

(19)



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(11)

EP 0 995 885 B1

(12)

EUROPEAN PATENT SPECIFICATION

(45) Date of publication and mention
of the grant of the patent:
12.01.2005 Bulletin 2005/02

(51) Int Cl.7: **F01L 13/00**, F01L 1/18,
F01L 1/24

(21) Application number: **99308287.4**

(22) Date of filing: **20.10.1999**

(54) **Rocker arm device for simultaneous control of valve lift and relative timing in a combustion engine**

Schlepphebelanordnung für gleichzeitige Ventil-Hub und Winkelsteuerung in einer
Brennkraftmaschine

Culbuteur pour le contrôle simultané de la levée de soupape et de son calage dans un moteur à
combustion interne

(84) Designated Contracting States:
DE FR GB IT

(30) Priority: **20.10.1998 IT MI982244**

(43) Date of publication of application:
26.04.2000 Bulletin 2000/17

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Description

BACKGROUND OF THE DISCLOSURE

[0001] The present invention concerns a valve control system suitable for optimizing the functioning of internal combustion engines by controlling the opening and the timing of the cylinder valves according to the engine load and its speed.

[0002] For this purpose, it is already known how to use compound rocker arms consisting of two elements as specified in the Italian patent IT 1295016 filed September 11, 1997 in the name of Majo Cecur. The first element consists of a rocking body, acting as a third-order lever, hinged at one end to an hydraulic lash adjuster, while the other end controls, by a shoe, the valve stem.

[0003] The second element comprises a lever, at one end of which is pivoted a roller, which receives the thrust of the cam of the distributing shaft (camshaft), while the opposite end of the lever terminates in an eyelet and is hinged to a pin which can turn within a pivot seat fashioned in said eyelet. The pin is torsionally linked to an eccentric support shaft, the rotation of the shaft being able to shift lengthwise the free end of the lever bearing the roller, so as to vary the position of incidence of the end of the lever itself by influencing the length of the arm of the body of the first element and, therefore, the valve lift and, in part, the timing of the latter. Such an arrangement is referred to as a VRRS (variable ratio rocker system).

[0004] With the known device, however, changes in the timing are accomplished only as a result of the particular geometrical shape selected for the cam.

[0005] DE-A-41 36 143 and US-A-4 768 467 disclose valve mechanisms which include a first rocker arm engageable with a first cam and a second rocker arm engageable with a second cam. Means for selectively connecting the first rocker arm to the second rocker is also provided so that, in a first state the rocker arms pivot together and in a second state the rocker arms pivot relative to one another.

BRIEF SUMMARY OF THE INVENTION

[0006] The invention is set out in the accompanying claim 1.

[0007] It is desirable to improve the performance of the known device, enabling a subsequent and independent variation of the timing, along with a regulation of the valve lift.

[0008] In the device according to a preferred embodiment of the invention, a pair of rocker arms is placed one within the other and is able to oscillate jointly or independently, and influence in a controllable manner the travel of the shoe associated with the engine poppet valve, thus controlling the valve lift.

[0009] The two rocker arms are linked together at one end by means of a common transverse pin, acting as a

shoe on the head of the poppet valve, while at the other end the rocker arms are traversed by a compound pin controlled by an hydraulic or electrical actuator which can move transverse to the rocker arms, between two positions, enabling the coaxial and simultaneous oscillation of the two rocker arms in unison in one condition, or the independent oscillation of the rocker arms in the other condition.

[0010] For each rocker arm, the distributing shaft (camshaft) is provided with a cam arrangement, specifically, a central cam, acting on the inner rocker arm, which has less eccentricity than the eccentricity of a pair of identical cams, mounted at the sides of said central cam and acting on cheeks or lateral plates of the outer rocker arm to accomplish a larger valve opening and a longer advance.

[0011] The thrust of the central cam is transmitted to a needle roller, mounted at the end of an L-shaped lever, the fulcrum of which can be displaced lengthwise with respect to the axis of the rocker arms by means of an eccentric rotating pin. The pin rotates relative to the end of an auxiliary arm which, at the other end, accommodates the seat for the axis of oscillation of the pair of rocker arms.

[0012] Through the above mentioned auxiliary arm, which rests against a tappet, one can indirectly guarantee the contact of the inner rocker arm with the roller, the L-shaped lever, and the central cam of the distributing shaft, while the contact of the outer rocker arm with the two outer cams is obtained by means of an auxiliary elastic element connected between the L-shaped lever and the shoe.

BRIEF DESCRIPTION OF THE DRAWINGS

[0013] The invention will be better understood through the following description, making reference to the enclosed drawings, on which:

FIG. 1 represents an overall view of the device, in lateral elevated view;

FIGS. 2A and 2B show one of the two cheeks or lateral plates comprising the outer rocker arm, in elevated and plan view, respectively;

FIGS. 3A and 3B show the inner rocker arm, in elevated and plan view, respectively;

FIGS. 4A and 4B show the L-shaped lever carrying the roller, in elevated and plan view, respectively;

FIGS. 5A and 5B show, in elevated and plan view respectively, the auxiliary spring which keeps the outer rocker arm in contact with the cams;

FIG. 6 shows a brace for the auxiliary spring of FIG. 5;

FIGS. 7A and 7B show, respectively in lateral elevated and plan view, the auxiliary arm which guides the pin for the oscillation of the rocker arms at one end, and at the other end forms an eccentric seat for the pivot pin of the L-shaped lever of FIG. 4;

FIG. 8 shows the compound pin for controlling the latching of the rocker arms;

FIG. 9 shows the locking pin, on the cheeks of the outer rocker arm, for the auxiliary spring represented in FIG. 5;

FIG. 10 shows the common shaft of the rocker arms, forming the shoe of the device;

FIG. 11 shows, in median lengthwise section, the fork for shifting the actuator to modify the timing;

FIG. 12 shows, in plan view, the fork for shifting the actuator to modify the timing;

FIG. 13 shows the device of FIG. 1, sectioned along line XIII-XIII;

FIG. 14A shows, somewhat schematically, in top plan view, a feature of the device of a preferred embodiment of the invention in order to illustrate the position of the actuator for the mutual linking of the inner and outer rocker arm;

FIG. 14B shows, somewhat schematically, the position of the actuator for disconnecting the inner rocker arm from the outer one.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

[0014] Referring now to the drawings FIG. 1 illustrates a valve control system, made in accordance with a preferred embodiment the present invention, for use in controlling the engine poppet valves of an internal combustion engine. The valve control system generally includes an inner rocker arm 3, an outer rocker arm 2, an L-shaped lever 4, and an auxiliary element 5. The system further includes a fork element 7, a compound pin 8, an actuator 9, an elastic element 10, and a connector pin 37. Each of the above-mentioned items will be described in greater detail hereinafter.

[0015] The inner rocker arm 3 (see FIG. 3) is formed by two parallel lateral walls 35, 35', joined together by a central bottom piece 34, an upper profile 36 of the walls 35, 35' being concave. The inner rocker arm 3 has, at one of its ends, a seat (bore) 31 for the transverse connector pin 37, the pin 37 comprising the contact surface with the valve stem V. At the other end of the inner rocker arm 3 is an opening 32 to accommodate a bushing 33, defining a bore 38, within which the parts of the compound pin 8 can easily slide, the function of which shall be described afterwards.

[0016] The outer rocker arm 2 is formed by two cheeks or plates 2', 2" (see FIG. 2), the outside of each of which is placed against the lateral walls 35, 35' of the inner rocker arm 3 (see also FIG. 14A). The plates 2', 2" have upper surfaces 26 which are convex, the two plates 2', 2" of the outer rocker arm 2 having at one of their ends a seat (bore) 21 for the connector pin 37 of the two rocker arms and, having at the other end, a seat (bore) 22 for the compound pin 8.

[0017] The L-shaped lever, designated as 4 (see FIG. 4), has a cross-section of an inverted U, with two walls

40, 40' joined together by an upper plate 45 from which is made, such as by a punch operation, a bracket 46 and a seat 47 for purposes to be indicated. The L-shaped lever 4 has, at the end of a longer branch 48, a seat (bore) 42 for an axle 43 of a roller (cam engagement member) R and, at the end of a shorter branch, a seat (bore) 41 for an oscillating pin 44. The branch 48 has a lower cylindrical end 49 supported against the concave surfaces 36 of the inner rocker arm 3.

[0018] The auxiliary element 5 is mounted in alignment with the lengthwise center line of the inner rocker arm 3 (see FIG. 14A), and comprises at one end a circular hole 51 which supports a pin 52 (shown only in FIG. 1), the pin 52 being better understood by reference to the above mentioned Italian patent. The pin 52 has an eccentric notch 54, within which is guided an oscillating pin 44 of the above-described L-shaped lever 4. The auxiliary element 5 terminates at the opposite end with a semicircular seat 55, which is bounded by an outside shoulder 57, for holding the bushing 33 of the compound oscillating pin 8 of the two rocker arms. The auxiliary element 5 has at the bottom, with respect to the seat 55, a support surface 56 against a tappet (hydraulic lash adjuster) P. The semicircular seat 55 has a diameter equal to that of the bushing 33, so that the bushing 33 can be disposed in the bore 32 of the inner rocker arm 3;

[0019] The elastic element 10 (see FIGS. 5A, 5B), is formed by a single spring steel wire 11, having an essentially rectangular shape in plan view, with a width L' greater than the width L of the assembled rocker arms (FIG. 14A). As a result, the element 10 can be wedged on the outside of the cheeks 2', 2", being joined by its eyelets 15 to the bolts 25 (FIG. 9) which are secured to the cheeks 2' and 2", (see FIG. 2A). The elastic element 10 has at one end a continuous segment 12, while at the opposite end it has two free branches 14, 14', bent inwardly to rest against the top of the connector pin 37 of the two rocker arms. The elastic element 10 is elastically held in a state of tension by a U-clip 16 (see FIG. 6) with ends bent in hook shape 17, able to be connected to the segment 12 of the elastic element 10, the cross piece 18 of the clip 16 being capable of insertion in the seat 47 of the L-shaped lever 4. The element 10 and the clip 16 are included for the purpose of maintaining the cheeks 2', 2" of the outer rocker arm 2 in contact with the pair of cams B (see FIG. 13).

[0020] The compound pin 8 (see FIG. 8), comprises three generally cylindrical parts 81, 82, 83, of which the shortest part 81 has a length equal to the transverse thickness of the plate 2" of the outer rocker arm 2 (see FIG. 14B). The part 82 has a length equal to the width of the inner rocker arm 3 and of the bushing 33 (again see FIG. 14B), while the part 83 has a length around 50% greater than that of the shortest part 81. The pin parts 81, 82, and 83 have a diameter slightly less than that of the seats 22 of the cheeks 2' and 2" and slightly less than the internal diameter of the bore 38 of the

bushing 33, which can be mounted within the seat 32 of the inner rocker arm 3.

[0021] The connector pin 37 (see FIG. 10) is secured in the aligned openings 31 of the inner rocker arm 3 and in the openings 21 of the cheeks 2' and 2'', which are placed against the walls 35 and 35' of the inner rocker arm 3. In accordance with an important feature of preferred embodiments of the present invention, the pin 37 connects the two rocker arms 2 and 3 for either a common action ("latched") or a separate action ("unlatched") of these arms on the engine poppet valve V. The connector pin 37 is orientable within the aligned holes 31 and 21 so that a flattened middle part 38V always rests against the head of the poppet valve V.

[0022] The fork element 7 (see FIGS. 11 and 12) has two bent branches 71, 71' with an internal spacing 72 slightly greater than the total of the lengths of the three cylindrical parts 81, 82, 83 of the compound pin 8, one next to the other. The branches 71, 71' form walls 71a and 71 a' that approach each other and are joined together by means of a lower connection bridge 73, forming with them a U-shaped body 74, the branches 71a and 71a' having corresponding holes 75 for insertion of a shaft 92 of the actuator 9.

[0023] The actuator 9 (see FIG. 14A) is operated by an oil-dynamic (hydraulic) piston 91 or, alternatively, by electrical means, or any other suitable means. The piston 9 has a shaft (output) 92 which is guided by the piston 91, the piston 91 being disposed within a cylinder 95 which may preferably be designed for the possibility of a fairly short translation (piston stroke). The fork 7 is disposed on the shaft 92 in a position normally abutting against a locking washer 93, as a result of the force of a biasing spring 94 acting against the branch 71a' of the fork 7 and seated against the washer 96, which is fixed relative to the shaft 92.

[0024] Supplementing the above description with regard to the actuator 9 and the mounting of its components, FIG. 13 shows the positioning of the distributing shaft A and of the respective cams B and C with regard to the functioning of the device according to preferred embodiments of the invention. The central cam C acts on the roller R arranged at the end of the L-shaped lever 4. The impulse of the cam C is transmitted to the axle 43 of the roller and to the body of the lever 4, which rests by its cylindrical end 49 against the concave surfaces 36 of the inner rocker arm 3.

[0025] Accordingly, the cam C acts on the inner rocker arm 3 ("low lift"), while the outer rocker arm 2 comprising the cheeks 2', 2'' is actuated by the outside cams B directly against the convex surfaces 26 of the cheeks themselves. When the cams B, having a greater eccentricity, press against the outer rocker arm 2, connected to the inner rocker arm 3 by the connector pin 37, the cam C is thereby rendered ineffective.

[0026] The action of the cams B, with greater eccentricity, therefore produces a greater valve lift of the engine poppet valve V ("high lift"), an earlier opening and

a later closing, and this in response to higher engine speed. When the inner rocker arm 3 is being controlled by the cam C, to accomplish low lift, the specific amount of lift can be varied as a function of a vehicle or engine parameter, such as speed. This further variation of lift is controlled by means of the actuator 9, as shall be explained below.

[0027] FIGS. 14A and 14B illustrate the action of the actuator 9. At relatively higher engine speeds, and as shown in FIG. 14A, the fork 7, by means of the piston 91, is displaced along the direction of the arrow F1 and the branch 71' abuts against the cheek 2' of the outer rocker arm 2. The part 83 of the pin 8, securing the cheek 2', enters the bushing 33, pushing the central part 82 of the pin 8 through it, along an axis A2, and the part 81 of same secures the cheek 2'', so that both the rocker arms are joined ("latched"). The assemblage of the two rocker arms is thus controlled only by the outside cams B ("high lift") and the cam C is ineffective. At relatively lower engine speeds, the piston 91 is retracted, along its axis A3 (see FIG. 14A) as in FIG. 14B, pulling the fork 7 in the direction of arrow F2, and therefore only the inner rocker arm 3 operates, because the two cheeks 2', 2'' of the outer rocker arm 2 are idle on the compound pin 8. In this fashion, the inner rocker arm 3 is unlatched and can oscillate about the bushing 33, which is always supported by the semicircular seat 55 of the auxiliary element 5, the tip 57 of whose outside shoulder is shown in FIG. 14A.

[0028] In accordance with an important aspect of preferred embodiments of the invention, the valve control system illustrated and described herein provides both dual lift capability, in response to the rocker arms being either latched (FIG. 14A) or unlatched (FIG. 14B), and also VRRS capability, in response to rotation of the eccentric pin 52. More specifically, and as merely one example of the use of preferred embodiments of the present invention, whenever the system is operating in the low lift mode of FIG. 14B, the pin 52 is initially in the position shown in FIG. 1. The described position of the pin 52 corresponds to a minimum speed condition, in which the roller R is disposed at the far left end of its travel in FIG. 1, which represents the minimum lift of the poppet valve V. As the engine speed gradually increases, the pin 52 rotates clockwise from the position shown in FIG. 1, thus moving the L-shaped lever 4 to the right in FIG. 1, and also moving the roller R to the right. As the roller R moves to the right in FIG. 1, the effective point of contact of the low lift cam C and the inner rocker arm 3 moves to the right, gradually increasing the lift, even while in the low lift mode. Once the engine speed reaches a certain, predetermined level, the actuator 9 moves to the latched condition of FIG. 14A, and thereafter, the system operates in the high lift mode, with the amount of lift remaining constant, during which the position of the lever 4 and roller R is irrelevant to the amount of lift.

[0029] It should be noted that the preferred embodi-

ment of the present invention illustrated in the drawings as comprising a series of parts which, in some cases, could probably be combined with each other, or formed integrally with the cylinder head, or in some other manner redesigned to reduce the total number of parts. However, the objective of showing the embodiment being shown herein is partly to illustrate the various functions which should preferably be performed by various parts of the entire valve control assembly, and those skilled in the art will understand that the invention is not limited to the particular parts being separate as shown.

[0030] A preferred embodiment of the invention has been described in great detail in the foregoing specification, and it is believed that various alterations and modifications will become apparent to those skilled in the art from a reading and understanding of the specification, without departing from the scope of the invention as defined in claim 1.

Claims

1. A valve control system for an internal combustion engine of the type including a cylinder head, an engine poppet valve (V), and a valve actuating camshaft (A) defining a cam axis (A1) having a first cam (B) and a second cam (C); said valve control system comprising a first rocker arm (2) disposed for operable engagement with said first cam (B); a second rocker arm (3) disposed for operable engagement with said second cam (C); and means having a first condition (FIG. 14A) for selectively interconnecting said first (2) and second (3) rocker arms for pivotal movement in unison in response to a force applied by said first cam (B) to said first rocker arm (2); said means for selectively interconnecting having a second condition (FIG. 14B) in which said first (2) and second rocker arms have pivotal movement relative to each other, wherein:

each of said first (2) and said second (3) rocker arms has a valve end (21, 31) disposed in use adjacent said engine poppet valve (V); and a connector (37) is operably associated with said valve ends (21, 31) of said rocker arms (2, 3) whereby the only relative movement permitted between said first (2) and second (3) rocker arms is said relative pivotal movement, said movement being about said connector (37);

characterised in that the valve control system further includes:

a cam engagement member (R) in operable engagement with said second cam (C) and with said second rocker arm (3), and means (4, 44, 52) operable to vary the location of said cam engagement member (R), and the resulting

valve lift, while said means for selectively interconnecting is in said second condition (FIG. 14B).

2. A valve control system as claimed in claim 1, wherein each of said first (2) and second (3) rocker arms has a latching end (22, 32) disposed at the axially opposite end from said valve ends (21, 31), said means for selectively interconnecting said rocker arms (2, 3) being operably associated with said latching ends (22, 32) of said rocker arms (2, 3), and said cam engagement member (R) being disposed intermediate said valve ends and said latching ends.
3. A valve control system as claimed in claim 1 or claim 2, wherein said second rocker arm (3) defines an upper concave surface (36), and said cam engagement member comprises a roller (R) in engagement with both said second cam (C) and said concave surface (36).

4. The valve control system of claim 1, wherein:

said means having a first condition and a second condition is a latch means;
said latch means, in said first condition, selectively interconnects said first (2) and second (3) rocker arms for pivotal movement in unison in response to said operable engagement of said first cam (B) and said first rocker arm (2) to provide a first, fixed relationship of valve opening versus rotational displacement of said camshaft (A);
said cam engagement member (R) is disposed between said second cam (C) and said second rocker arm (3);
said cam engagement member (R) is fixed for movement with a laterally moveable lever member (4);
said valve connector further including an actuator (5) operable to vary the lateral location of said lever member (4) and said cam engagement member (R) while said means for selectively interconnecting is in said second condition (FIG. 14B), so that, in said second condition, the relationship between the valve opening and the rotational displacement of said camshaft (A) is variable.

5. A valve control system as claimed in claim 1, wherein:

(a) said means (4, 44, 52) operable to vary the location of said cam engagement member includes a laterally moveable lever member (4); and
(b) an actuator (5) operable to vary the lateral

location of said lever member (4) and said cam engagement member (R) while said means for selectively interconnecting is in said second condition (FIG. 14B), so that, in said second condition, the relationship between the valve opening and the rotational displacement of said camshaft (A) is variable.

6. A valve control system as claimed in claim 4 or claim 5, wherein said first cam (B) and said first rocker arm (2) are configured such that the valve lift is greater in the first condition than in the second condition (FIG. 14B).
7. A valve control system as claimed in any one of claims 4 to 6, wherein said lever member (4) of said cam engagement member (R) are located, relative to said cam axis (A1) and said second rocker arm (3) such that the valve opens earlier and closes later in the first condition (FIG. 14A) than in the second condition (FIG. 14B).
8. A valve control system as claimed in any one of claims 4 to 7, wherein said actuator (5) operable to vary the lateral location of said lever member (4) comprises a rotatable member (52) and an eccentric connection (44) of said lever member (4) to said rotatable member (52)

Patentansprüche

1. Ein Ventilsteuersystem für einen Verbrennungsmotor, der Bauart mit einem Zylinderkopf, einem Motortellerventil (V) und einer Ventilbetätigungs-nockenwelle (8), die eine Nockenachse (A1) mit einem ersten Nocken (B) im zweiten Nocken (C) definiert; wobei das Ventilsteuersystem Folgendes aufweist:

einen ersten Kipphebel (2) angeordnet für den Betriebseingriff mit dem ersten Nocken (B); einen zweiten Kipphebel (3) angeordnet für den Betriebseingriff mit dem zweiten Nocken (C); und Mittel, die einen ersten Zustand (Fig. 14A) aufweisen, um selektiv den ersten (2) und den zweiten (3) der Kipphebel zur gemeinsamen Schwenkbewegung zu verbinden und zwar ansprechend auf eine durch den ersten Nocken (B) am Kipphebel (2) angelegten Kraft; wobei die Mittel zum selektiven verbinden einen zweiten Zustand (Fig. 14B) aufweisen, in dem der erste Kipphebel (2) und der zweite Kipphebel eine Schwenkbewegung relativ zueinander besitzen, wobei:

jeder der erwähnten ersten (2) und zweiten (3) Kipphebel ein Ventilende (21, 31) besitzt und zwar angeordnet im Gebrauch be-

nachbart zu dem Motortellerventil (V); und ein Verbinder (37) der betriebsmäßig mit den Ventilenden (21, 31) der Kipphebel (2, 3) assoziiert ist, wodurch die einzige Relativbewegung, gestattet zwischen den ersten (2) und den dritten (3) Kipphebeln, die erwähnte relative Schwenkbewegung ist, wobei die erwähnte Bewegung um den erwähnten Verbinder (37) erfolgt;

dadurch gekennzeichnet, dass das Ventilsteuersystem ferner Folgendes aufweist: ein Nockeneingriffsglied (R) in Betriebseingriff mit dem zweiten Nocken (C) und mit dem zweiten Kipphebel (3) und Mittel (4, 44, 52) betätigbar zur Veränderung der Lage des erwähnten Nockeneingriffsgliedes (3) und der sich ergebenden Ventilanhebung, während die erwähnten Mittel zum selektiven Verbinden sich in dem erwähnten zweiten Zustand (Fig. 14B) befinden.

2. Ein Ventilsteuersystem nach Anspruch 1, wobei jeder der ersten (2) und zweiten (3) Kipphebel ein Verriegelungsende (22, 32) besitzt und zwar angeordnet am axial entgegengesetztliegenden Ende von den erwähnten Ventilenden (21, 31), wobei die Mittel zum selektiven Verbinden der Kipphebel (2, 3) betriebsmäßig mit den erwähnten Verriegelungsenden (22, 32) der Kipphebel (2, 3) assoziiert sind, und wobei ferner das erwähnte Nockeneingriffsglied (R) zwischen den Ventilenden und den Verriegelungsenden angeordnet ist.
3. Ein Ventilsteuersystem nach Anspruch 1 oder Anspruch 2, wobei der zweite Kipphebel (3) eine obere konkave Oberfläche (36) definiert und wobei das erwähnte Nockeneingriffsglied eine Rolle (R) aufweist und zwar in Eingriff sowohl mit dem zweiten Nocken (C) als auch der erwähnten konkaven Oberfläche (36).
4. Das Ventilsteuersystem nach Anspruch 1, wobei Folgendes vorgesehen ist:

die erwähnten Mittel, die einen ersten und einen zweiten Zustand besitzen sind ein Verriegelungsmittel;
das erwähnte Verriegelungsmittel verbindet in dem ersten Zustand selektiv die ersten (2) und zweiten (3) Kipphebel zur gemeinsamen Schwenkbewegung ansprechend auf den Betriebseingriff des ersten Nockens (B) und des ersten Kipphebels (2) um eine erste feste Beziehung der Ventilöffnung abhängig von der Drehversetzung der erwähnten Nockenwelle (A) vorzusehen;
das Nockeneingriffsglied (R) ist zwischen dem zweiten Nocken (C) und dem zweiten Kipphe-

bel (3) angeordnet;
das Nockeneingriffsglied (R) ist zur Bewegung mit einem seitlich beweglichen Hebelglied befestigt;

der erwähnte Ventilverbinder weist ferner ein Betätiger (5) auf, der betätigbar ist, um die seitliche Lage des erwähnten Hebelglieds (4) und des erwähnten Nockeneingriffsglieds (R) zu verändern, während die erwähnten Mittel zum selektiven Verbinden, sich in dem zweiten Zustand (Fig. 14B) befinden derart, dass in dem erwähnten zweiten Zustand die Beziehung zwischen der Ventilöffnung und der Drehversetzung der Nockenwelle (A) variabel ist.

5. Ein Ventilsteuersystem nach Anspruch 1, wobei Folgendes vorgesehen ist:

a) die erwähnten Mittel (4, 44, 52) die betätigbar sind zur Veränderung der Lage des Nockeneingriffsglieds weisen ein seitlich bewegliches Hebelglied (4) auf;
b) ein Betätiger (5) ist zur Veränderung der seitlichen Lage des Hebelglieds (4) und des Nockeneingriffsglieds (3) betätigbar, während die erwähnten Mittel zum selektiven Verbinden sich in dem zweiten Zustand (Fig. 14B) befinden derart, dass in dem zweiten Zustand die Beziehung zwischen der Ventilöffnung und der Drehversetzung der Nockenwelle (A) variabel ist.

6. Ein Ventilsteuersystem nach Anspruch 4 oder 5, wobei der erste Nocken (B) und der erste Kipphebel (2) derart konfiguriert sind, dass der Ventilhub im ersten Zustand größer ist als im zweiten Zustand (Fig. 14B).

7. Ein Ventilsteuersystem nach einem Ansprüche 4 bis 6 wobei das Hebelglied (4) des Nockeneingriffsglieds (R) relativ zur Nockenachse (A1) und dem zweiten Kipphebel (3) derart angeordnet sind, dass das Ventil im ersten Zustand (Fig. 14A) früher öffnet und später schließt als im zweiten Zustand (Fig. 14B).

8. Ein Ventilsteuersystem nach einem Ansprüche 4 bis 7, wobei der Betätiger (5) der zur Veränderung der seitlichen Lage des Hebelglieds (4) betätigbar ist, ein Drehglied (52) und eine exzentrische Verbindung (44) des Hebelglieds (4) zum Drehglied (52) aufweist.

Revendications

1. Système de commande de soupapes pour un moteur à combustion interne du type comprenant une

culasse, une soupape en champignon (V) de moteur thermique, et un arbre à came d'actionnement de soupape (A) définissant un axe de came (A1) ayant une première came (B) et une deuxième came (C); ledit système de commande de soupapes comprenant un premier bras de culbuteur (2) disposé pour une mise en contact d'actionnement avec ladite première came (B); un deuxième bras de culbuteur (3) disposé pour une mise en contact d'actionnement avec ladite deuxième came (C); et des moyens ayant un premier état (FIG. 14A) pour sélectivement interconnecter lesdits premier (2) et deuxième (3) bras de culbuteur pour un mouvement pivotant à l'unisson, en réponse à l'application d'une force par ladite première came (B) sur ledit premier bras de culbuteur (2); lesdits moyens d'interconnexion sélective présentant un deuxième état (FIG. 14B), auquel lesdits premier (2) et deuxième bras de culbuteur effectuent l'un par rapport à l'autre un mouvement de pivotement, dans lequel:

chacun dudit premier (2) et dudit deuxième (3) bras de culbuteur présente une extrémité de soupape (21, 31), disposée, en utilisation, de façon adjacente à ladite soupape à champignon (V) pour moteur; et un connecteur (37) est associé fonctionnellement auxdites extrémités de soupape (21, 31) desdits bras de culbuteur (2, 3), de manière que le seul déplacement relatif autorisé entre lesdits premier (2) et deuxième (3) bras de culbuteur soit ledit mouvement de pivotement relatif, ledit mouvement étant effectué autour dudit connecteur (37);

caractérisé en ce que le système de commande de soupapes comprend en outre:

un organe de mise en contact de came (R), en contact de fonctionnement avec ladite deuxième came (C) et avec ledit deuxième bras de culbuteur (3), et des moyens (4, 44, 52), susceptibles de fonctionner pour faire varier l'emplacement dudit organe de contact de came (R) et la levée de soupape résultante, tandis que lesdits moyens permettant une interconnexion sélective se trouvent audit deuxième état (FIG. 14B).

2. Système de commande de soupapes selon la revendication 1, dans lequel chacun desdits premier (2) et deuxième (3) bras de culbuteur présente une extrémité de verrouillage (22, 32), disposée à l'extrémité axialement opposée depuis lesdites extrémités de soupape (21, 31), lesdits moyens permettant d'interconnecter sélectivement lesdits bras de culbuteur (2, 3) étant associés fonctionnellement auxdites extrémités de verrouillage (22, 32) desdits

bras de culbuteur (2, 3), et ledit organe de contact de came (R) étant disposé en position intermédiaire entre lesdites extrémités de soupape et lesdites extrémités de verrouillage.

3. Système de commande de soupapes selon la revendication 1 ou la revendication 2, dans lequel ledit deuxième bras de culbuteur (3) définit une surface supérieure (36) concave, et ledit organe de mise en contact de came comprend un galet (R), en contact avec à la fois ladite deuxième came (C) et ladite surface concave (36).

4. Système de commande de soupapes selon la revendication 1, dans lequel :

lesdits moyens ayant un premier état et un deuxième état sont des moyens de verrouillage ;

lesdits moyens de verrouillage, audit premier état, interconnectent sélectivement lesdits premier (2) et

deuxième (3) bras de culbuteur pour un mouvement pivotant à l'unisson, en réponse audit contact d'actionnement de ladite première came (B) et dudit premier bras de culbuteur (2), pour fournir une première relation fixe de l'ouverture de soupape par rapport au déplacement en rotation dudit arbre à came (A) ;

ledit organe de contact de came (R) est disposé entre ladite deuxième came (C) et ledit deuxième bras de culbuteur (3) ;

ledit organe de mise de contact de came (R) est fixé pour un déplacement avec un organe formant levier (4) déplaçable latéralement ;

ledit connecteur de soupape comprenant en outre un actionneur (5), susceptible de fonctionner pour faire varier l'emplacement latéral dudit organe formant levier (4) et dudit organe de contact de came (R), tandis que lesdits moyens permettant une interconnexion sélective se trouvent audit deuxième état (FIG. 14B), de manière que, audit deuxième état, la relation entre l'ouverture de soupape et le déplacement en rotation dudit arbre à came (A) soit variable.

5. Système de commande de soupapes selon la revendication 1, dans lequel :

(a) lesdits moyens (4, 44, 52) susceptibles de fonctionner pour faire varier l'emplacement dudit organe de contact de came comprennent un organe formant levier (4) déplaçable latéralement ; et

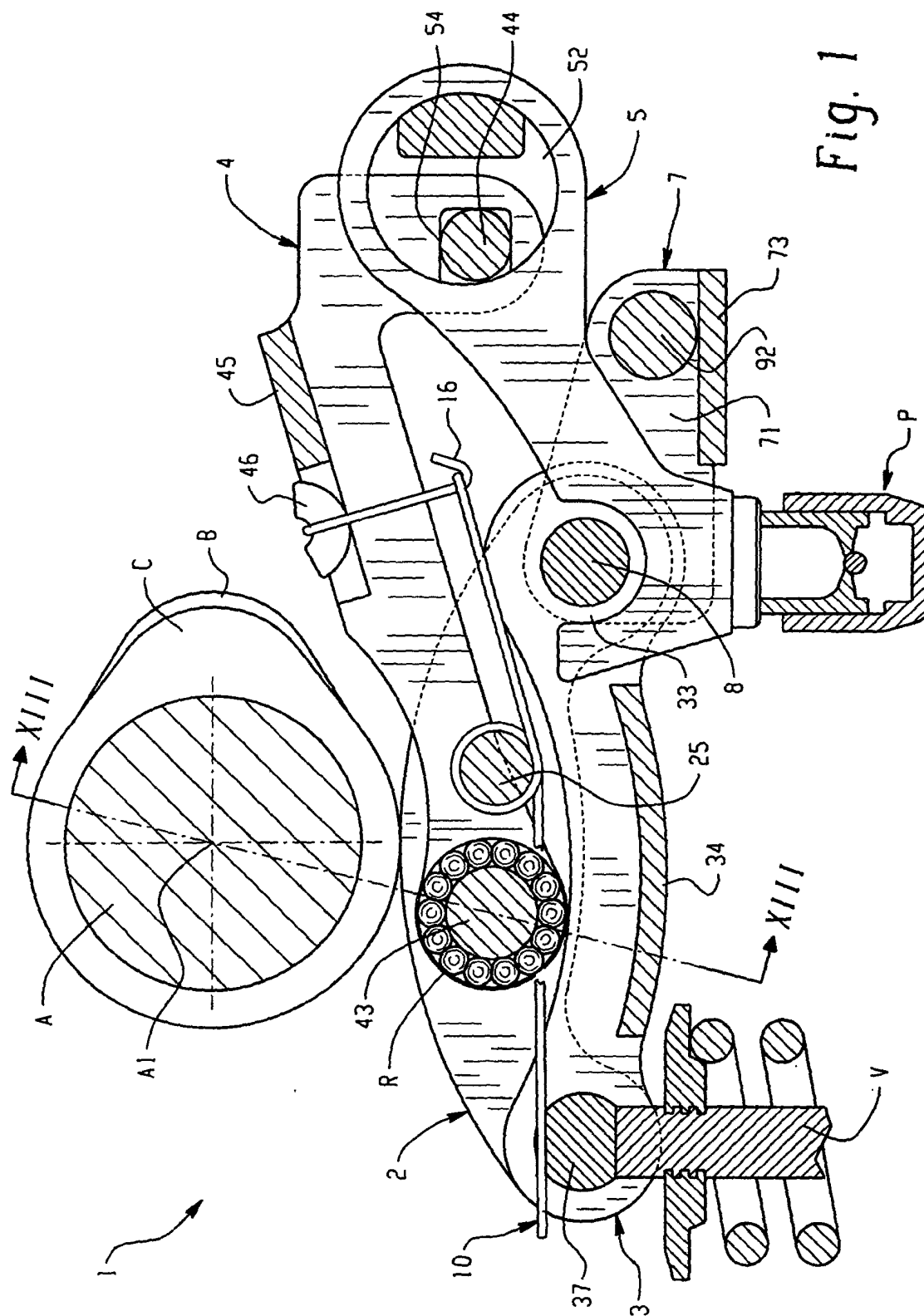
(b) un actionneur (5), susceptible de fonctionner pour faire varier l'emplacement latéral dudit organe formant levier (4) et dudit organe de contact de came (R) tandis que lesdits moyens

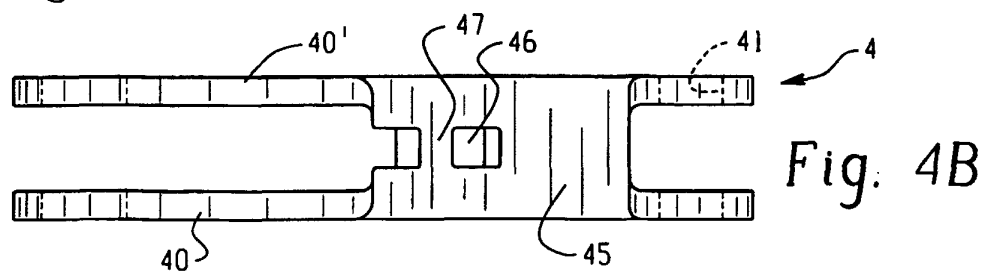
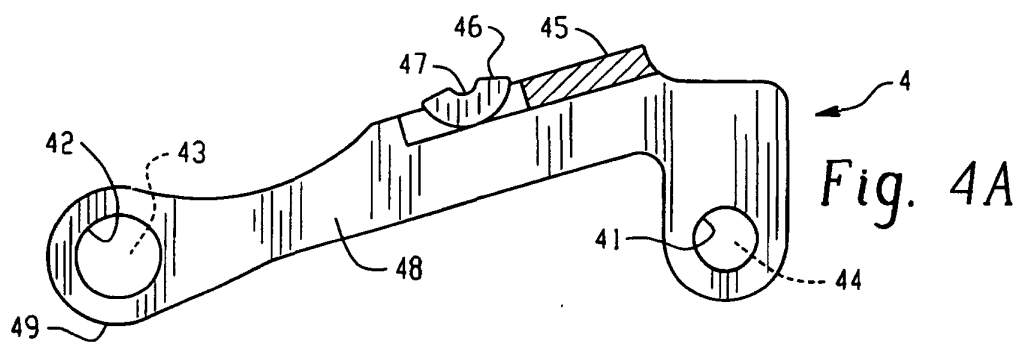
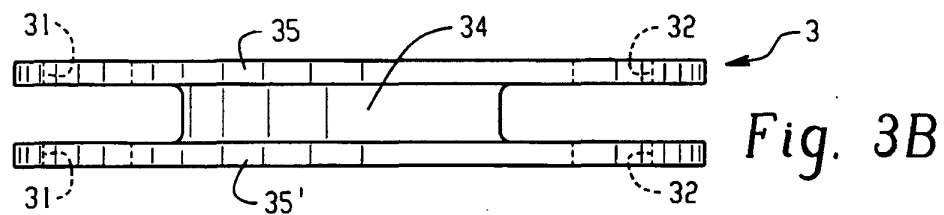
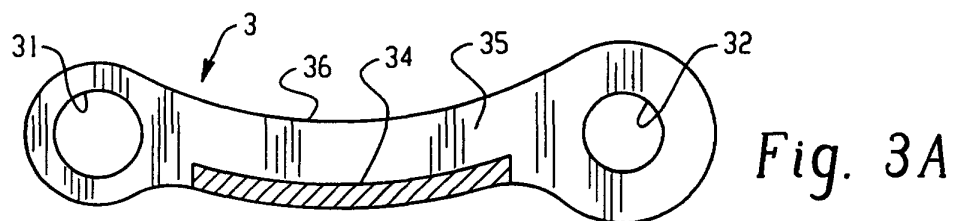
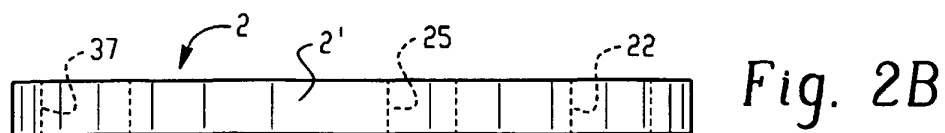
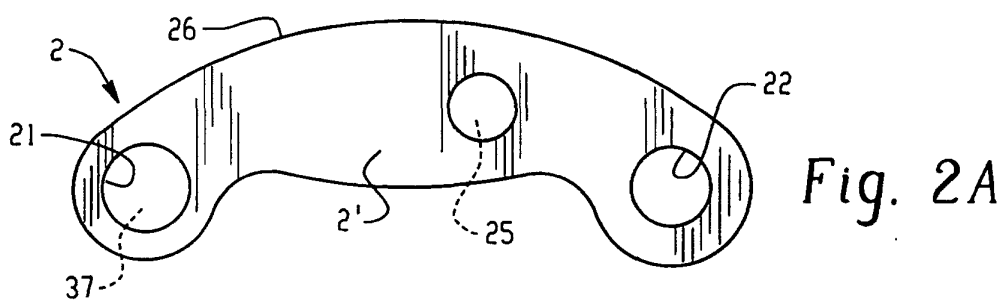
d'interconnexion sélective se trouvent audit deuxième état (FIG. 14B), de manière que, audit deuxième état, la relation entre l'ouverture de soupape et le déplacement en rotation dudit arbre à came (A) soit variable.

6. Système de commande de soupapes selon la revendication 4 ou la revendication 5, dans lequel ladite première came (B) et ledit premier bras de culbuteur (2) sont configurés de manière que la levée de la soupape au premier soit supérieure état qu'à ce qu'elle est au deuxième état (FIG. 14B).

7. Système de commande de soupapes selon l'une quelconque des revendications 4 à 6, dans lequel ledit organe formant levier (4) dudit organe de contact de came (R) est placé, par rapport audit axe de came (A1) et audit deuxième bras de culbuteur (3), de manière que la soupape s'ouvre plus précocement et se ferme plus tardivement au premier état (FIG. 14A) qu'au deuxième état (FIG. 14B).

8. Système de commande de soupapes selon l'une quelconque des revendications 4 à 7, dans lequel ledit actionneur (5), susceptible de fonctionner pour faire varier l'emplacement latéral dudit organe formant levier (4), comprend un organe rotatif (52) et une connexion excentrique (44) dudit organe formant levier (4) audit organe rotatif (52).





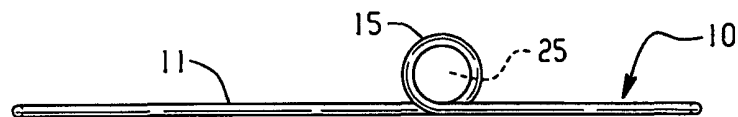


Fig. 5A

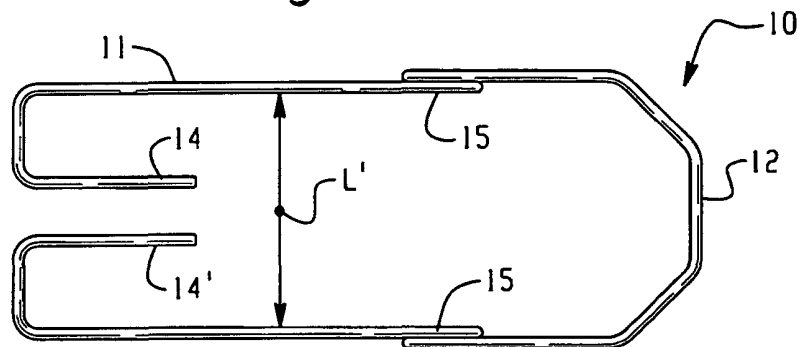


Fig. 5B

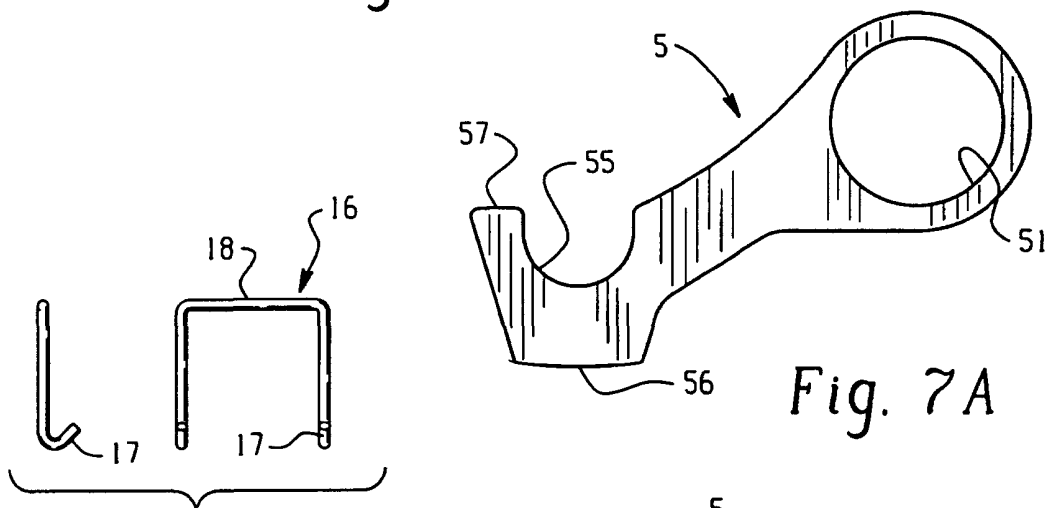


Fig. 7A

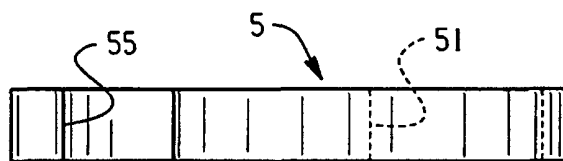


Fig. 7B

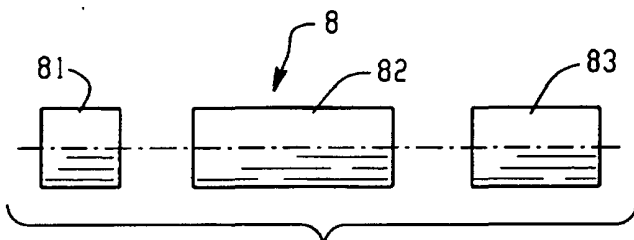


Fig. 8

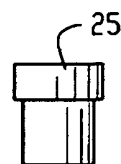


Fig. 9

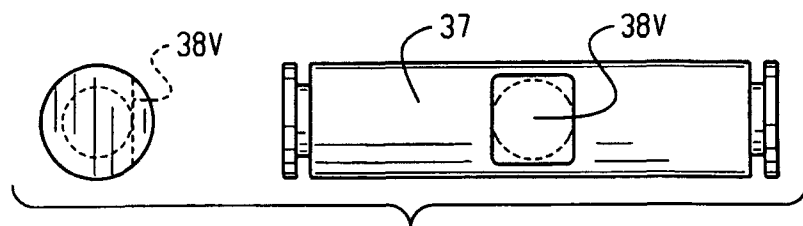


Fig. 10

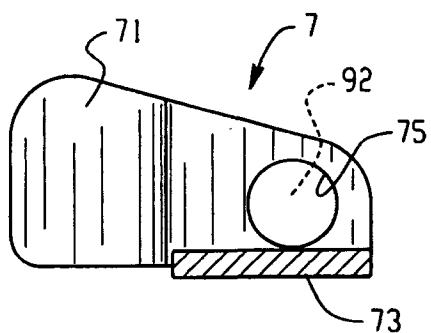


Fig. 11

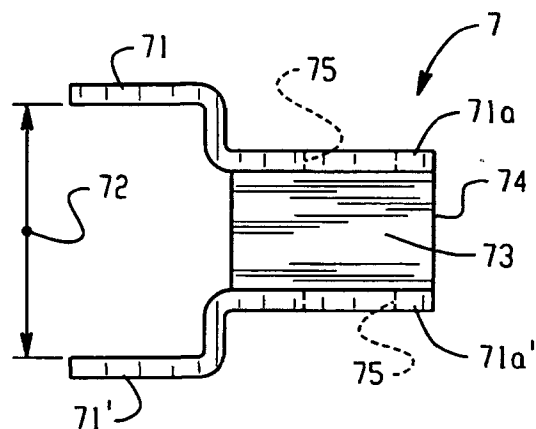


Fig. 12

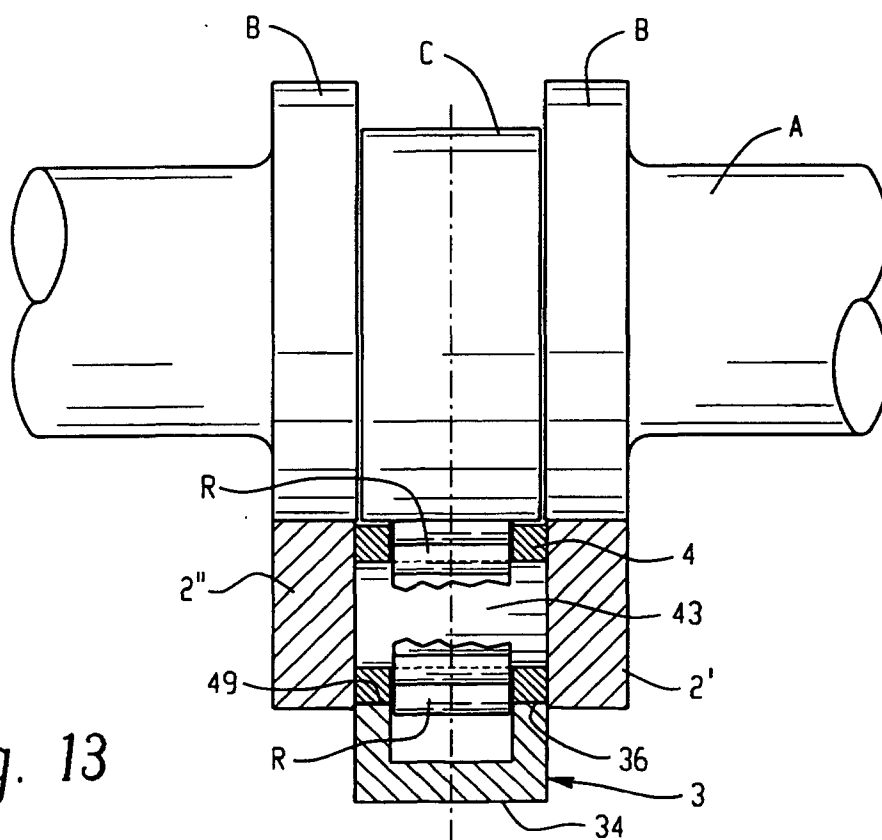


Fig. 13

