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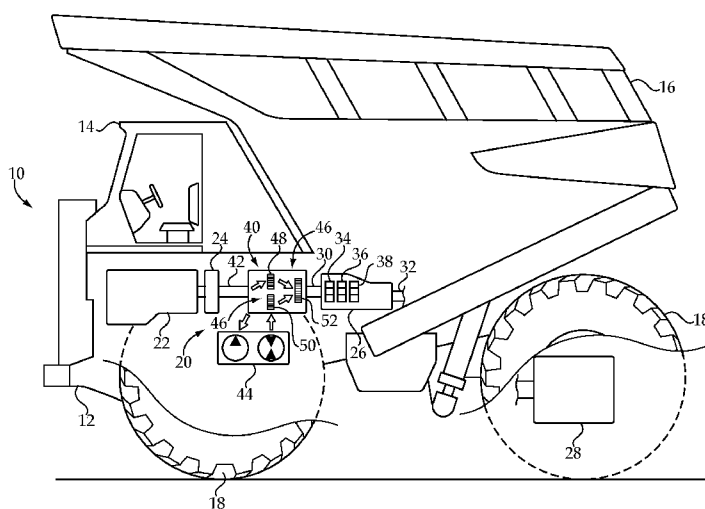


Fig.1

(57) Abstract: A powertrain system (20) in a machine (10) includes a transmission (26), and a transmission drive mechanism (40) coupled between the transmission (26) and an engine (22). The transmission drive mechanism (40) includes a split path architecture where a first input gear (48) receives a torque input from a driveshaft (42) and a second input gear (50) receives a torque input from a variator (44). The transmission drive mechanism (40) is thereby structured to operate the transmission (26) at a range of speeds that is not dependent upon a speed of the engine (22), enabling the engine (22) to operate at an engine speed set point or with an optimum engine speed range.

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DescriptionPOWERTRAIN SYSTEM FOR MACHINE AND METHOD OF
OPERATING SAME

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Technical Field

The present disclosure relates generally to machine powertrains, and more particularly to a transmission drive mechanism structured to vary transmission input speeds in a manner that is decoupled from engine speed.

10 Background

A great many different powertrain systems are well-known and widely used. Mechanical, hydro-mechanical, electric, hybrids of these and still others have been the subject of engineering research and commercial production for many years. In a conventional powertrain architecture for mobile machines, a transmission is positioned functionally between an engine and a final drive. The transmission in general provides different gear ratios or continuously variable effective gear ratios between the engine and the final drive.

In a conventional mechanical automatic transmission a plurality of gear sets are coupled between input and output shafts of the transmission, and torque transfer through the transmission switches among the gear sets depending upon conditions. In a hydro-mechanical transmission, a hydraulic pump typically driven by way of engine power is coupled with and supplies fluid to a hydraulic motor that in turn applies torque to a final drive or individual wheels or tracks. Over the years, engineers have proposed a great many variations on these and other basic transmission types. Commonly owned United States Patent No. 8,808,131 to Seipold et al. is directed to a Multi-Range Hydro-Mechanical Transmission. Seipold proposes a design where a continuously variable transmission has multiple planetary gear sets, and a variator drives a ring gear of

one of the planetary gear sets. Clutches are coupled between output shafts of the transmission and drive gears.

Summary

In one aspect, a powertrain system for a machine includes a
5 transmission having a transmission input shaft, a transmission output shaft, and a plurality of transmission gears coupled between the transmission input shaft and the transmission output shaft. The system further includes a transmission drive mechanism coupled with the transmission and including an incoming driveshaft, a variator, and a planetary gear train having a first rotatable input element, a
10 second rotatable input element, and a rotatable output element structured to drive the transmission input shaft. The first rotatable input element being structured to receive a first torque input from the incoming driveshaft, the second rotatable input element being structured to receive a second torque input from the variator, and the rotatable input element being coupled with each of the first and the
15 second torque inputs in the driving of the transmission input shaft.

In another aspect, a machine includes a frame and a plurality of ground-engaging propulsion elements coupled to the frame, and a powertrain system coupled to the frame and including an engine, a transmission, and a transmission drive mechanism. The transmission drive mechanism is structured
20 to rotate an input shaft of the transmission at a range of speeds decoupled from a speed of rotation of the engine. The transmission drive mechanism includes an incoming driveshaft coupled with the engine, a planetary gear train including a rotatable output element coupled with the transmission, and a variator. The transmission drive mechanism further includes a first torque input coupling
25 between the incoming driveshaft and the planetary gear train, and a second torque input coupling between the variator and the planetary gear train.

In still another aspect, a method of operating a powertrain system in a machine includes rotating a first input element in a planetary gear train by way of an incoming driveshaft rotating at a driveshaft speed determined by an

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engine speed in the machine. The method further includes rotating a second input element in the planetary gear train by way of a variator rotating at a first variator speed not determined by the engine speed. The method further includes operating the planetary gear train so as to rotate an input shaft of a transmission

5 by way of torque from each of the first and the second input elements to produce a first transmission input speed while the engine operates at the engine speed.

The method still further includes rotating the second input element by way of the variator rotating at a second variator speed not determined by the engine speed, and operating the planetary gear train so as to rotate the input shaft by way of

10 torque from each of the first and second input elements to produce a second transmission input speed while the engine operates at the engine speed.

Brief Description of the Drawings

Fig. 1 is side diagrammatic view of a machine having a powertrain system, according to one embodiment;

15 Fig. 2 is diagrammatic view of a powertrain system, according to one embodiment;

Fig. 3 is a schematic view of a powertrain system, according to one embodiment;

Fig. 4 is a partially sectioned side diagrammatic view of a portion

20 of a powertrain system, according to one embodiment;

Fig. 5 is a schematic view of a powertrain system, according to another embodiment; and

Fig. 6 is a nomograph illustrating relationships among parameters in a powertrain system according to the present disclosure.

25 Detailed Description

Referring to Fig. 1, there is shown a machine 10 according to one embodiment, and including a frame 12 and a plurality of ground-engaging propulsion elements 18 coupled to frame 12. Machine 10 further includes a cab

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14 mounted to frame 12, and a dump bed 16. In the illustrated embodiment machine 10 is shown as a mining truck, however, the present disclosure is not limited as such and different types of construction or mining machinery and still other equipment could benefit from the teachings set forth herein. Machine 10
5 may be a wheeled machine as shown, but could additionally or alternatively have tracks in other instances. Machine 10 further includes a powertrain system 20 coupled with frame 12 and structured to provide drive power to ground-engaging elements 18. A final drive 28 is also shown in Fig. 1, and could include a back differential, axles, and other conventional hardware. Powertrain system 20
10 includes an engine 22 coupled with a torque converter 24 that transfers torque to a transmission 26 by way of a transmission drive mechanism 40. In a practical implementation strategy transmission 26 includes a plurality of transmission gears 34, 36, and 38 coupled between a transmission input shaft 30 and a transmission output shaft 32 coupled with final drive 28. As will be further
15 apparent from the following description machine 10 may be uniquely structured by way of the architecture and components of powertrain system 20 to operate transmission input shaft 30 at a range of speeds decoupled from a speed of rotation of engine 22.

To this end, transmission drive mechanism 40 is coupled with
20 transmission 26 and may include an incoming driveshaft 42 coupled with torque converter 24 and typically rotated at a speed that is the same as a speed of rotation of engine 22, or a speed that is reduced a consistent amount by way of torque converter 24. In a practical implementation strategy torque converter 24 can function as a gear reduction mechanism that produces an output speed that is
25 more or less at a fixed ratio of the engine speed, such as about 50% of the engine speed in some instances. Torque converter 24 may include a lockup torque converter structured to lock up at a speed of about 3-5 miles per hour in certain instances after operating conventionally at initial launch when machine 10 starts from a stop.

Drive mechanism 40 further includes a variator 44, a planetary gear train 74 having a first rotatable input element 48, a second rotatable input element 50, and a rotatable output element 52 structured to drive transmission input shaft 30. Input element 48 is structured to receive a first torque input from driveshaft 42, and input element 50 is structured to receive a second torque input from variator 44. Output element 52 is coupled with each of input elements 48 and 50, such that planetary gear train 46 combines the first and the second torque inputs in the driving of transmission input shaft 30. As further discussed herein, the structure of drive mechanism 40 provides a first torque input coupling between incoming driveshaft 42 and planetary gear train 46, and a second torque input coupling between variator 44 and planetary gear train 46. In Fig. 1 block arrows illustrate schematically a path for transmitting torque from driveshaft 42 to input shaft 30 by way of input element 48 and output element 52, and another path for transmitting torque from driveshaft 42 to input shaft 30 by way of variator 44, input element 50, and output element 52. As used herein, a variator should be understood as a power transmission mechanism that can change its output in a continuous ratio. Example variators according to the present disclosure can include a hydraulic variator having a hydraulic pump coupled with a hydraulic motor, an electric motor variator, or certain purely mechanical drive mechanisms.

Referring also now to Figs. 2 and 3, there are shown additional features of powertrain system 20 in greater detail and schematically, respectively. In the illustrated embodiment, system 20 includes two variators 44, each of which includes a variator input gear 60 coupled with driveshaft 42 by way of a pump gear train 54 that includes a first pump drive gear 56 carried upon driveshaft 42 and a second pump drive gear 58 coupled between gears 56 and 60 so as to operate variators 44 by way of rotating driveshaft 42. Each of variators 44 may include a hydraulic pump coupled with the corresponding variator input gear 60, and a hydraulic motor coupled with the corresponding hydraulic pump. The

hydraulic pumps will typically have a variable displacement such that an output speed of the variator can be varied independent of a speed of driveshaft 42. In some instance, a brake (not shown) could be coupled with motor shafts of variators 44. As further discussed below, the first torque input coupling between driveshaft 42 and gear train 74 can include or be a part of a mechanical coupling. 5 The coupling of variators 44 with driveshaft 42 enables the second torque input coupling to include or be a part of a hydro-mechanical coupling between driveshaft 42 and gear train 74.

Also shown in Fig. 2 is a motor gear train 62 including motor drive gears 64 coupled with motors of variators 44, and a common driven gear 66 10 coupled with a shaft 68. Shaft 68 is in turn coupled to a driving gear 70 that is coupled with a gear assembly comprised of a gear element 72 and a gear element that can include rotatable input element 50. From the following description it will be appreciated that various of the components of system 20 may be coupled to rotate together, thus the element that is fairly understood as a rotatable input 15 element 48, 50, or a rotatable output element 52 is to be broadly construed, and in either case can be a component that is driven by another component within one of the several gear trains typically included in drive mechanism 40. As gear train 62 is coupled between the first and second variators 44, gear 62 can combine or merge torques produced by each of gears 64. The combined torques are 20 transmitted by way of shaft 68 to gear 70, and thenceforth to components of gear set 76.

Referring also now to Fig. 4, there is shown a sectioned view through a part of drive mechanism 40. It can be seen that gear 70 is coupled with shaft 68, and with gear element 72, in turn coupled with element 50. Shaft 66 25 will receive a torque input from variators 44. As suggested above, any or all of elements 70, 72, or 50 as labeled in Fig. 4, or still others, could be understood as a second rotatable input element structured to receive a torque from a variator. Analogous definitions of the first rotatable input element and rotatable output

element are intended. In a practical implementation strategy, at least one of first and second rotatable input elements 48 and 50 as contemplated herein includes a sun gear or a carrier. A great many different designs for connecting among components in one or more planetary gear trains may be conceived, however, within the scope of the present disclosure. In a further practical implementation strategy rotatable output element 52 includes a ring gear.

In the illustrated embodiment, planetary gear train 46 includes a first planetary gear set 74 that includes first rotatable input element 48. Also in the illustrated embodiment, element 48 includes or is attached to the carrier for a plurality of planet gears 49 of planetary gear set 74. Driveshaft 42 is rotatable relative to a sun gear 78 of gear set 74. A torque transfer component 80 that includes or is attached to the carrier for planet gears 49 rotates with planet gears 49 as they rotate about sun gear 78. Component 80 transfers torque to or from a ring gear 82 of a second planetary gear set 76 of gear train 46. A plurality of planet gears 83 are rotatable between ring gear 82 and a sun gear comprised by rotatable input element 50. Input element 50 is rotatable relative to driveshaft 42. A carrier 81 transfers torque between planet gears 83 and sun gear 78. Rotatable output element 52 is shown in the form of a ring gear 52 of first planetary gear set 74 that conveys a driving torque to transmission input shaft 30 by way of an input element 53.

From the Fig. 4 illustration, it can be seen that the present disclosure contemplates two torque inputs that are merged to provide one torque output to transmission input shaft 30. It can also be noted that two torque transmission paths between first planetary gear set 74 and second planetary gear set 76 are provided by way of the coupling of element 80 with ring gear 82 and the coupling of carrier 81 with sun gear 78. As alluded to above there are numerous different design strategies for inputting multiple torques to one or more planetary gear sets to provide one output torque. Likewise, there are various different pathways whereby torque can be transferred between two planetary gear

sets in a transmission drive mechanism. Factors including system ruggedness and robustness, the extent of speed reduction between an engine and a transmission input shaft, and the range of speeds it is desired to provide as an input to a transmission will bear upon the particular physical configuration that is selected. It will typically also be desirable to operate engine 22 within a relatively narrow speed range for purposes of efficiency and emissions control and/or management, at least much of the time. Thus, the desired engine speed operating point can bear on factors such as the numbers of gear teeth in certain gears, for example. Still other benefits from operating an engine with reduced or minimal speed fluctuations can include reduced noise, prolonged engine life, reduced lubricant consumption, for example.

Fig. 5 presents one alternative embodiment where a transmission drive mechanism 140 is used in a powertrain system 120 having a different architecture than that previously described. In system 120 an incoming driveshaft 142 may be coupled with a pump gear train 154 to drive a variator 144 or potentially two variators 144. Each variator 144 may have a configuration similar to that used in the foregoing embodiment. An output or motor gear train 162 is structured to provide a torque input to a planetary gear train or set 174. Another gear train 190 is coupled between incoming driveshaft 142 and planetary gear set 174. A transmission input shaft 130 is driven by way of planetary gear set 174 to drive a transmission 126. Incoming driveshaft 142 defines an axis of shaft rotation 192, and planetary gear set 174 defines a center axis of gear rotation. In the illustrated embodiment, gear set 174 includes a sun gear 178, a set of planet gears and a carrier 148, and a ring gear 152. Sun gear 178 receives the torque input from variator(s) 144, whereas carrier 148 receives the torque input from gear train 190. It can be noted that axis 194 is offset from axis 192, and that gear train 190 compensates for the offset. Apart from the offset axes, powertrain system 120 may also differ from powertrain system 20 described above in that only a single planetary gear set is used.

Referring now to Fig. 6, there is shown a nomograph 200 illustrating example relationships among certain parameters according to the present disclosure. In Fig. 6 speed is shown along the vertical axis. Line 210 can be understood as a start line indicating a slowest part of a speed range, and line 220 can be understood as an end line indicating a highest part of a speed range. Vertical line 50 is the component of the planetary gear train that is driven by one or more variators such as input element 50. Vertical line 52 is the component of the planetary driving the input to the transmission such as input element 52, and vertical line 48 is the piece of the planetary driven by the engine such as input element 48. It can be seen from Fig. 6 that a variator speed of about 1600 rpm (line 50) might correspond to a transmission input speed (line 52) of about 1900 rpm and an engine speed (line 48) of about 1500 rpm. Under similar conditions a variator speed of about 1900 rpm might correspond to a transmission input speed of about 1400 rpm and the engine speed of about 1500 rpm. A range 225 is about a 35% step. Gear ratios in certain transmissions advantageously used in the context of the present disclosure may be about 1:1.35, thus general speed ranges and structures of a planetary gear set suitable for one particular application can be deduced from the Fig. 6 nomograph. Where a different transmission ratio were of interest the nomograph could appear somewhat different. Another way to understand these principles is that the present disclosure provides a strategy for obtaining a desired range of speed inputs to a transmission based upon a fixed engine speed and a variable variator speed.

Industrial Applicability

Referring to the drawings generally, but in particular reference to the embodiment of Figs. 1-4, operating powertrain system 20 may include rotating first input element 48 by way of incoming driveshaft 42 while rotating driveshaft 42 at a driveshaft speed that is determined by an engine speed in machine 10. Second input element 50 can be rotated by way of variator(s) 44, while rotating at a first variator speed not determined by the engine speed. As

described herein, variator(s) 44 can be operated through a range of speeds by varying pump displacement without any adjustment in engine speed. Planetary gear train 46 can be operated so as to rotate input shaft 30 of transmission 26 by way of torque from each of first and second input elements 48 and 50 while
5 engine 22 operates at the desired engine speed.

So long as machine 10 is traveling at a constant speed on a level grade, for example, the foregoing speed relationships may continue. When it is desirable to change a speed of machine 10, or for another reason change a speed of transmission input shaft 30, variator motor displacement can be varied such
10 that input element 50 is rotated at a second variator speed not determined by engine speed. If machine 10 is accelerating, the second variator speed might be greater than the first variator speed, and if decelerating the second variator speed might be less than the second variator speed. As variator speed changes, planetary gear train 46 can be operated so as to rotate input shaft 30 by way of
15 torque from each of first and second input elements 48 and 50 to produce a second transmission input speed while engine 22 operates at the engine speed.

The foregoing example operation enables transmission input speed to be varied through a range sufficient to shift through a full range of gears in machine 10 without any substantial variation in a speed of engine 22. Those
20 skilled in the art will appreciate that this technique differs from earlier strategies where engine speed had to be varied through, for example, a speed range of about 35% to shift through each gear. In other words, rather than needing to speed an engine up or slow the engine down by about 35%, or another generally fixed amount, to obtain a 35% speed change in the transmission input speed the speed
25 change can be obtained by way of a variable input from variators. Those skilled in the art will also be familiar with the desirability, as provided by the present disclosure, of the capability to minimize fluctuations in engine speed to enable an engine to operate at a relatively stable operating point to obtain advantages respecting emissions, improved efficiency, and others as noted above.

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The present description is for illustrative purposes only, and should not be construed to narrow the breadth of the present disclosure in any way. Thus, those skilled in the art will appreciate that various modifications might be made to the presently disclosed embodiments without departing from
5 the full and fair scope and spirit of the present disclosure. Other aspects, features and advantages will be apparent upon examination of the attached drawings and appended claims.

Claims

1. A powertrain system (20, 120) for a machine (10) comprising:
 - 5 a transmission (26, 126) including a transmission input shaft (30, 130), a transmission output shaft (32), and a plurality of transmission gears (34, 36, 38) coupled between the transmission input shaft (30, 130) and the transmission output shaft (32); and
 - a transmission drive mechanism (40, 140) coupled with the
 - 10 transmission (26, 126) and including an incoming driveshaft (42, 142), a variator (44, 144), and a planetary gear train (46, 174) having a first rotatable input element (48, 148), a second rotatable input element (50, 178), and a rotatable output element (52, 152) structured to drive the transmission input shaft (30);
 - the first rotatable input element (48, 148) being structured to
 - 15 receive a first torque input from the incoming driveshaft (42, 142), the second rotatable input element (50, 178) being structured to receive a second torque input from the variator (44, 144), and the rotatable output element (52, 152) being coupled with each of the first and the second rotatable input elements (48, 148, 50, 178), such that the planetary gear train (46, 174) combines the first and the
 - 20 second torque inputs in the driving of the transmission input shaft (30, 130).
2. The system (20, 120) of claim 1 wherein the variator (44, 144) includes a variator input gear (60) coupled with the incoming driveshaft (42, 142) so as to operate the variator (44, 144) by way of rotating the incoming
- 25 driveshaft (42, 142);
- wherein the variator (44, 144) includes a hydraulic pump coupled with the variator input gear (60), and a hydraulic motor coupled with the hydraulic pump;
- wherein the hydraulic pump has a variable displacement.

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3. The system (20) of claim 2 further comprising a second variator (44) including a second variator input gear (60) coupled with the incoming driveshaft (42);
- the system (20) further comprising a second gear train (54)
- 5 coupled between the first and the second variators (44, 44) and the second rotatable input element (50) and structured to combine output torques of each of the first and the second variators (44, 44) to produce the second input torque;
- wherein the first input element (48) includes a carrier (81) coupled with a set of planet gears (83) in the planetary gear train (46), and the second
- 10 input element (50) includes a sun gear (50) in the planetary gear train (46).
4. The system (20) of claim 2 wherein the planetary gear train (46) includes a first planetary gear set (74) that includes the first rotatable input element (48) and the rotatable output element (52), and a second planetary gear
- 15 set (76) that includes the second rotatable input element (50) and is coupled between the variator (44) and the first planetary gear set (74).
5. The system (20) of claim 4 wherein the rotatable output element (52) includes a ring gear (82).
- 20
6. A machine (10) comprising:
- a frame (12);
- ground engaging propulsion elements (18) coupled to the frame (12);
- a powertrain system (20, 120) coupled to the frame (12) and
- 25 including an engine (22), a transmission (26, 126), and a transmission drive mechanism (40, 140) structured to rotate an input shaft (30, 130) of the transmission (26, 126) at a range of speeds decoupled from a speed of rotation of the engine (22);

- the transmission drive mechanism (40, 140) including an incoming driveshaft (42, 142) coupled with the engine (22), a planetary gear train (46, 174) including a rotatable output element 52, 152) coupled with the transmission (26, 126), and a variator (44, 144); and
- 5 the transmission drive mechanism (40, 140) further including a first torque input coupling (48, 148) between the incoming driveshaft (42, 142) and the planetary gear train (46, 174), and a second torque input coupling (50, 178) between the variator (44, 144) and the planetary gear train (46, 174).
- 10 7. The machine (10) of claim 6 wherein the variator (44, 144) is coupled with the incoming driveshaft (42, 142);
- wherein the first torque input coupling (48, 148) is a part of a mechanical coupling between the incoming driveshaft (42, 142) and the planetary gear train (46, 174), and the second torque input coupling (50, 178) is a part of a
- 15 hydromechanical coupling between the incoming driveshaft (42, 142) and the planetary gear train (46, 174); and
- wherein the variator (44) includes a hydraulic variator having a variable displacement motor.
- 20 8. The machine (10) of claim 7 wherein the planetary gear train (46) includes a first planetary gear set (74) coupled with a second planetary gear set (76), and wherein the incoming driveshaft (42) is coupled with the first planetary gear set (74) and the variator (44) is coupled with the second planetary gear set (76);
- 25 wherein the transmission drive mechanism (40) further includes a plurality of torque transfer couplings between the first planetary gear set and the second planetary gear set;
- wherein the transmission drive mechanism (40) further includes a second variator (44) coupled with the second planetary gear set (76).

9. The machine (10) of claim 6 wherein the incoming driveshaft (142) defines an axis of shaft rotation, and the planetary gear train (150) defines a center axis of gear rotation that is offset from the axis of shaft rotation, and further including at least one gear (190) coupled between the incoming driveshaft (142) and the planetary gear train (150) and compensating for the offset.

10. A method of operating a powertrain system (20, 120) in a machine (10) comprising:

10 rotating a first input element (48, 148) in a planetary gear train (46, 174) by way of an incoming driveshaft (42, 142) rotating at a driveshaft speed determined by an engine speed in the machine (10);

rotating a second input element (50, 178) in the planetary gear train (46, 174) by way of a variator (44, 144) rotating at a first variator speed not determined by the engine speed;

15 operating the planetary gear train (46, 174) so as to rotate an input shaft (30, 130) of a transmission (26, 126) by way of torque from each of the first and the second input elements (48, 148, 50, 178) to produce a first transmission input speed while the engine (22) operates at the engine speed;

20 rotating the second input element (50, 178) by way of the variator (44, 144) rotating at a second variator speed not determined by the engine speed; and

operating the planetary gear train (46, 174) so as to rotate the input shaft (30, 130) by way of torque from each of the first and second input elements (40, 148, 50, 178) to produce a second transmission input speed while the engine (22) operates at the engine speed.

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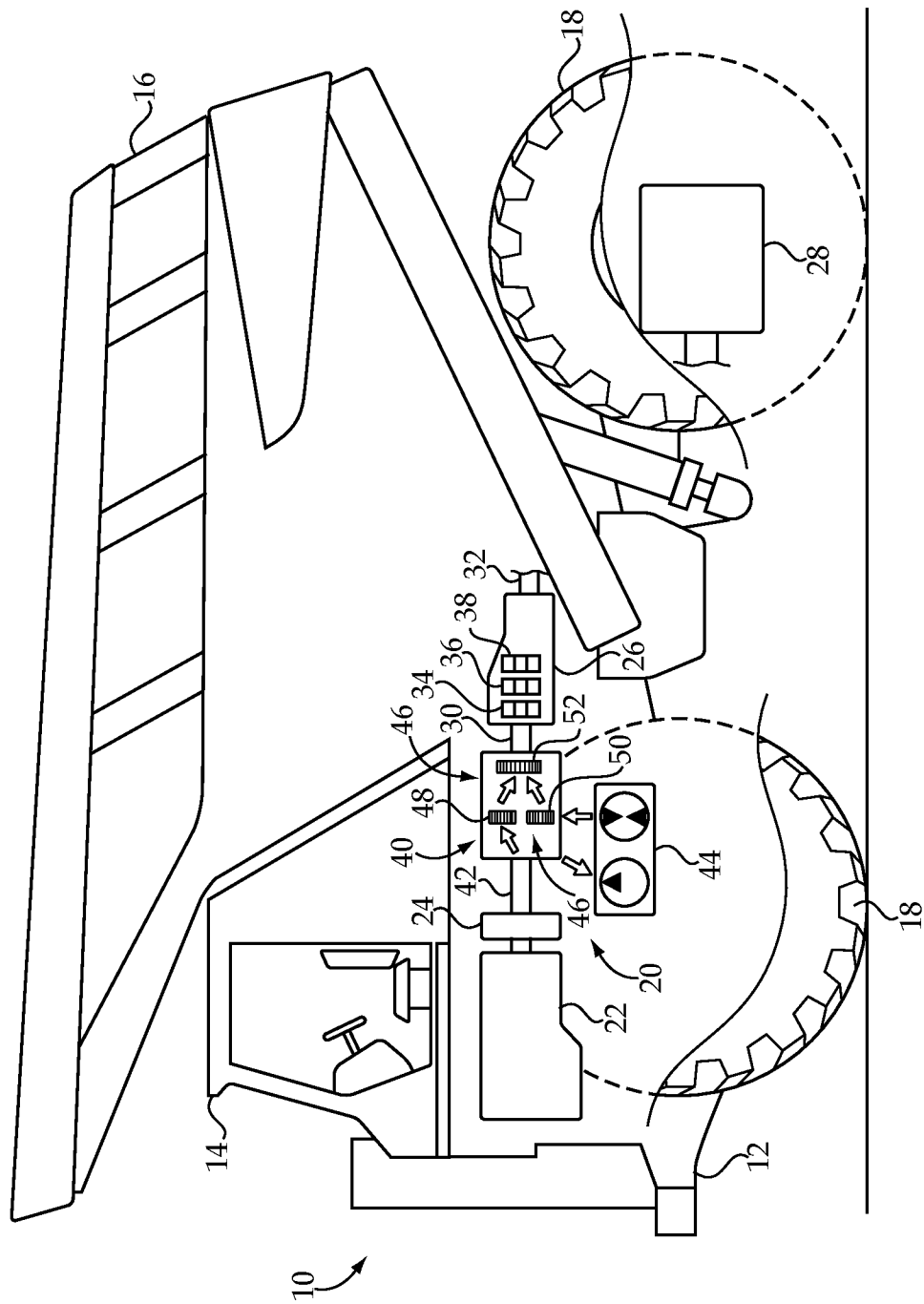


Fig.1

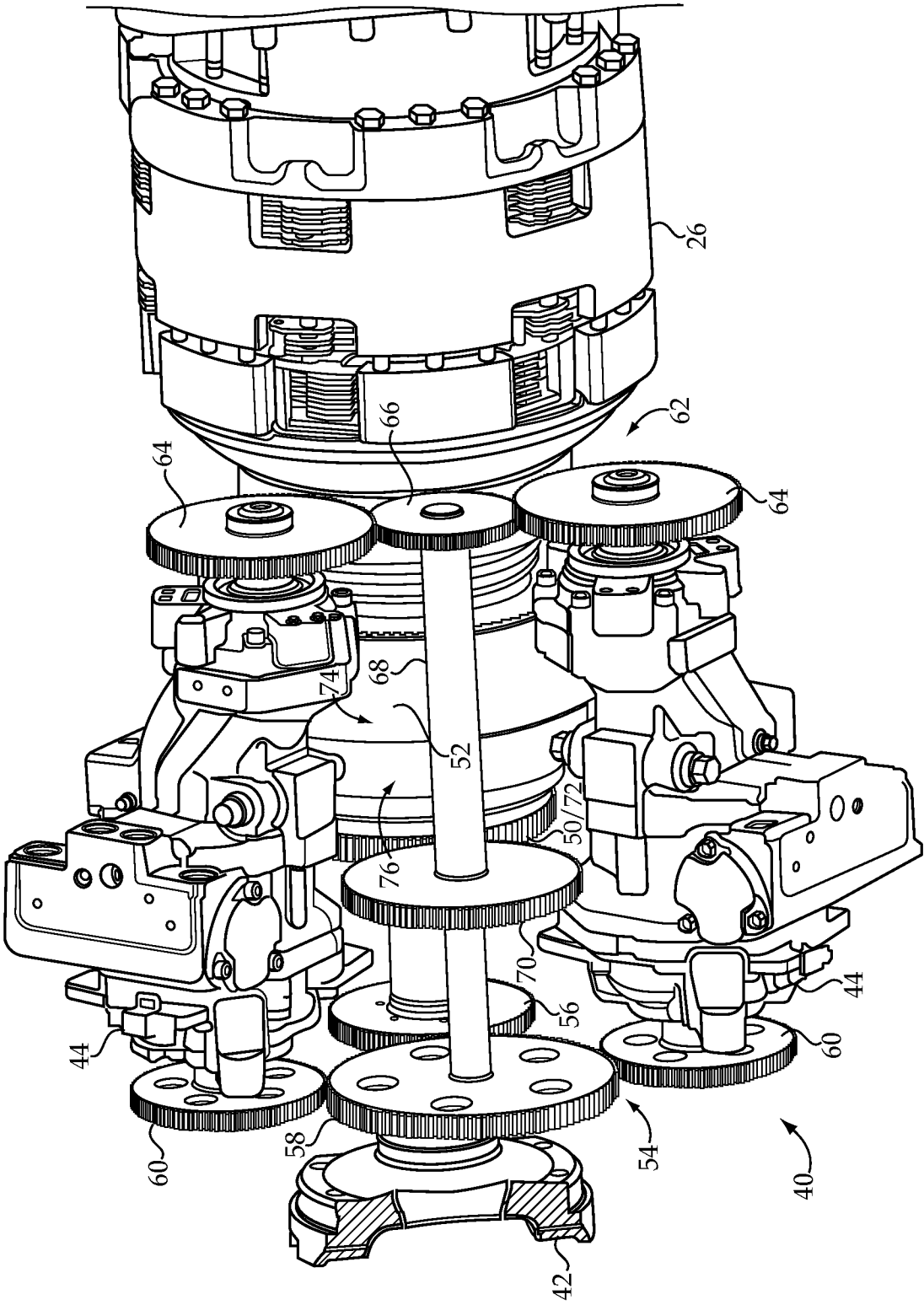


Fig.2

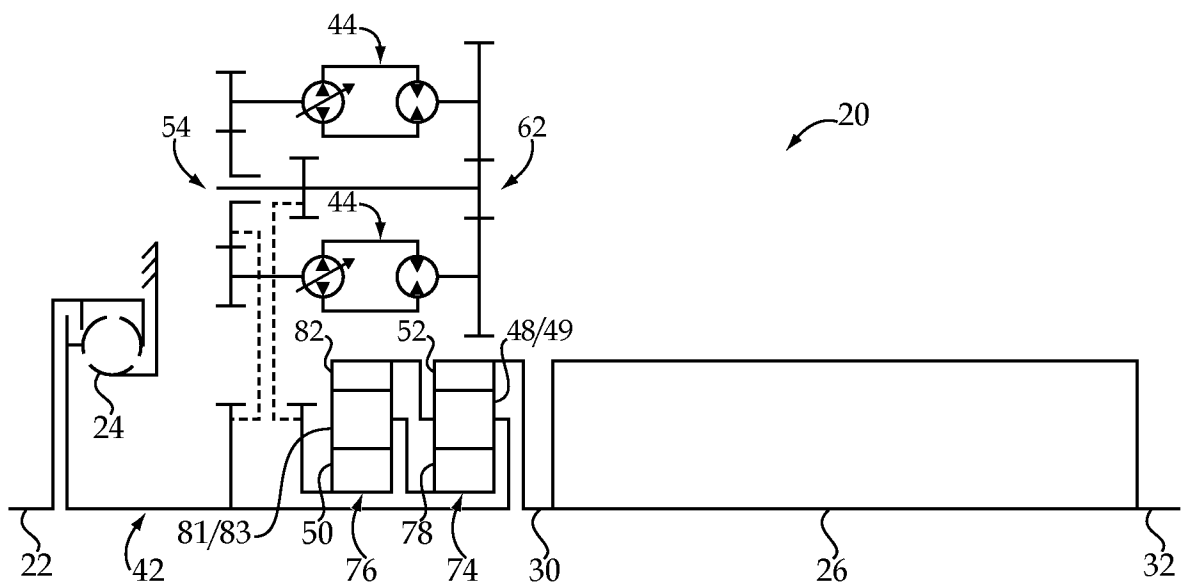


Fig.3

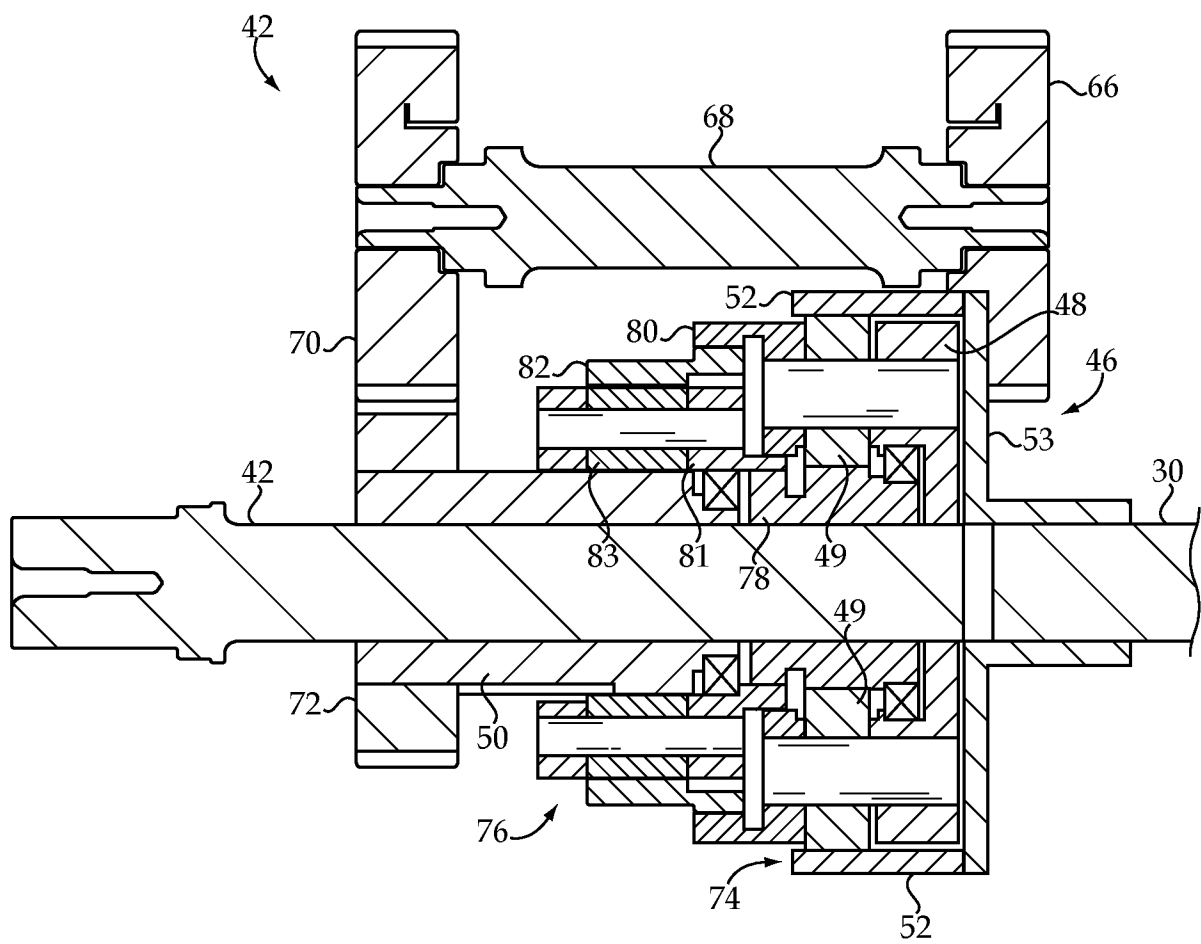


Fig.4

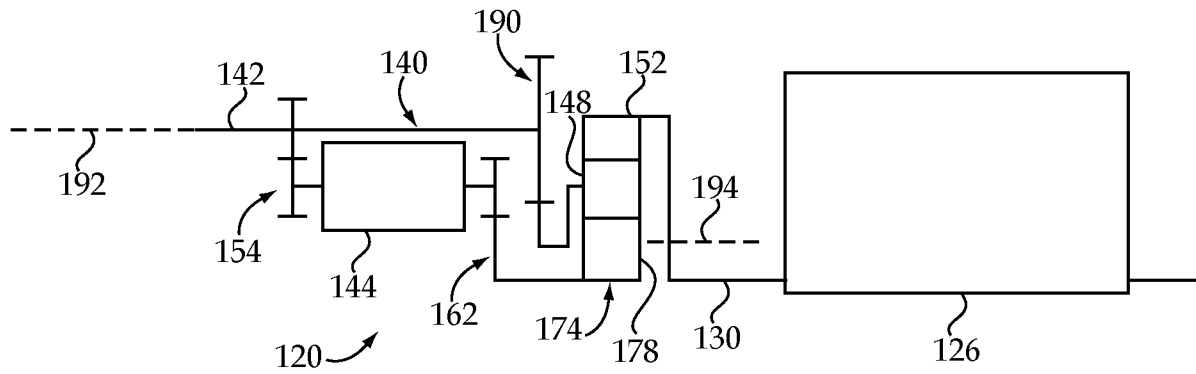


Fig.5

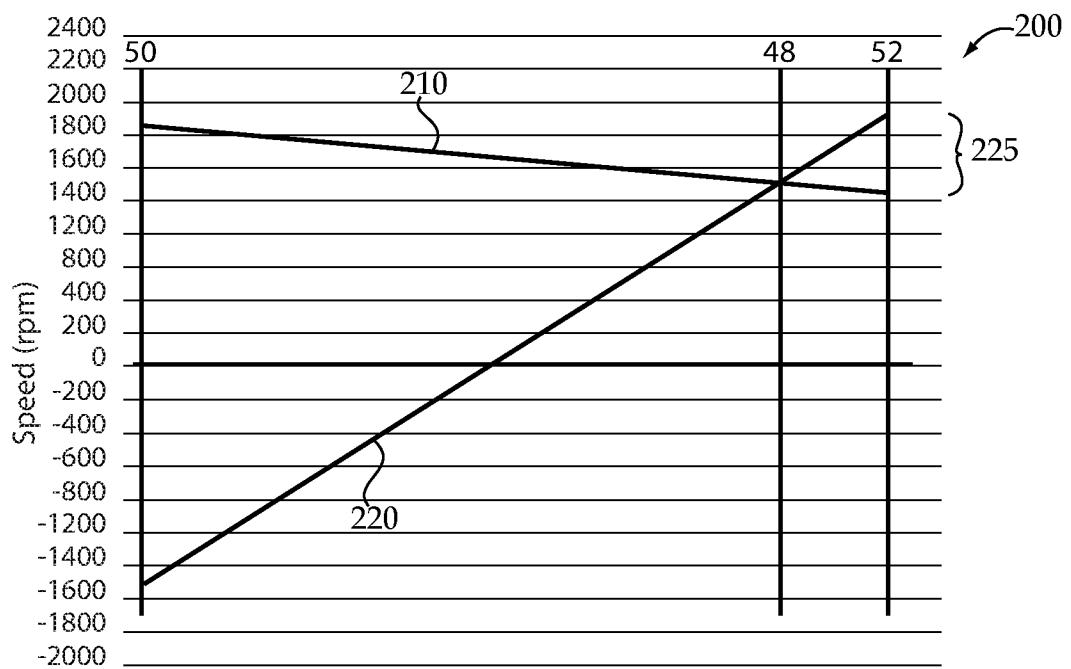


Fig.6

INTERNATIONAL SEARCH REPORT

International application No.
PCT/US2017/024919**A. CLASSIFICATION OF SUBJECT MATTER****B60K 17/04(2006.01)i, B60K 17/22(2006.01)i, F16H 3/44(2006.01)i, F16H 39/02(2006.01)i**

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

B60K 17/04; F16H 61/66; F16H 37/00; F16H 37/06; F16H 47/04; B23P 11/00; F16H 37/02; F16H 61/664; B60K 17/22; F16H 3/44; F16H 39/02

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Korean utility models and applications for utility models

Japanese utility models and applications for utility models

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

eKOMPASS(KIPO internal) & Keywords: power train, transmission, transmission drive mechanism, drive shaft, variator, planetary gear, engine speed, input speed and clutch

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	EP 2955418 A1 (CATERPILLAR INC.) 16 December 2015 See paragraphs [0009]–[0024], [0031], [0033] and figures 1–11.	1–2,4–7,9–10
Y		3,8
Y	US 2012–0152056 A1 (DU et al.) 21 June 2012 See paragraph [0029] and figures 4–6.	3,8
A	US 2011–0172051 A1 (HOFFMAN, DONALD EDWARD) 14 July 2011 See paragraphs [0006]–[0010] and figure 1.	1–10
A	US 2009–0305840 A1 (OLIVER, ROBERT ANDREW) 10 December 2009 See paragraph [0039] and figure 5.	1–10
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Further documents are listed in the continuation of Box C.



See patent family annex.

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INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No.

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