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(54) **Electronic cylinder with waterproof structure**

Elektronischer Zylinder mit wasserfester Struktur

Cylindre électronique à structure étanche

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Description

BACKGROUND OF THE INVENTION

1. Field of the Invention

[0001] The present invention relates generally to an electronic cylinder and more particularly to an electronic cylinder having waterproof structure between a motor and other component so as to provide waterproof effect.

2. The Prior Arts

[0002] The advance of electronic technology results in development of electronic locks having precise and complicated means for identifying or verifying individual identifications, such as input pins, chip sensors, fingerprint recognition, iris diaphragm recognition, thereby tremendously increasing safety personal belongings. The majority of conventional mechanical locks are gradually replaced by digital or electronic locks. Under such circumstances, it is the ultimate goal of the manufacturers to produce electronic locks to meet or fulfill the demand or requirement of the consumers. Such an electronic lock with the features of the preamble of claim 1 is e.g. known from EP 2 664 736 A2.

[0003] The primary object of using an electronic lock is to prevent theft. In addition to verifying precisely and definitely individual identifications, the electronic lock itself should possess durable wearing or corrosion, lesser damage and malfunction are some major factors what the consumers consider generally when purchasing or selecting the electronic locks. The lesser the malfunction, the more the durability increases, the electronic lock provide the more safety to the users. The lesser malfunction of electronic lock depends on materials from which the components are fabricated, such as aging and fatigue of plastic substances, service life of electronic elements, motor durability, waterproof, fire-proof and moisture-proof of battery or circuit design play important role and affect the usage span of the electronic lock. In case the electronic lock one uses malfunctions often and hence cannot provide safety measures to his belongings, which in turn may hinder the user to go out safely or enter his house conveniently.

[0004] Generally, in addition to verifying and sensing elements, the motor disposed within electronic cylinder for activating a latch assembly so as to lock and unlock a door is the most important element in an electronic lock. Presently available electronic cylinders in the markets are not provided with anti-moisture or waterproof effects. Taiwan being located in sub-tropical area (rainy and humid environment), moisture can easily penetrate through the lock heart or other parts via gaps connecting the components. Especially since the electronic lock is usually provided on the external door, which adds moisture as rain or splashing water infiltration, resulting in malfunction of internal components in the electronic lock. Therefore,

it is highly desired to find a way to protect the invasion of moisture into the motor while strengthening the structure of waterproof function in other parts to enhance waterproof effects of the electronic cylinder, thereby decreasing malfunction of the electronic lock.

SUMMARY OF THE INVENTION

[0005] A primary objective of the present invention is to provide an electronic lock, simply an electronic cylinder including a motor which has filled by waterproof filler so as to provide a waterproof structure thereto, so as to permit traditional performance in a way while preventing malfunction of the motor in the other way.

[0006] Another objective of the present invention is to provide an electronic cylinder with enhanced waterproof structure such that waterproof ring and waterproof washers are provided at gaps existing among the elements so as to prevent invasion of water, thereby causing the electronic cylinder of the present invention to possess waterproof effects.

[0007] An electronic cylinder of the present invention accordingly includes an exterior knob; an exterior cylinder core connected securely to an end of the exterior knob; a motor disposed within the exterior cylinder core, having a protrusion block and an axle extending axially and outwardly from the protrusion block; a clutch unit connected operably to the motor; a cam member associated with the clutch unit and the motor for driving a latch assembly to lock or unlock the door upon causing rotation between the clutch unit and the motor; a cylindrical coupler seat disposed between the motor and the clutch unit, including a rear chamber for receiving the clutch unit and a front portion located opposite to the rear chamber and having a front end face provided with a blocking opening constituted by an injection channel indented inwardly from the front end face and extending inwardly and radially from a first point of a periphery confining the front end face, an recess indented inwardly and axially from a bottom surface of the injection channel and an outflow channel indented inwardly from the front end face and extending inwardly and radially from a second point of the periphery opposite to the first point to terminate at the recess, the bottom surface of the recess being formed with a through hole permitting extension of the axle for operably engaging the clutch unit, the front portion further having a preventing block formed between the bottom surface of the recess and the an outflow channel, the preventing block being located in a depth with respect to the front end face complementing with the protrusion block of the motor such that once the protrusion block is seated in the recess, the front end face of the coupler seat abuts fittingly against the motor around the protrusion block; and a waterproof filler hermetically filling the recess in the coupler seat.

[0008] In one embodiment of the present invention, the protrusion block of the motor is generally cylindrical. The recess has a shape complementing with the protrusion

block.

[0009] In another embodiment of the present invention, the preventing block 513 is generally semi-circular in shape.

[0010] Preferably, the waterproof filler is selected from a group consisting of Polydimethylsiloxane (PDMS).

[0011] According to one embodiment of the present invention, the exterior cylinder core defines an interior chamber for receiving the motor. The electronic cylinder of the present invention further includes a waterproof ring sleeved around an outer surface of the cylindrical coupler seat so as to abut hermetically against the interior chamber, thereby providing an additional waterproof effect among the motor, the cylindrical coupler seat and the exterior cylinder core.

[0012] The electronic cylinder of the present invention further includes a first waterproof washer sandwiched between the exterior cylinder core and the exterior knob in order to provide additional waterproof effect therebetween.

[0013] In yet another embodiment of the present invention, the exterior knob includes an exterior housing and an interior housing that is located inside the exterior housing and that defines the end of the exterior knob for connected securely to the exterior cylinder core. The electronic cylinder of the present invention further includes a second waterproof washer disposed between the exterior and interior housings.

[0014] Owing to the waterproof filler hermetically filling the blocking opening in the cylindrical coupler seat, the motor located with the coupler seat is waterproof, thereby preventing damage done onto it. Simultaneously, since the waterproof ring and waterproof washers are disposed among the gaps connecting elements relative to one another, water is prevented from getting into the interior of the electronic cylinder of the present invention, thereby prolonging the service life of the present electronic cylinder.

BRIEF DESCRIPTION OF THE DRAWINGS

[0015] The present invention will be apparent to those skilled in the art by reading the following detailed description of a preferred embodiment thereof, with reference to the attached drawings, in which:

Fig. 1 is an exploded view of an electronic cylinder of the present invention having waterproof structure;

Fig. 2 is a perspective view of a clutch unit, a cylindrical coupler seat, a motor and an exterior cylinder core constituting the electronic cylinder of the present invention;

Fig. 3 is an enlarged view of the cylindrical coupler seat and the motor shown in Fig. 2;

Fig. 4 is a cross-sectional view of assembled ele-

ments shown in Fig. 2;

Fig. 5 shows how a first waterproof washer is sandwiched between the exterior cylinder core and the exterior knob shown in Fig. 1 in order to provide additional waterproof effect in the electronic cylinder of the present invention;

Fig. 6 is a cross-sectional view illustrating how a second waterproof washer is provided between the exterior cylinder core and in the exterior knob shown in Fig. 1 in order to provide additional waterproof effect to the electronic cylinder of the present invention; and

Fig. 7 shows an exploded and enlarged view of the exterior knob employed in the electronic cylinder of the present invention.

20 DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

[0016] The accompanying drawings are included to provide a further understanding of the invention, and are incorporated in and constitute a part of this specification. The drawings illustrate embodiments of the invention and, together with the description, serve to explain the principles of the invention.

[0017] Fig. 1 is an exploded view of an electronic cylinder of the present invention having waterproof structure. As illustrated, the electronic cylinder of the present invention for a door includes an exterior knob 10, an exterior cylinder core 20, a lock housing 30, a motor 40, a clutch unit 60, a cam member 70 and a sensing device (not visible). The exterior knob 10 is generally installed on a front side of the door (not visible), which is provided with a handle 14. The exterior cylinder core 20 is disposed on a rear side of the door and is connected securely to an end of the exterior knob 10. The motor 40 is disposed within the exterior cylinder core 20. The clutch unit 60 is connected operably to the motor 40. The assembly of the clutch unit 60 and the motor 40 is disposed within the lock housing 30, which in turn is installed on the rear side of the door. The cam member 70 is associated with the clutch unit 60 and the motor 40 for driving a latch assembly which is generally connected with the lock housing 30 to lock or unlock the door with respect to the door frame (not visible) upon causing rotation between the clutch unit 60 and the motor 40. The cam member 70 can include a transmission rod, oval-shaped paddle or any other mechanism operably connected to the latch assembly so long it can drive the lock mechanism to open and close the door. The electronic cylinder of the present invention further includes an interior knob 90 which is generally installed on the rear side of the door (not visible) and an interior cylinder core 80 interconnecting the interior knob 90 and the clutch unit 60 in a known manner.

[0018] Referring to Figs. 1 and 2, a cylindrical coupler

seat 50 is disposed between the motor 40 and the clutch unit 60, includes a rear chamber 501 for receiving movably an extension portion 61 of the clutch unit 60.

[0019] The motor 40 has an annular protrusion block 42 and an axle 41 extending axially and outwardly from the protrusion block 42. The structure of the motor 40 should not be limited only the disclosed ones, any driving means can be employed so long as it can engage with the extension portion 61 of the clutch unit 60 so as to cause rotation therebetween.

[0020] The coupler seat 50 has a front portion that located opposite to the rear chamber 501 and that has a front end face provided with a blocking opening 51 constituted by an injection channel 511 indented inwardly from the front end face and extending inwardly and radially from a first point of a periphery confining the front end face, an annular recess 512 indented inwardly and axially from a bottom surface of the injection channel 511 and an outflow channel 514 indented inwardly from the front end face and extending inwardly and radially from a second point of the periphery opposite to the first point to terminate at the recess 512. The bottom surface of the recess 512 is formed with a through hole 52 via which the axle 41 extends for operably engaging the extension portion 61 of the clutch unit 60. The front portion further has a preventing block 513 formed between the bottom surface of the recess 512 and the outflow channel 514. The preventing block 513 is located in a depth with respect to the front end face complementing with the protrusion block 42 of the motor 40 such that once the protrusion block 42 is seated in the recess 512, the front end face of the coupler seat 50 abuts fittingly and sealingly against the motor 40 around the protrusion block 42, thereby forming a communication passage between the coupler seat 50 and the motor 40 constituted by the above mentioned channels and recess. In this embodiment, the preventing block 513 is generally semi-circular in shape. However, the structure of the preventing block 513 should not be limited only to the disclosed ones, any other structure like cylinder or rectangular can be used so long it can achieve the desired purpose.

[0021] Referring Figs. 2 to 4, wherein Fig. 2 is a perspective view of the clutch unit 60, the cylindrical coupler seat 50, the motor 40 and the exterior cylinder core 20 cooperatively constituting the electronic cylinder of the present invention; Fig. 3 is an enlarged view of the cylindrical coupler seat 50 and the motor 40 shown in Fig. 2; and Fig. 4 is a cross-sectional view of assembled elements shown in Fig. 2. As illustrated, after assembly, the blocking opening 51 defines the communication passage between the coupler seat 50 and the motor 40 constituted by the above mentioned channels and recess. Under this condition, a waterproof filler 54 is injected from the injection channel 511 so as to hermetically filling the recess 512 in the coupler seat 50 upon encountering the preventing block 513 and simultaneously filling the ambient space around the axle 41 follow by and the outflow channel 514. Hence, the entire portion surrounding the pro-

trusion block 42 is replete with the waterproof filler 54 such that in case of invasion of water via the clutch unit 60 and the cam member 70, water cannot penetrate into the motor 40, thereby providing waterproof effect to the motor 40.

[0022] In this embodiment, the waterproof filler 54 is selected from a group consisting of Polydimethylsiloxane (PDMS). Any other filler, such as silicone oil and Vaseline, can be used so long they can provide hermetical sealing effect to the motor 40.

[0023] Fig. 4 is a cross-sectional view of assembled elements shown in Fig. 2. As shown, the exterior cylinder core 20 defines an interior chamber for receiving the motor 40. The electronic cylinder of the present invention further includes a waterproof ring 53 sleeved around an outer surface of the cylindrical coupler seat 50 so as to abut hermetically against an annular recess 22 formed in the interior chamber, so that water cannot invade into the gaps formed among the clutch unit 60, the cylindrical coupler seat 50 and the exterior cylinder core 20, thereby providing an additional waterproof effect among the clutch unit 60, the cylindrical coupler seat 50 and the exterior cylinder core 20.

[0024] Fig. 5 shows how a first waterproof washer is sandwiched between the exterior cylinder core 20 and the exterior knob 10 shown in Fig. 1 in order to provide additional waterproof effect in the electronic cylinder of the present invention. As shown, the electronic cylinder of the present invention further includes a first waterproof washer 21 sandwiched between the exterior cylinder core and the exterior knob 10 in order to provide additional waterproof effect therebetween.

[0025] Referring to Figs. 6 and 7, wherein Fig. 6 is a cross-sectional view illustrating how a second waterproof washer is provided between the exterior cylinder core 20 and in the exterior knob 10 shown in Fig. 1 in order to provide additional waterproof effect in the electronic cylinder of the present invention; and Fig. 7 shows an exploded and enlarged view of the exterior knob 10 employed in the electronic cylinder of the present invention. As shown, the electronic cylinder of the present invention further includes a waterproof washer 21 sandwiched between the exterior cylinder core 20 and the exterior knob 10 in order to provide additional waterproof effect to a chamber 121 formed in the rear side of the exterior knob 10. Preferably, in this embodiment, the exterior knob 10 includes an exterior housing 11 and an interior housing 12 that is located inside the exterior housing 11 and that defines the end of the exterior knob 10 for connected securely to the exterior cylinder core 20. The electronic cylinder of the present invention includes a waterproof ring 13 disposed in an annular recess 122 formed on an outer surface of the interior housing 12 so as to abut sealingly against the inner surface of the interior housing 11, thereby providing an additional waterproof effect to the exterior knob 10.

[0026] One distinct feature of the present invention resides in that injection of the waterproof filler 54 is finished

swiftly due to the following reasons. The injection channel 511 and the outflow channel 514 are aligned with each other, and have the same depth with respect to the front end face but a different width relative to each other, wherein the injection channel 511 has a larger width than the outflow channel 514 to facilitate injection of the waterproof filler 54 filling the blocking opening 51.

[0027] Although the present invention has been described with reference to the preferred embodiments thereof, it is apparent to those skilled in the art that a variety of modifications and changes may be made without departing from the scope of the present invention which is intended to be defined by the appended claims.

Claims

1. An electronic cylinder for a door lock comprising:

an exterior knob (10);
 an exterior cylinder core (20) connected securely to an end of said exterior knob (10);
 a motor (40) disposed within said exterior cylinder core (20), having a protrusion block (42) and an axle (41) extending axially and outwardly from said protrusion block (42);
 a clutch unit (60) connected operably to said motor (40);
 a cam member (70) associated with said clutch unit (60) and said motor (40) for driving a latch assembly to lock or unlock the door upon causing rotation between said clutch unit (60) and said motor (40);
 a cylindrical coupler seat (50) disposed between said motor (40) and said clutch unit (60),
characterised in
 the cylindrical coupler seat (50) including a rear chamber (501) for receiving said clutch unit (60) and a front portion located opposite to said rear chamber (501) and having a front end face provided with a blocking opening (51) constituted by an injection channel (511) indented inwardly from said front end face and extending inwardly and radially from a first point of a periphery confining said front end face, an recess (512) indented inwardly and axially from a bottom surface of said injection channel (511) and an outflow channel (514) indented inwardly from said front end face and extending inwardly and radially from a second point of the periphery opposite to said first point to terminate at said recess (512), said bottom surface of said recess (512) being formed with a through hole (52) permitting extension of said axle (41) for operably engaging said clutch unit (60), said front portion further having a preventing block (513) formed between said bottom surface of said recess (512) and said outflow channel (514), said preventing

block (513) being located in a depth with respect to said front end face complementing with said protrusion block (42) of said motor (40) such that once said protrusion block (42) is seated in said recess (512), said front end face of said coupler seat (50) abuts fittingly against said motor (40) around said protrusion block (42);
 and in comprising a waterproof filler (54) hermetically filling said recess (512) in said coupler seat (50).

2. The electronic cylinder according to claim 1, wherein said protrusion block (42) of said motor (40) is generally cylindrical, said recess (512) having a shape complementing with said protrusion block (42).

3. The electronic cylinder according to claim 2, wherein said preventing block (513) is generally semi-circular in shape.

4. The electronic cylinder according to claim 1, wherein said preventing block (513) is generally semi-circular in shape.

5. The electronic cylinder according to claim 1, wherein said waterproof filler (54) is selected from a group consisting of Polydimethylsiloxane (PDMS).

6. The electronic cylinder according to claim 1, wherein said exterior cylinder core (20) defines an interior chamber (121) for receiving said motor (40), the electronic cylinder further comprising a waterproof ring (13, 53) sleeved around an outer surface of said cylindrical coupler seat (50) so as to abut hermetically against said interior chamber (121) in said exterior cylinder core (20), thereby providing an additional waterproof effect among said clutch unit (60), said cylindrical coupler seat (50) and said exterior cylinder core (20).

7. The electronic cylinder according to claim 1, further comprising a waterproof washer (21) sandwiched between said exterior cylinder core (20) and said exterior knob (10) in order to provide additional waterproof effect therebetween.

8. The electronic cylinder according to claim 1, wherein said exterior knob (10) includes an exterior housing (11) and an interior housing (11, 12) that is located inside said exterior housing (11) and that defines said end of said exterior knob (10) for connected securely to said exterior cylinder core (20), said electronic cylinder further comprising a waterproof ring (13, 53) disposed between said exterior and interior housings.

9. The electronic cylinder according to claim 1, wherein said injection channel (511) and said outflow channel

(514) are aligned with each other, and have the same depth with respect to said front end face but a different width relative to each other, wherein said injection channel (511) has a larger width and deeper depth than said outflow channel (514) to facilitate injection of said waterproof filler (54) filling said recess (512).

Patentansprüche

1. Elektronischer Zylinder für ein Türschloss, umfassend:

einen äußeren Knauf (10);
einen äußeren Zylinderkern (20), der fest mit einem Ende des äußeren Knaufs (10) verbunden ist;
einen Motor (40), der im Inneren des äußeren Zylinderkerns (20) angeordnet ist, einen Vorsprungsblock (42) und eine Achse (41) aufweist, die sich ausgehend von dem Vorsprungsblock (42) axial und nach außen erstreckt;
eine Kupplungseinheit (60), die operativ mit dem Motor (40) verbunden ist;
ein Nockenelement (70), das der Kupplungseinheit (60) und dem Motor (40) zugeordnet ist und eine Klinkenbaugruppe antreibt, um die Tür zu verriegeln bzw. zu entriegeln, wenn eine Rotation zwischen der Kupplungseinheit (60) und dem Motor (40) bewirkt wird;
einen zylindrischen Kopplungssitz (50), der zwischen dem Motor (40) und der Kupplungseinheit (60) angeordnet ist,
dadurch gekennzeichnet,
dass der zylindrische Kopplungssitz (50) enthält: eine hintere Kammer (501) zum Aufnehmen der Kupplungseinheit (60) und einen Frontabschnitt, der sich gegenüber der hinteren Kammer (501) befindet und eine frontale Stirnfläche aufweist, die mit einer Blockierungsöffnung (51) versehen ist, die durch einen Injektionskanal (511) gebildet wird, welcher ausgehend von der frontalen Stirnfläche nach innen vertieft ist und sich ausgehend von einem ersten Punkt einer Peripherie, welche die frontale Stirnfläche einschließt, nach innen und radial erstreckt, eine Aussparung (512), die ausgehend von einer Bodenfläche des Injektionskanals (511) nach innen und axial vertieft ist, und einen Auslaufkanal (514), der ausgehend von der frontalen Stirnfläche nach innen vertieft ist und sich ausgehend von einem zweiten Punkt der Peripherie, welcher gegenüber dem ersten Punkt liegt, nach innen und radial erstreckt, um an der Aussparung (512) zu enden, wobei die Bodenfläche der Aussparung (512) mit einem Durchgangsloch (52) ausgebildet ist, welches den Verlauf der

Achse (41) ermöglicht, um operativ in die Kupplungseinheit (60) einzugreifen, wobei der Frontabschnitt des Weiteren einen Verhinderungsblock (513) aufweist, der zwischen der Bodenfläche der Aussparung (512) und dem Auslaufkanal (514) ausgebildet ist, wobei der Verhinderungsblock (513) in einer Tiefe in Bezug auf die frontale Stirnfläche angeordnet ist, die ergänzend zu dem Vorsprungsblock (42) des Motors (40) passt, sodass die frontale Stirnfläche des Kopplungssitzes (50) rund um den Vorsprungsblock (42) passgenau an dem Motor (40) anliegt, sobald der Vorsprungsblock (42) in der Aussparung (512) sitzt;
und **dass** ein wasserdichtes Füllmaterial (54) enthalten ist, welches die Aussparung (512) in dem Kopplungssitz (50) hermetisch füllt.

2. Elektronischer Zylinder gemäß Anspruch 1, wobei der Vorsprungsblock (42) des Motors (40) im Wesentlichen zylindrisch ist, wobei die Aussparung (512) eine Form hat, die ergänzend zu dem Vorsprungsblock (42) passt.

3. Elektronischer Zylinder gemäß Anspruch 2, wobei der Verhinderungsblock (513) im Wesentlichen halbkreisförmig ist.

4. Elektronischer Zylinder gemäß Anspruch 1, wobei der Verhinderungsblock (513) im Wesentlichen halbkreisförmig ist.

5. Elektronischer Zylinder gemäß Anspruch 1, wobei das wasserdichte Füllmaterial (54) aus einer Gruppe ausgewählt ist, welche Polydimethylsiloxan (PDMS) umfasst.

6. Elektronischer Zylinder gemäß Anspruch 1, wobei der äußere Zylinderkern (20) eine innere Kammer (121) zur Aufnahme des Motors (40) definiert, der elektronische Zylinder des Weiteren einen wasserdichten Ring (13, 53) umfasst, der hülsenartig um eine Außenfläche des zylindrischen Kopplungssitzes (50) angeordnet ist, um hermetisch an der inneren Kammer (121) in dem äußeren Zylinderkern (20) anzuliegen, wodurch eine zusätzliche wasserdichte Wirkung zwischen der Kupplungseinheit (60), dem zylindrischen Kopplungssitz (50) und dem äußeren Zylinderkern (20) bereitgestellt wird.

7. Elektronischer Zylinder gemäß Anspruch 1, des Weiteren umfassend eine wasserdichte Unterlegscheibe (21) die zwischen dem äußeren Zylinderkern (20) und dem äußeren Knauf (10) angeordnet ist.

8. Elektronischer Zylinder gemäß Anspruch 1, wobei der äußere Knauf (10) ein äußeres Gehäuse (11)

und ein inneres Gehäuse (11, 12) enthält, das im Inneren des äußeren Gehäuses (11) angeordnet ist und welches das Ende des äußeren Knaufs (10) definiert, um fest mit dem äußeren Zylinderkern (20) verbunden zu werden, wobei der elektronische Zylinderkern (20) des Weiteren einen wasserdichten Ring (13, 53) umfasst, der zwischen den äußeren und inneren Gehäusen angeordnet ist.

9. Elektronischer Zylinder gemäß Anspruch 1, wobei der Injektionskanal (511) und der Auslaufkanal (514) aufeinander ausgerichtet sind und dieselbe Tiefe in Bezug auf die frontale Stirnfläche aufweisen, jedoch relativ zueinander eine unterschiedliche Breite haben, wobei der Injektionskanal (511) eine größere Breite und eine größere Tiefe als der Auslaufkanal (514) aufweist, um die Injektion des wasserdichten Füllmaterials (54) zu erleichtern, welches die Ausräumung (512) füllt.

Revendications

1. Un cylindre électronique pour une serrure de porte comprenant :

un bouton extérieur (10);
 un noyau de cylindre extérieur (20) raccordé solidement à une extrémité dudit bouton extérieur (10);
 un moteur (40) disposé à l'intérieur dudit noyau de cylindre extérieur (20), ayant un bloc faisant saillie (42) et un axe (41) s'étendant axialement et vers l'extérieur à partir dudit bloc faisant saillie (42);
 une unité d'embrayage (60) raccordée fonctionnellement audit moteur (40) ;
 un élément de came (70) associé à ladite unité d'embrayage (60) et ledit moteur (40) étant destiné à entraîner un ensemble de verrouillage pour qu'il verrouille ou déverrouille la porte lorsqu'une rotation est provoquée entre ladite unité d'embrayage (60) et ledit moteur (40);
 un siège de couplage cylindrique (50) disposé entre ledit moteur (40) et ladite unité d'embrayage (60),

caractérisé en ce que

le siège de couplage cylindrique (50) inclut une chambre arrière (501) destinée à recevoir ladite unité d'embrayage (60) et une portion avant située à l'opposé de ladite chambre arrière (501) et ayant une face d'extrémité avant pourvue d'une ouverture de blocage (51) constituée d'un canal d'injection (511) renfoncé vers l'intérieur à partir de ladite face d'extrémité avant et s'étendant vers l'intérieur et radialement à partir d'un premier point d'une périphérie délimitant ladite face d'extrémité avant, un évidement (512) ren-

foncé vers l'intérieur et axialement à partir d'une surface de dessous dudit canal d'injection (511) et un canal de sortie (514) renfoncé vers l'intérieur à partir de ladite face d'extrémité avant et s'étendant vers l'intérieur et radialement à partir d'un deuxième point de la périphérie opposée audit premier point pour se terminer au niveau dudit évidement (512), ladite surface de dessous dudit évidement (512) étant formée avec un trou traversant (52) permettant l'extension dudit axe (41) pour une mise en prise fonctionnelle avec ladite unité d'embrayage (60), ladite portion avant ayant en outre un bloc de retenue (513) formé entre ladite surface de dessous dudit évidement (512) et ledit canal de sortie (514), ledit bloc de retenue (513) étant situé dans une profondeur par rapport à ladite face d'extrémité avant de façon complémentaire audit bloc faisant saillie (42) dudit moteur (40) de telle sorte qu'une fois que ledit bloc faisant saillie (42) est logé dans ledit évidement (512), ladite face d'extrémité avant dudit siège de couplage (50) bute en ajustement serré contre ledit moteur (40) autour dudit bloc faisant saillie (42) ; et dans le fait de comprendre une garniture de remplissage étanche (54) remplissant de façon hermétique ledit évidement (512) dans ledit siège de couplage (50).

2. Le cylindre électronique selon la revendication 1, où ledit bloc faisant saillie (42) dudit moteur (40) est généralement cylindrique, ledit évidement (512) ayant une forme complémentaire audit bloc faisant saillie (42).

3. Le cylindre électronique selon la revendication 2, où ledit bloc de retenue (513) est de forme généralement semi-circulaire.

4. Le cylindre électronique selon la revendication 1, où ledit bloc de retenue (513) est de forme généralement semi-circulaire.

5. Le cylindre électronique selon la revendication 1, où ladite garniture de remplissage étanche est sélectionnée dans un groupe composé du polydiméthylsiloxane (PDMS).

6. Le cylindre électronique selon la revendication 1, où ledit noyau de cylindre extérieur (20) définit une chambre intérieure (121) destinée à recevoir ledit moteur (40), le cylindre électronique comprenant en outre une bague étanche (13, 53) manchonnée autour d'une surface externe dudit siège de couplage cylindrique (50) de manière à buter hermétiquement contre ladite chambre intérieure (121) dans ledit noyau de cylindre extérieur (20), fournissant ainsi un effet d'étanchéité supplémentaire dans ladite uni-

té d'embrayage (60), ledit siège de couplage cylindrique (50) et ledit noyau de cylindre extérieur (20).

7. Le cylindre électronique selon la revendication 1, comprenant en outre une rondelle étanche (21) prise en sandwich entre ledit noyau de cylindre extérieur (20) et ledit bouton extérieur (10) afin de fournir un effet d'étanchéité supplémentaire entre ceux-ci. 5
8. Le cylindre électronique selon la revendication 1, où ledit bouton extérieur (10) inclut un logement extérieur (11) et un logement intérieur (11, 12) qui est situé à l'intérieur dudit logement extérieur (11) et qui définit ladite extrémité dudit bouton extérieur (10) pour un raccord solide audit noyau de cylindre extérieur (20), ledit cylindre électronique comprenant en outre une bague étanche (13, 53) disposée entre lesdits logements extérieur et intérieur. 10 15
9. Le cylindre électronique selon la revendication 1, où ledit canal d'injection (511) et ledit canal de sortie (514) sont alignés l'un avec l'autre, et ont la même profondeur par rapport à ladite face d'extrémité avant mais une largeur différente l'un relativement à l'autre, où ledit canal d'injection (511) a une largeur plus grande et une profondeur plus profonde que ledit canal de sortie (514) pour faciliter l'injection de ladite garniture de remplissage étanche (54) remplissant ledit évidement (512). 20 25 30

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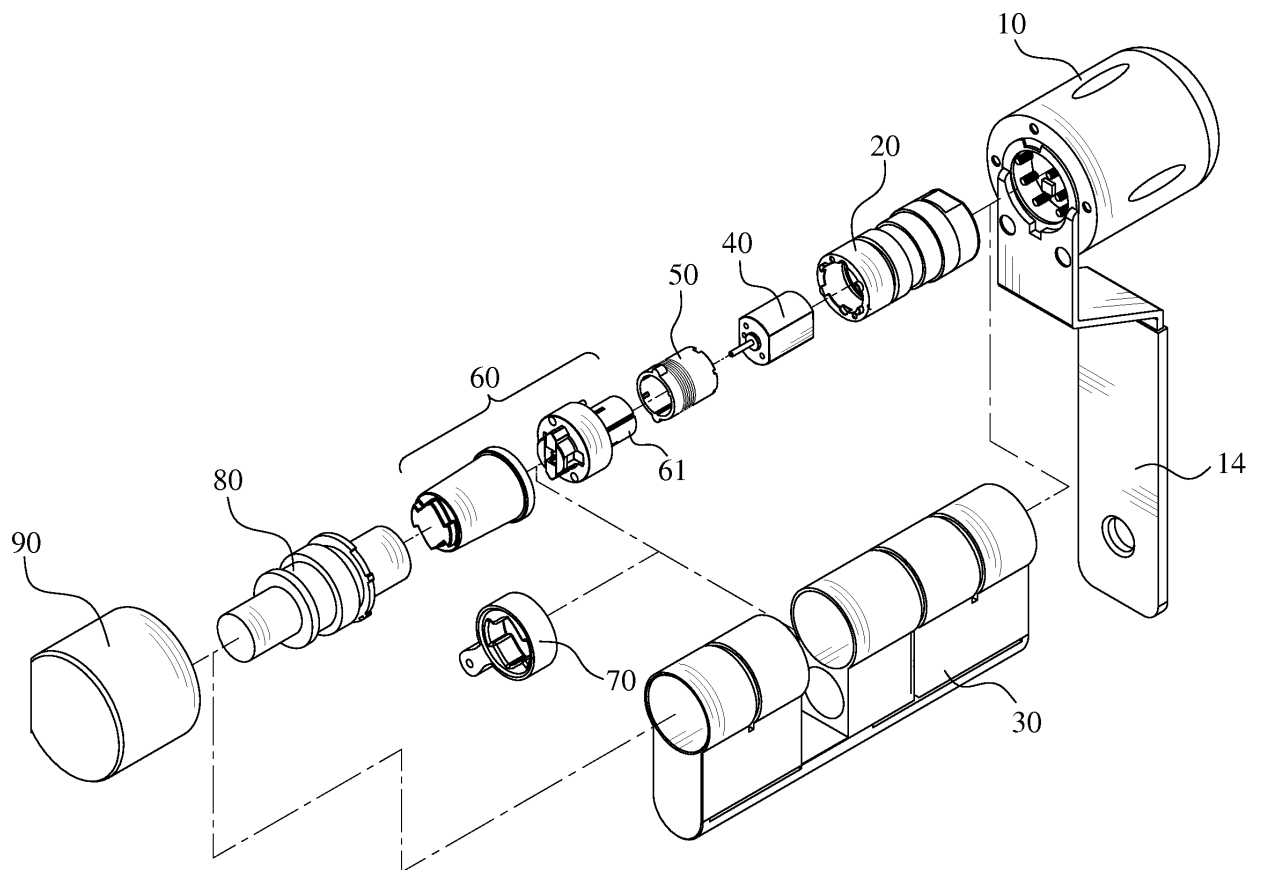


FIG. 1

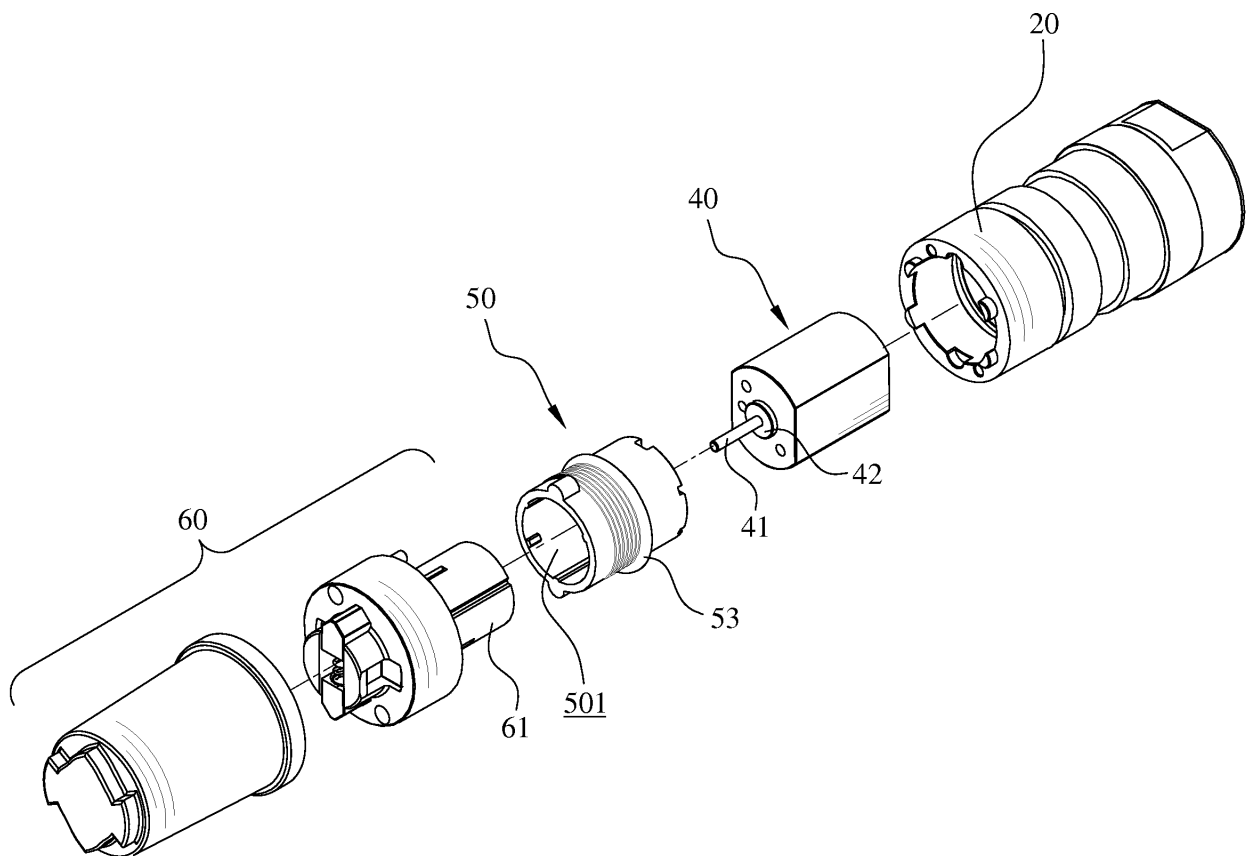


FIG. 2

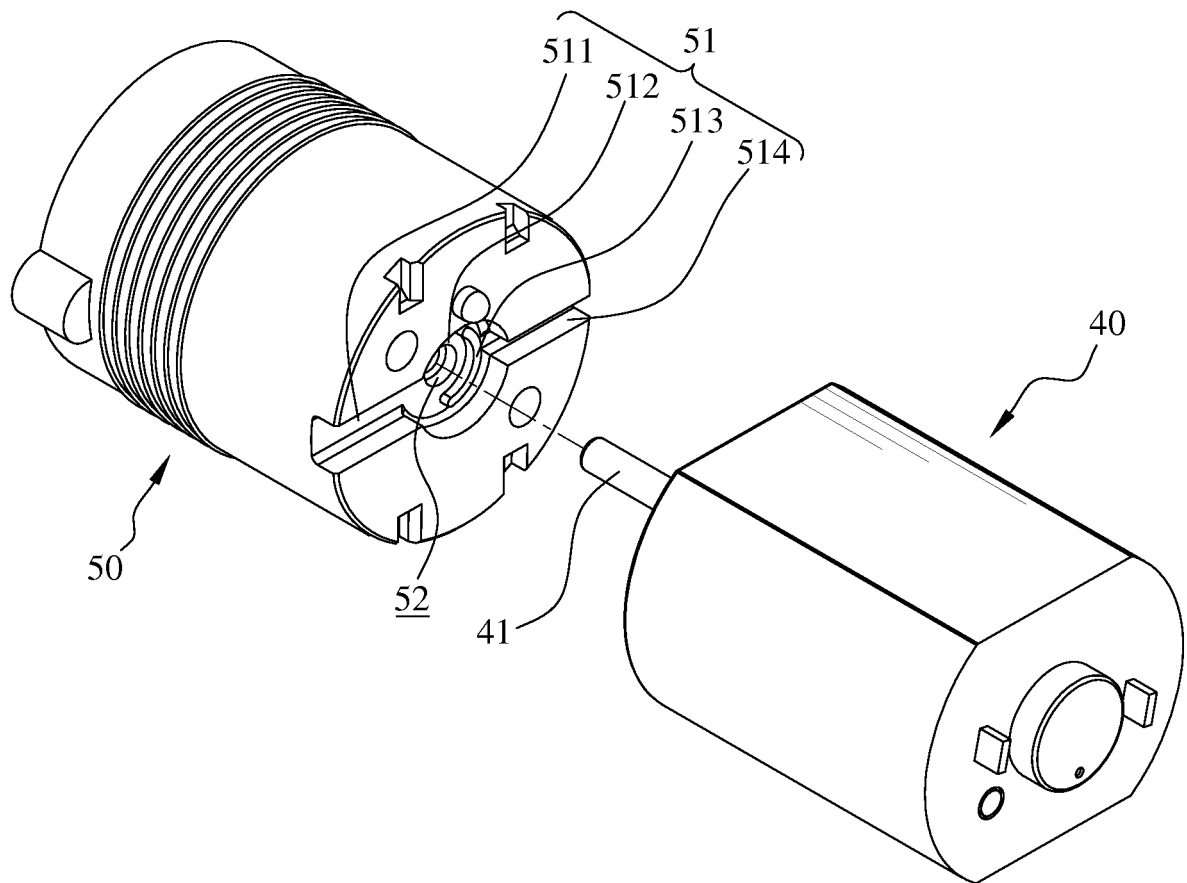


FIG. 3

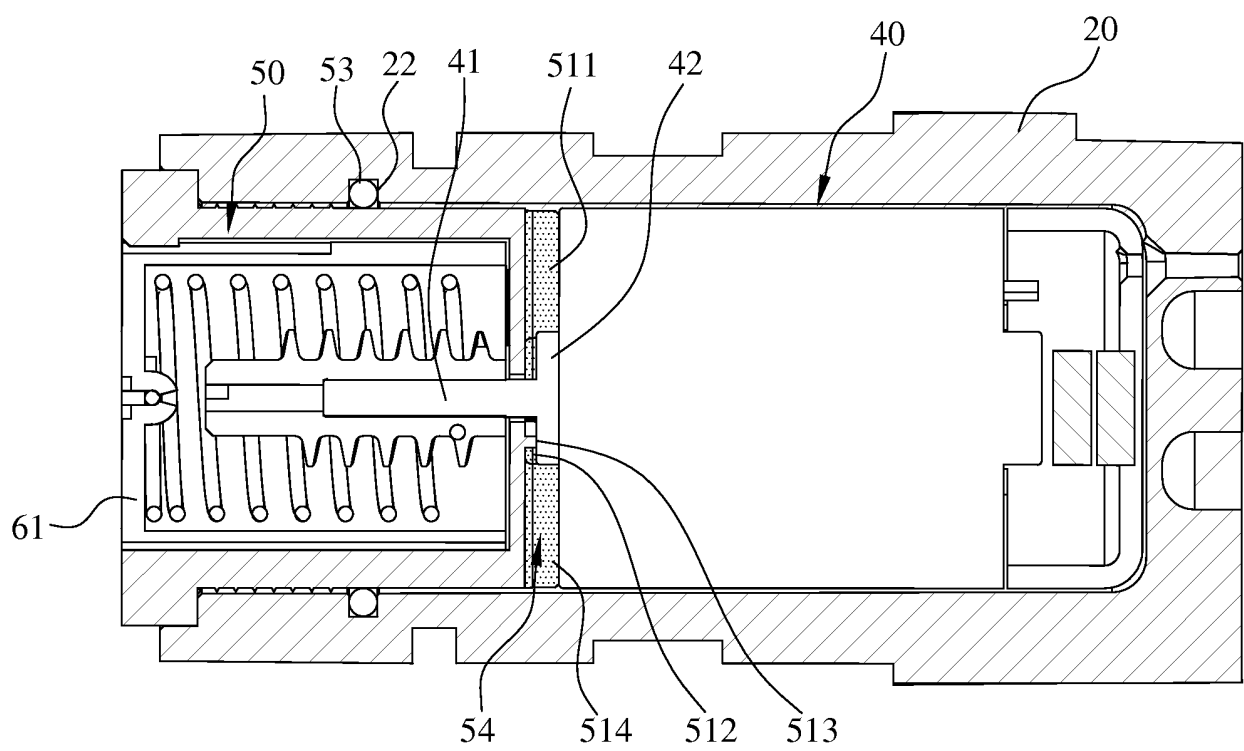


FIG. 4

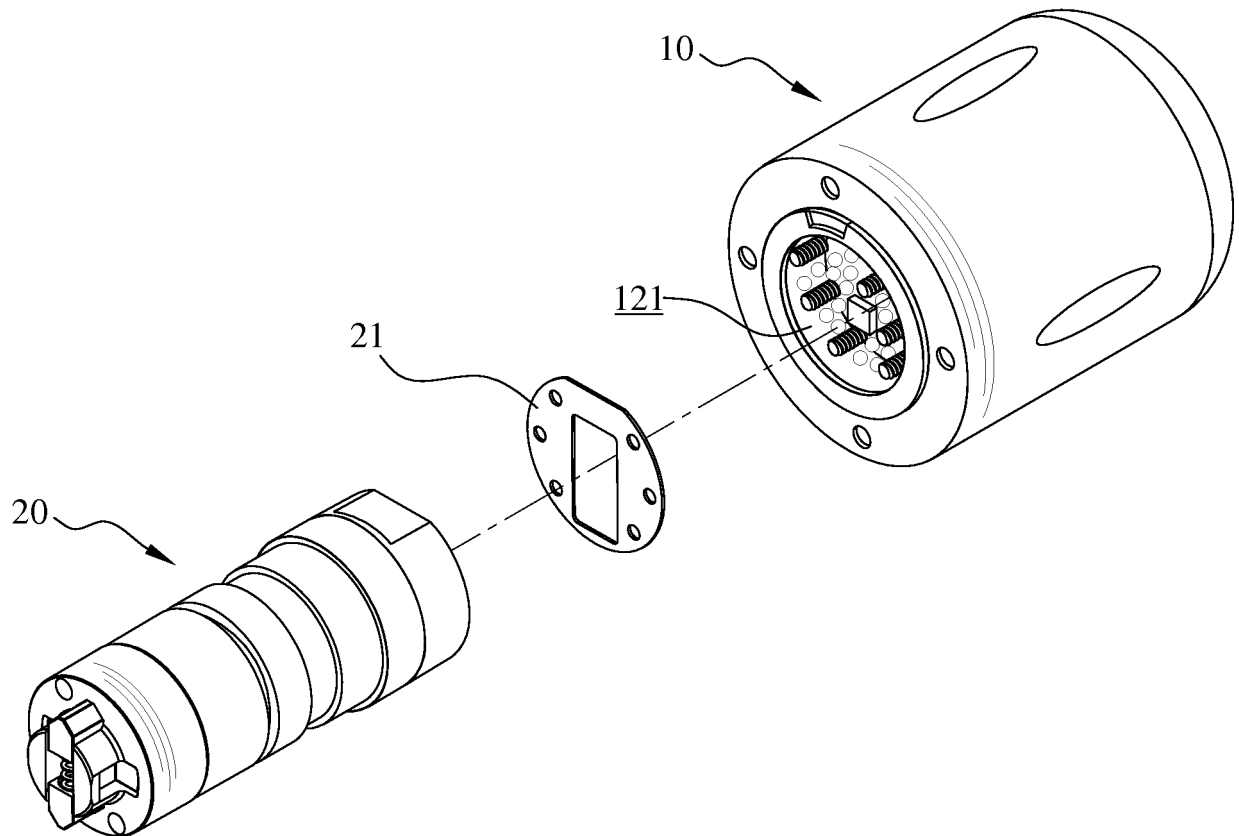


FIG. 5

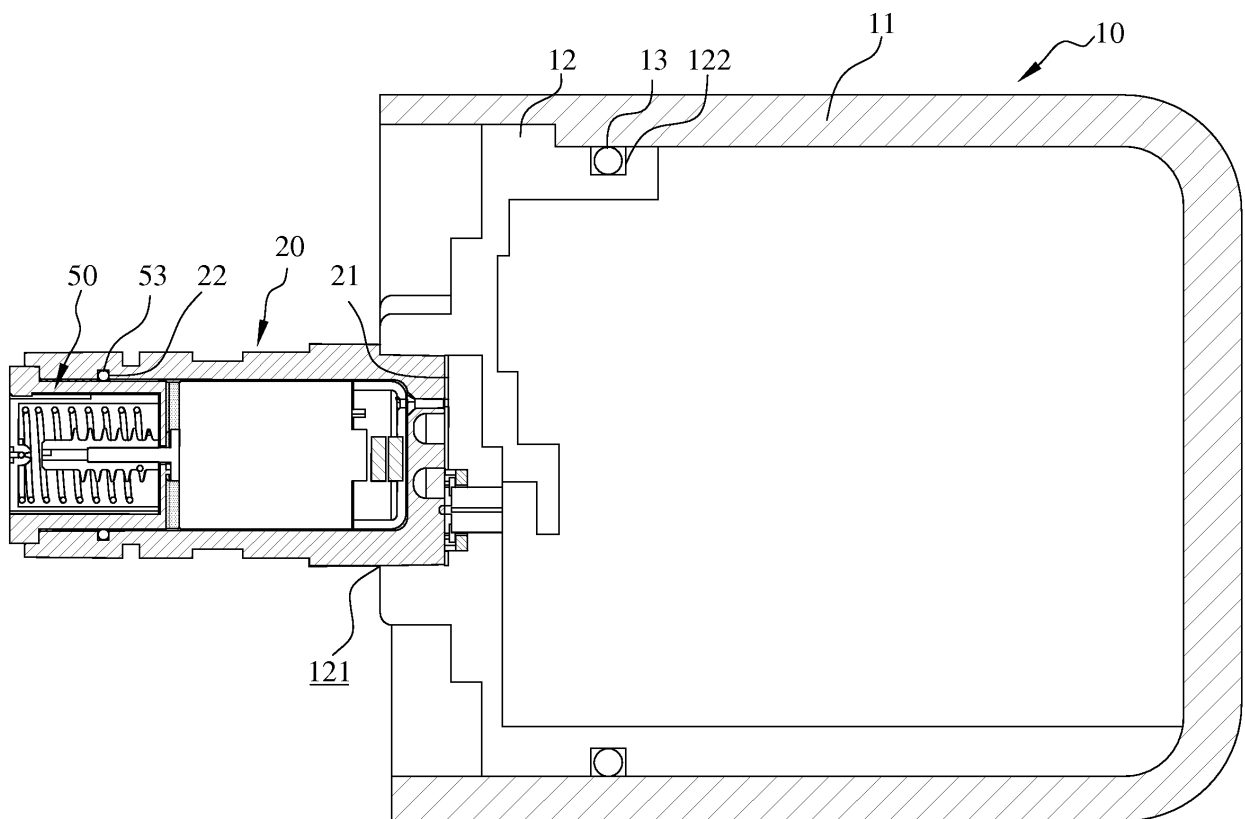


FIG. 6

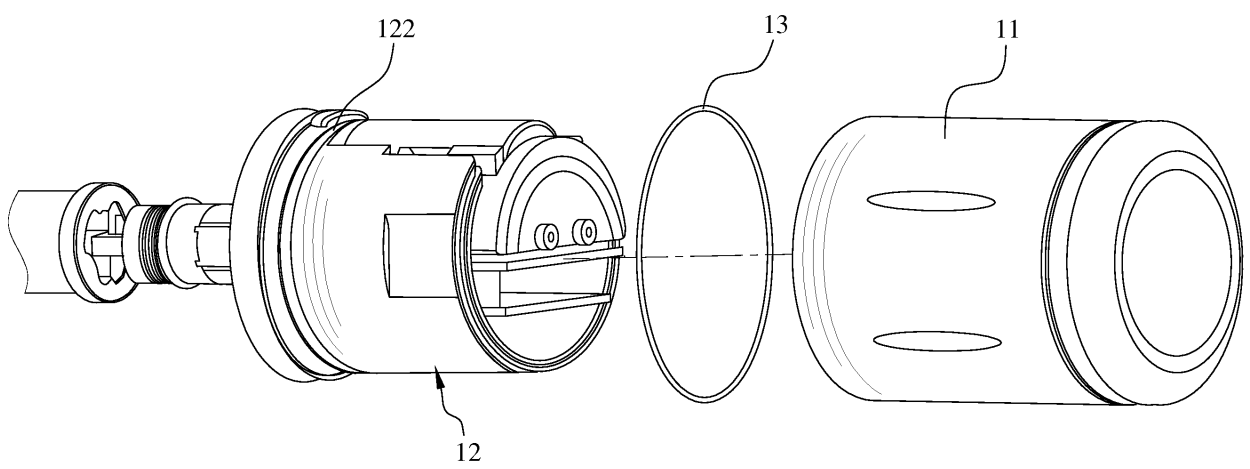


FIG. 7

REFERENCES CITED IN THE DESCRIPTION

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Patent documents cited in the description

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