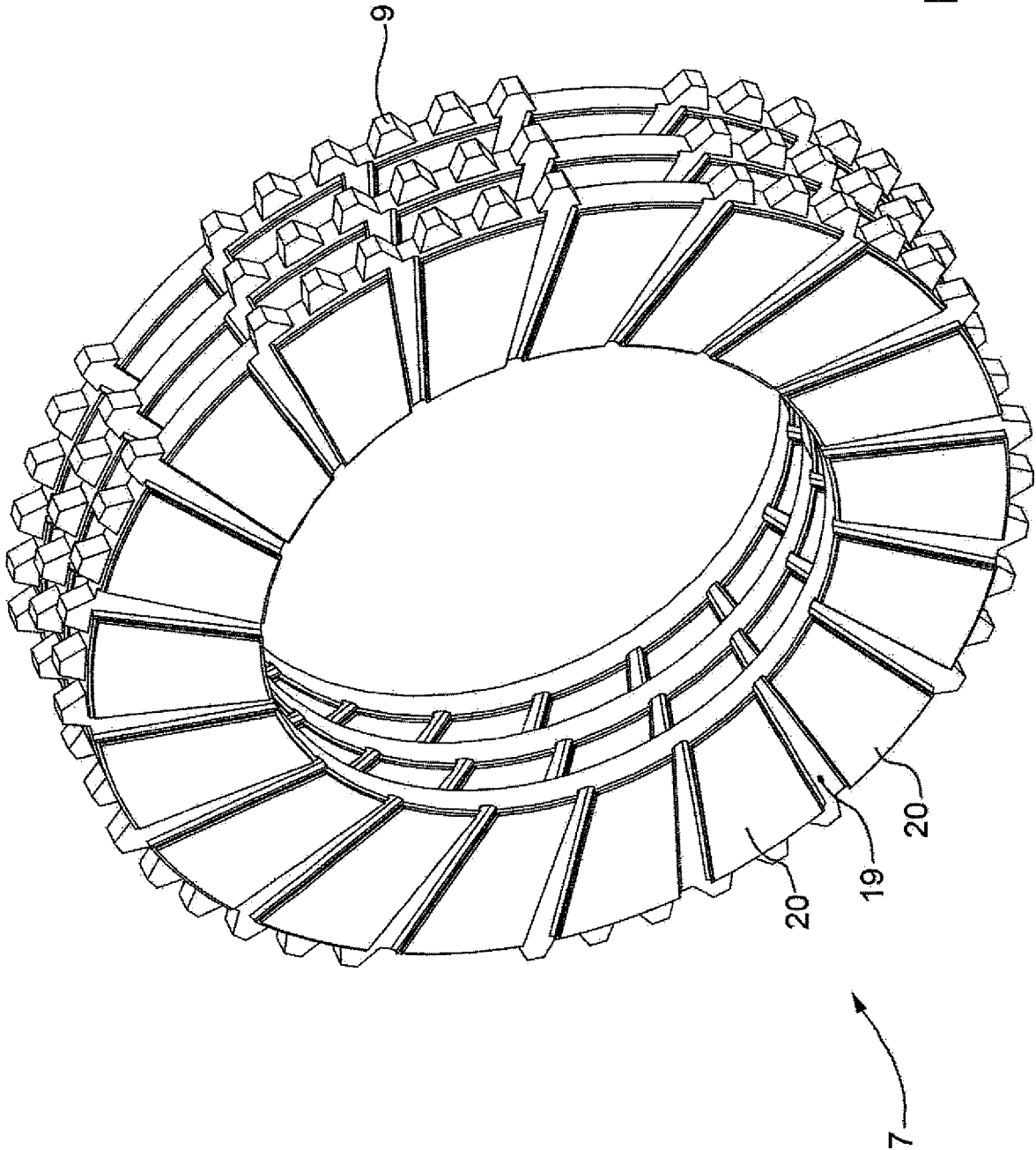


FIG.43

FIG.44



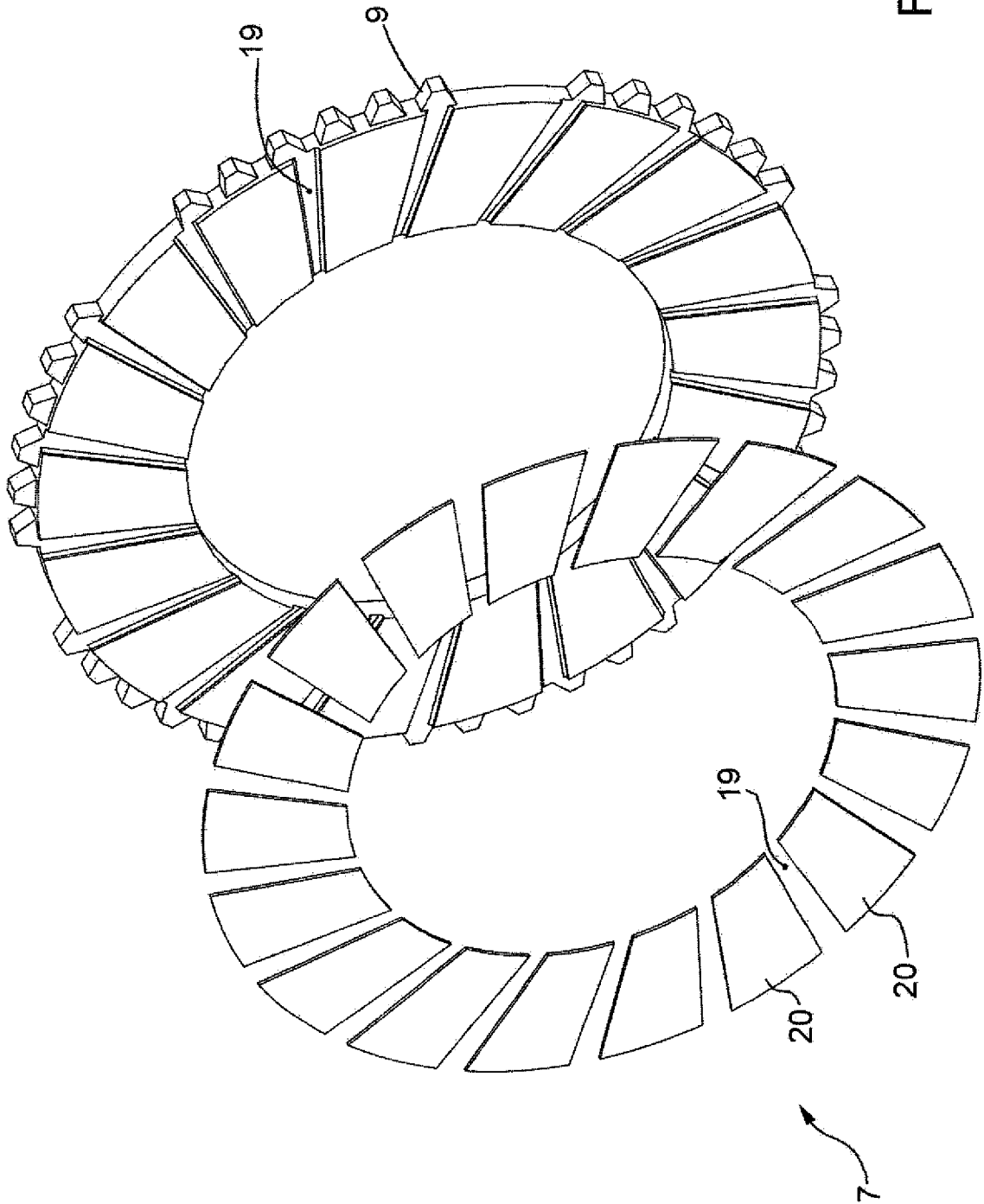


FIG. 45

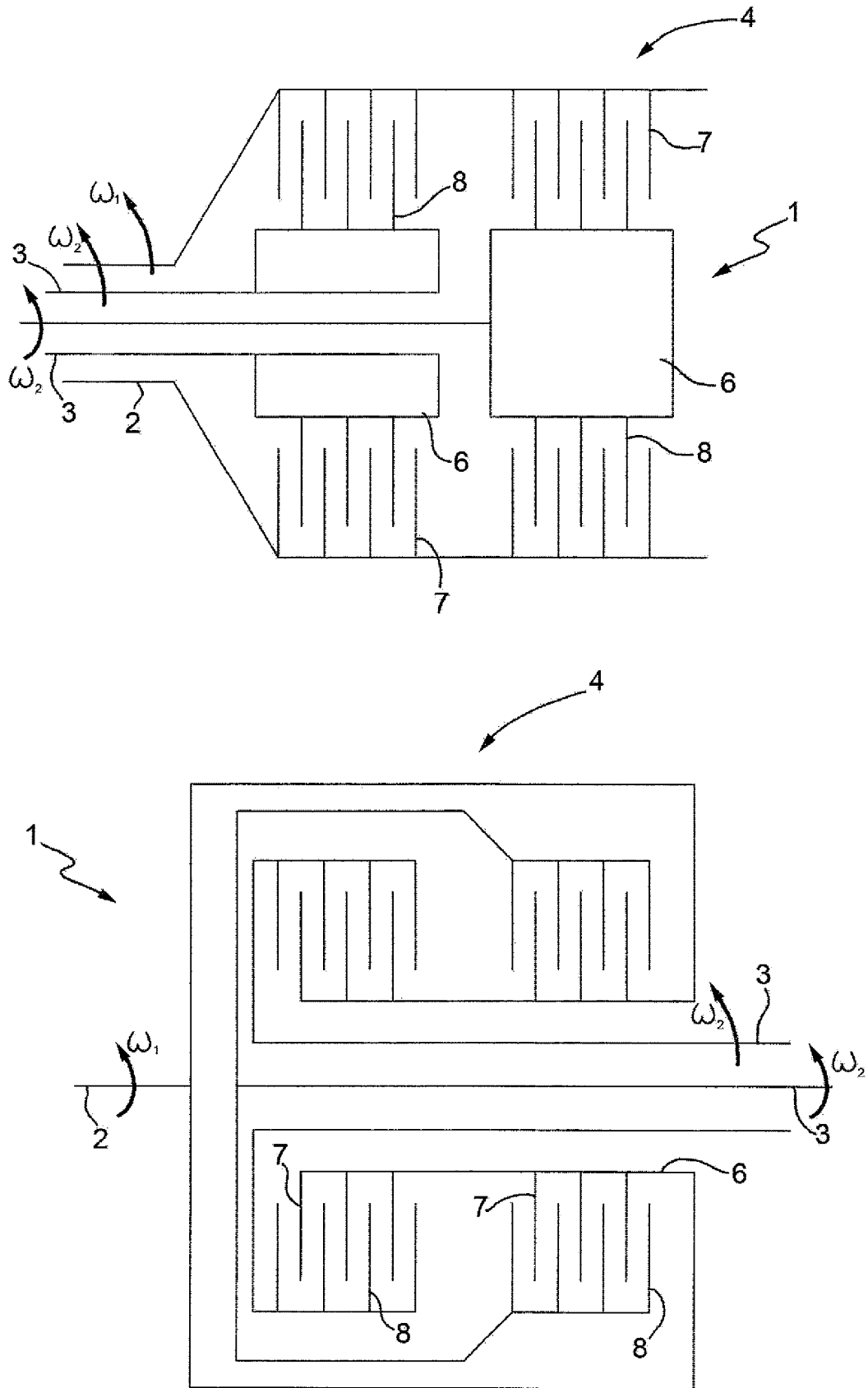


FIG.46

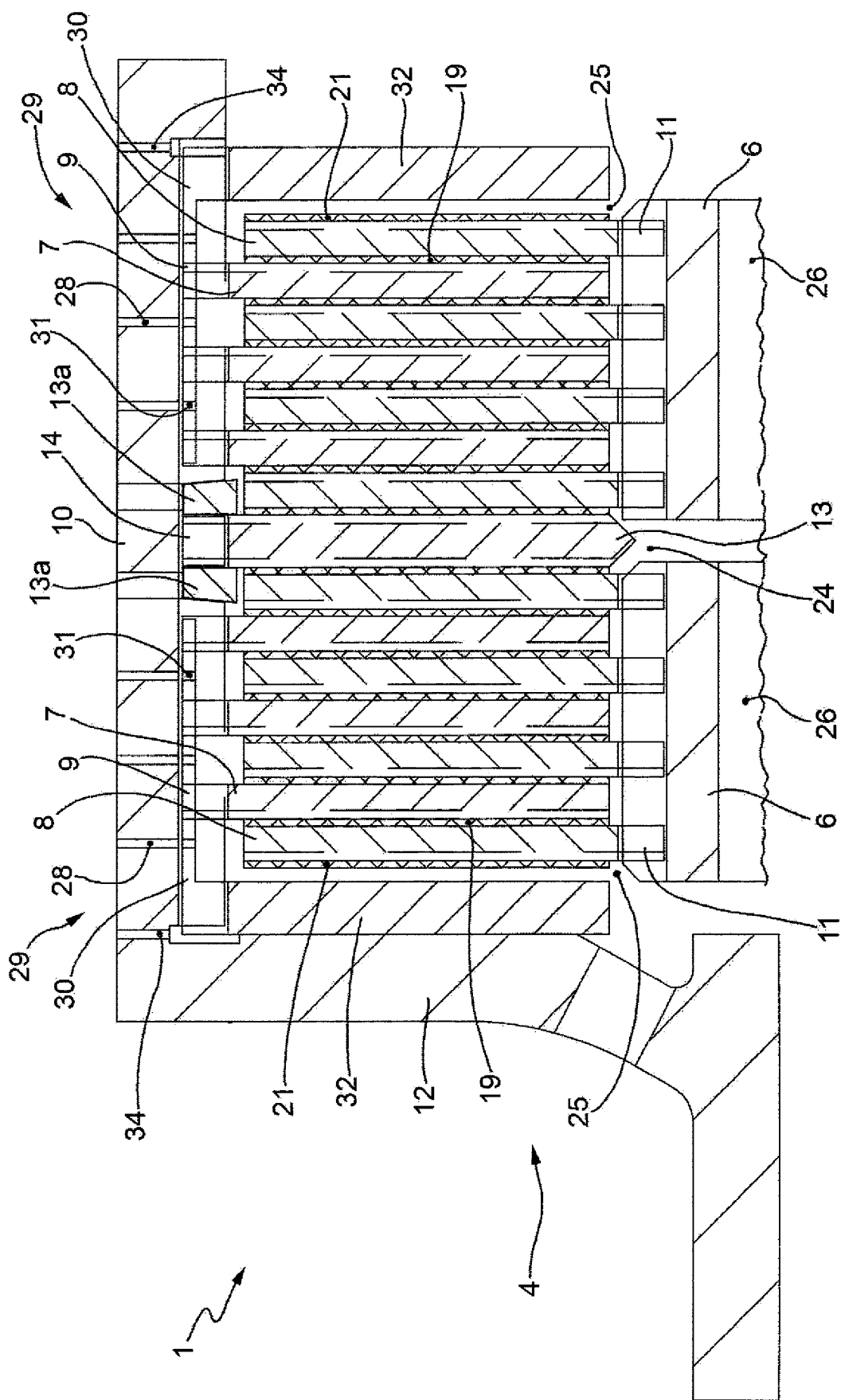


FIG.47

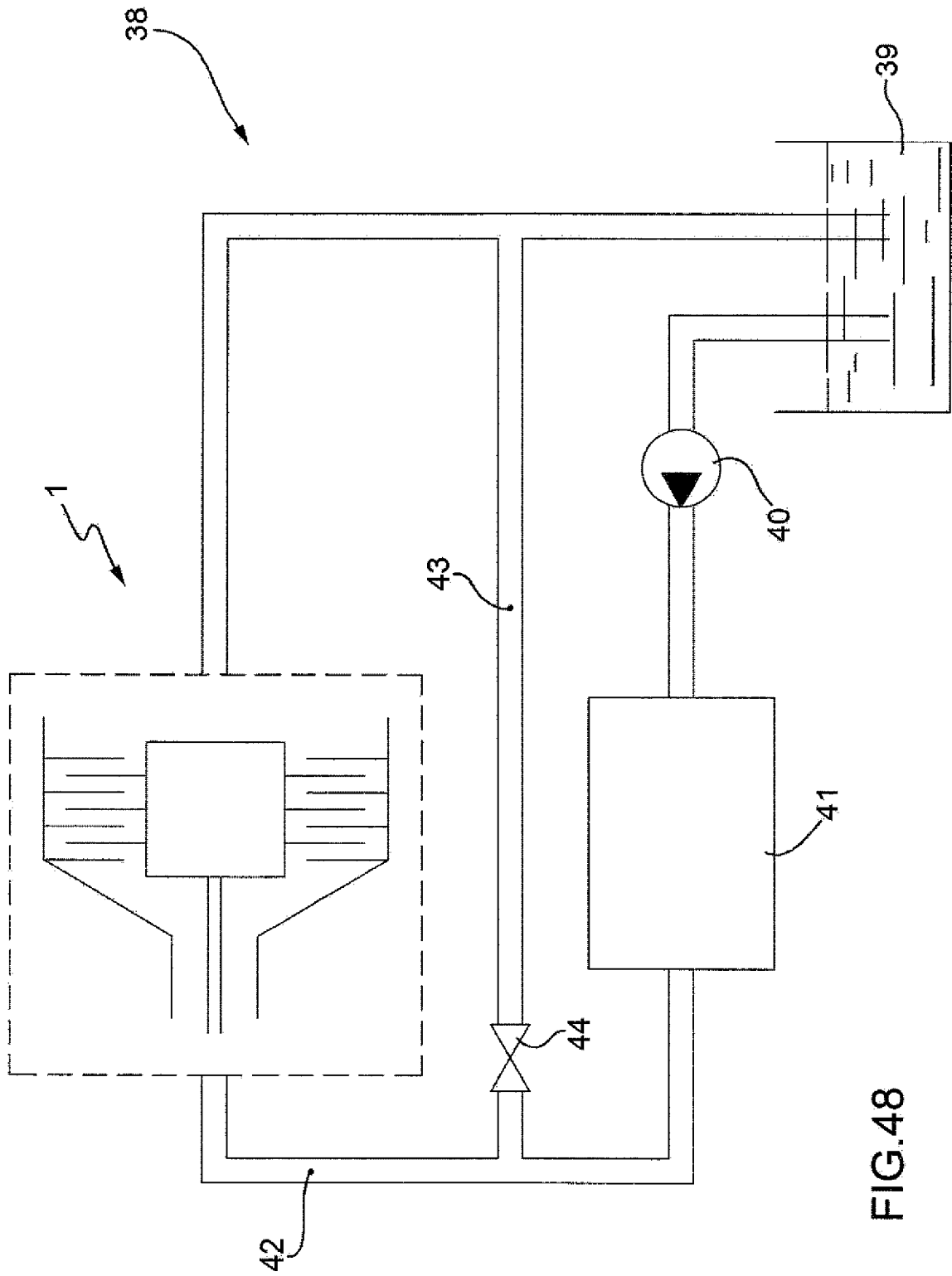


FIG. 48

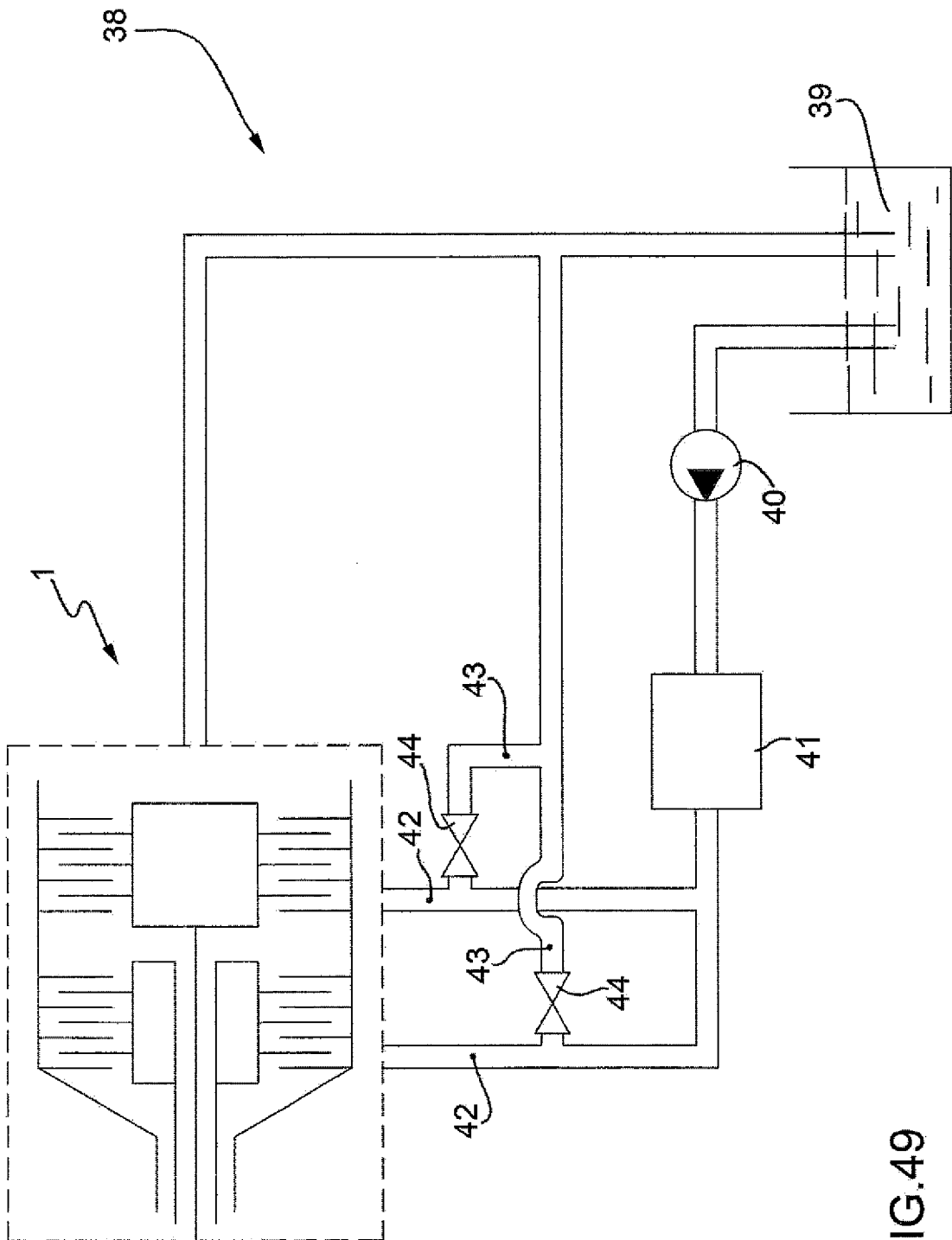


FIG.49

REFERENCES CITED IN THE DESCRIPTION

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Patent documents cited in the description

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- US 3202253 A1 [0006]