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(71) Applicant: **CLEARMOTION, INC.** [US/US]; 475 Wild-wood Ave., Woburn, MA 01801 (US).

(72) Inventors: **TUCKER, Clive**; 88 Bartlett Street, Apt. 3, Charlestown, MA 02129 (US). **GIOVANARDI, Marco**; 132 Forest Street, Melrose, MA 02176 (US). **EKCHIAN, Jack, A.**; 116 Watson Road, Belmont, MA 02138 (US).

(74) Agent: **FERRARO, Neil, P.**; Wolf, Greenfield & Sacks, P.C., 600 Atlantic Avenue, Boston, MA 02210-2206 (US).

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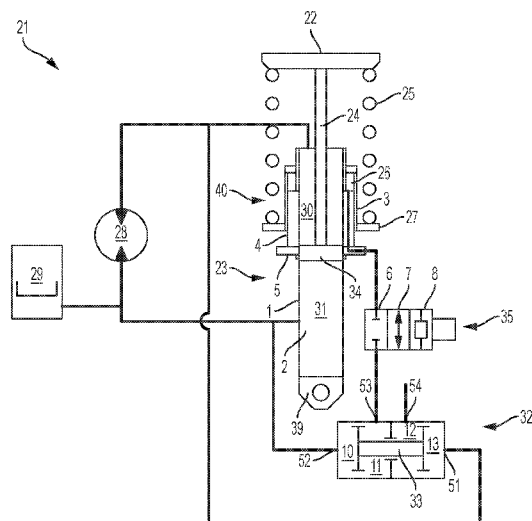


FIG. 1

(57) Abstract: Apparatus and methods are described where multiple linear and/or rotary actuators operate cooperatively in, for example, cross-linked arrangements to control the motion of sprung and unsprung masses in a vehicle. The actuators may include linear primary suspension actuators, spring perch actuators and/or rotary roll-bar actuators that, in some operating modes, are driven directly or indirectly by one or more hydraulic machines.



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INDEPENDENT AND CROSS-LINKED HYDRAULIC ACTUATOR SYSTEMS

CROSS REFERENCE OF RELATED APPLICATIONS

This application claims the benefit of priority under U.S.C. §119(e) of US Provisional Application 62/516848, filed June 8, 2017 the disclosure of which is incorporated herein by reference in its entirety.

FIELD

Methods and embodiments for cross-linking hydraulic actuators.

BACKGROUND

Vehicle suspension systems are used to at least partially isolate a vehicle body and shield vehicle occupants from road and/or acceleration induced disturbances.

For example, when a wheel of a vehicle traverses a speed bump or pothole, the suspension system acts to reduce the amount of wheel displacement that is transferred to the vehicle body.

In addition, vehicles navigating a turn may be exposed to lateral and fore-aft accelerations that may cause the vehicle body to roll about the vehicle's roll axis or to pitch. During a turn, outside suspension elements (the side of the vehicle furthest from the center of rotation) are typically exposed to increased compressive forces due to lateral acceleration while the inside suspension elements may be exposed to increased tensional effects. An active suspension system may, for example, be used to resist those roll-induced compression or tensional forces, at least to some extent.

Furthermore, under certain circumstances, ride-height of the vehicle may also be intentionally altered to accommodate changes in vehicle weight and/or to modify its aerodynamic drag coefficient.

SUMMARY

The motion of the vehicle body, as a result of road-induced and/or inertially induced disturbances, may be modified by using multiple actuators to apply a force or forces on the vehicle body. For example, actuators may be interposed between the vehicle body (i.e., sprung mass) and a wheel assembly (i.e., unsprung mass) to control the relative motion between them. Additionally or alternatively, in some embodiments, actuators may be interposed between a suspension spring and the vehicle body and/or between a suspension spring and a wheel assembly. In some embodiments, an active roll bar actuator or actuators may be used to induce a roll moment in the front and/or rear of the vehicle, to for example counteract an acceleration-induced roll moment.

In one aspect, an active suspension system is disclosed that includes a first hydraulic actuator system with: a first hydraulic device (e.g., a hydraulic machine in a power-pack, a hydraulic motor-pump, a hydraulic pump), a first primary hydraulic actuator directly driven or powered by the first hydraulic device, and a first perch actuator indirectly driven by the first hydraulic device, wherein the first primary hydraulic actuator includes a first compression volume and a first extension volume. In certain embodiments, the first actuator system may also include a first multi-source hydraulic intensifier with a first port in fluid communication with the first compression volume, a second port in fluid communication with the first extension

volume, and a third port in fluid communication with a first volume of the first perch actuator.

In certain embodiments, the suspension system may further include a second actuator system that includes: a second hydraulic device (e.g., a hydraulic machine in a power-pack, a hydraulic motor-pump, a hydraulic pump), a second primary hydraulic actuator directly driven by the second hydraulic device, and a second perch actuator indirectly driven by the second hydraulic device, wherein the second hydraulic actuator includes a second compression volume and a second extension volume. In certain embodiments, the second actuator system may further include a second multi-source hydraulic intensifier with a first port in fluid communication with the second compression volume, a second port in fluid communication with the second extension volume, and a third port in fluid communication with a first volume of the second perch actuator. In certain embodiments, the first multi-source hydraulic intensifier has a fourth port that is in fluid communication with a fourth port of the second multi-source hydraulic intensifier.

In certain embodiments the first perch actuator is interposed between a first suspension spring and a first wheel assembly and the second perch actuator is interposed between a second suspension spring and a second wheel assembly. In certain embodiments, the first suspension spring is in a coil-over arrangement with the first primary actuator, and the second suspension spring is in a coil-over arrangement with the second primary actuator.

In certain embodiments, the first hydraulic actuator of the first actuator system is interposed between a first wheel assembly and a body of the vehicle and the second hydraulic actuator of the second actuator system is interposed between a second wheel assembly and the body of the vehicle.

In certain embodiments, the first hydraulic device is a hydraulic motor-pump and the second hydraulic device is a hydraulic motor-pump.

In another aspect, an active suspension system is disclosed, the active suspension system comprising: a first hydraulic actuator system that includes a first hydraulic device (e.g., a hydraulic machine in a power-pack, a hydraulic motor-pump, a hydraulic pump), and a first primary hydraulic actuator directly powered by the first hydraulic device, wherein the first primary hydraulic actuator includes a first compression volume and a first extension volume; a second hydraulic actuator system that includes a second hydraulic device (e.g., a hydraulic machine in a power-pack, a hydraulic motor-pump, a hydraulic pump), a second primary hydraulic actuator directly driven by the second hydraulic device, wherein the second primary hydraulic actuator includes a second compression volume and a second extension volume; a rotary hydraulic roll bar actuator operatively coupled to a roll bar and configured to be driven by a combination of the first and second hydraulic devices. In certain embodiments, in at least one mode of operation, the first primary hydraulic actuator, the second primary hydraulic actuator and the rotary hydraulic roll bar actuator cooperatively apply a roll moment to the vehicle body.

In certain embodiments, the roll bar actuator includes a first chamber that is in fluid communication with the first compression volume, a second chamber that is in fluid communication with the first extension volume, a third chamber that is in fluid communication with the second compression volume, and a fourth chamber that is in fluid communication with the second extension volume. In certain embodiments, in at least one mode of operation, the first hydraulic device produces a pressure differential between the first and the second chambers that induces a first roll moment in the roll bar, and the second hydraulic device produces a pressure

differential between the third and the fourth chambers that induces a second roll moment in the roll bar. In certain embodiments, the first and second roll moments are in the same direction.

In yet another aspect, passive multi-source hydraulic intensifier is disclosed, the intensifier comprising: a housing including at least a first, second, and third mutually sealed, variable volume chambers, wherein each chamber is at least partially filled with a fluid at a first, second, and third pressure respectively; a multi-surface piston assembly having a first surface exposed to the first pressure, a second surface exposed to the second pressure, and a third surface that is exposed to the third pressure, wherein the relative volumes of the three chambers is a function, at least in part, of the position of the piston assembly relative to the housing. In certain embodiments, in at least one mode of operation the pressure in the first chamber is a function of at least the second pressure and the third pressure.

In certain embodiments, the passive multi-source hydraulic intensifier further includes a first port fluidly connecting the first chamber to a first external volume, and a second port fluidly connecting the second chamber to a second external volume, wherein the first and second chambers are at least partially filled with hydraulic fluid, and wherein the pressures in the first and second external volumes are determined by at least one external pressure source (or source of pressure). In certain embodiments, the third chamber is at least partially filled with a gas. In certain embodiments, the intensifier includes a third port fluidly connecting the third chamber to a third external volume.

In certain embodiments, of the passive multi-source hydraulic intensifier, the first external volume is a compression volume of a primary actuator of a first actuator system, the second external volume is an extension volume of the primary actuator

of the first actuator system, and the third external volume is an internal volume of a spring perch actuator. In certain embodiments, the intensifier includes a fourth chamber that is at least partially filled with hydraulic fluid, and a fourth port that fluidly connects, via a flow path, the fourth chamber to a chamber of a second multi-source hydraulic intensifier. The second multi-source hydraulic intensifier may be part of a second actuator system that includes a second primary actuator and a second spring perch actuator. In certain embodiments, the fourth port is also in selective fluid communication with a fluid reservoir may be: a reservoir that is open to the atmosphere or a pressurized reservoir that may be pressurized by a quantity of gas trapped in the reservoir. In certain embodiments, the first and second actuator systems are a part of an active suspension system of a vehicle. In certain embodiments, the first and second primary actuators and first and second spring perch actuators are configured to work cooperatively to apply one or more moments on the vehicle body.

It should be appreciated that the foregoing concepts and additional concepts discussed below may be arranged in any suitable combination, as the present disclosure is not limited in this respect. Further, other advantages and novel features of the present disclosure will become apparent from the following detailed description of various non-limiting embodiments when considered in conjunction with the accompanying figures.

DESCRIPTION OF FIGURES

The accompanying figures are not intended to be to scale unless otherwise explicitly indicated. In the figures, each identical or nearly identical component that is illustrated in the various figures may be represented by a like numeral. For

purposes of clarity, not every component may be labeled in every figure. In the figures:

Fig. 1 illustrates an embodiment of a hydraulic actuator system.

Fig. 2 illustrates an embodiment of a multi-source pressure intensifier with four chambers and four ports.

Fig. 3 illustrates an embodiment of an active suspension arrangement that includes two hydraulic actuator systems that are cross-linked.

Fig. 4 illustrates the embodiment of Fig. 3 in an operating mode where the actuators from each actuator system apply forces in the same direction.

Fig. 5 illustrates the embodiment of Fig. 3 in an operating mode where the actuator systems apply a roll moment on the vehicle body.

Fig. 6 illustrates an embodiment of a hydraulic actuator system that includes a multi-source pressure intensifier with an internal accumulator.

Fig. 7 illustrates an embodiment of two cross-linked hydraulic actuator systems that cooperate to drive a hydraulic rotary actuator.

Fig. 8 illustrates another embodiment of two cross-linked hydraulic actuator systems that cooperate to drive a hydraulic rotary actuator via hydraulic filters.

Fig. 9 illustrates a further embodiment of two cross-linked hydraulic actuator systems that cooperate to drive a hydraulic rotary actuator via pressure intensifiers.

Fig. 10 illustrates a further embodiment of two cross-linked hydraulic actuator systems that cooperate to drive a hydraulic rotary actuator via pressure intensifiers and hydraulic filters to apply a roll moment on the vehicle body.

DETAILED DESCRIPTION

A glossary of some terms or phrases used in this disclosure is included at the end of this section.

In an active suspension system, one or more hydraulic actuators may be used individually or co-operatively to control various aspects of vehicle body and/or wheel motion. In some embodiments, multiple suspension actuators may be used co-operatively to control, for example, heave, pitch, roll and/or ride-height of the vehicle body.

In some embodiments, an active suspension system may include one or more hydraulic actuator systems. Each such actuator system may include, for example, multiple linear and/or rotary actuators that are driven or powered directly or indirectly by an electro-hydraulic power-pack. In some embodiments, fluid communication between at least one volume of the first actuator and a port of the hydraulic device of the power-pack and/or a port of a multi-source pressure intensifier and a volume in the second actuator may, at least in certain operating modes, be regulated by a hydraulic pulsation mitigation filter.

In certain embodiments, a hydraulic actuator system may include one or more hydraulic actuators. For example, a hydraulic actuator system may include a linear primary hydraulic actuator and a second actuator which may be, for example, a linear spring perch actuator or a rotary hydraulic actuator, for example, a roll bar

actuator. Multiple hydraulic actuator systems may cooperate in various combinations to apply a roll and/or pitch moment to the vehicle body and/or adjust vehicle height (or maintain it at different vehicle loads) In some embodiments, Multiple hydraulic actuator systems may also cooperate to control at least some aspects the vehicle body (sprung mass) motion. Additionally or alternatively, actuator systems may be used to control at least some aspects of wheel (i.e., unsprung mass) motion, for example, during heave, pitch, or roll of the vehicle body. Pressure intensifiers may be used, for example, to boost or otherwise adjust pressure and modify applied forces during certain modes of operation or transfer pressure from a first location in a given actuator system to a second location in the same or other actuator system.

Fig. 1 illustrates an embodiment of a hydraulic actuator system **21** which may be incorporated in an active suspension system of a vehicle. The hydraulic actuator system may include a primary linear hydraulic actuator **23**, which may be interposed between a wheel assembly (i.e., unsprung mass) and the vehicle body (i.e., sprung mass) **22** of a vehicle. In some embodiments, actuator **23** may be in parallel or effectively in parallel with suspension spring **25**. The suspension spring **25** of the embodiment in Fig. 1 is supported by movable spring perch **27** that may be actuated by a second actuator such as, for example, perch actuator **40**. In the embodiment of Fig. 1, the wheel assembly (not shown) may be attached to the actuator **23** at eyelet **39**.

The primary linear hydraulic actuator **23** of the actuator system **21** may include a piston **34** that is slidably received in an internal volume **2**. The piston **34** divides the internal volume **2** of the actuator **23** into a compression volume **31** and an extension volume **30**. Piston rod **24** may be attached to piston **34** at a first end

and vehicle body **22** at a second end. The piston rod may be attached to the vehicle body **22** via an intervening top mount or other attachment device (not shown).

During compression of the linear actuator **23** (i.e., when the compression volume contracts), as the piston rod **24** penetrates further into the housing **1** of the actuator, a quantity of liquid may be displaced by the piston rod. In certain embodiments, this quantity of fluid may be received, for example, in a gas-charged accumulator **29** which may be, for example, located outside the housing or incorporated within the housing. When the piston rod is withdrawn during extension (i.e. when the extension volume contracts), fluid may be returned to the housing from the gas-charged accumulator **29**.

Equilibrium pressure in the compression and extension volumes (for example when the hydraulic motor-pump **28** is turned off, and pressures have equilibrated) may be determined by the gas pre-charge pressure in accumulator **29**. In some embodiments, accumulator **29** may include a compressible medium, such as for example nitrogen gas or air, that may be separated from the hydraulic fluid by, for example, a piston, a diaphragm, or other appropriate separation device.

In the embodiment illustrated in Fig. 1, in order to apply a force on the vehicle body **22** and/or the wheel assembly, hydraulic motor-pump **28** may be used to establish a differential pressure between the extension volume and compression volume in actuator **23**. In certain embodiments, the hydraulic motor-pump **28** may be operatively coupled to an electric motor-generator (not shown) to form an electro-mechanical power-pack. In the embodiment illustrated in Fig. 1, suspension spring **25** is interposed between vehicle body **22** and an adjustable spring perch **27**. Suspension spring **25** may be, for example, a coil spring, air spring, or any other

appropriate compliant spring-like component or device that may support at least a portion of the weight of the vehicle body **22**.

In the embodiment illustrated in Fig. 1, the hydraulic actuator system **21** may include a second linear actuator for adjusting the relative position of the spring and wheel assembly and/or the vehicle body, such as, for example, spring perch or seat actuator **40**. In the depicted embodiment, the second actuator **40** may include an axially adjustable spring perch **27** that supports one end of helical suspension spring **25**. The spring perch actuator **40** may include an internal volume **26** that may be in selective fluid communication with hydraulic multi-source pressure intensifier **32**. The fluid communication between the volume **26** and the hydraulic multi-source pressure intensifier **32** may be controlled, for example, by a three-position flow control valve **35** or another appropriate flow control device. In certain embodiments, the three-position flow control valve may be, for example, a solenoid valve that includes three distinct elements: a flow shut-off element, a free flow element, and a hydraulic pulsation mitigation filter element. The pulsation mitigation filter may be, for example, an orifice. The valve may be positioned alternatively to insert any one of these elements in the flow path between internal volume **26** and the hydraulic multi-source pressure intensifier **32**.

During certain modes of operation, volume **26** may be hydraulically sealed, by using the flow control device **35** to insert element **6** into the flow path and locking spring perch **27** in-place relative to element **4** and housing **1**.

During certain modes of operation, the three-position flow control valve **35** may be positioned to insert element **8** which may be for example, an impedance, restriction, orifice, or other fluidic low-pass filter into the flow path in order to prevent

pulsations, for example, above a predetermined frequency threshold, from reaching volume **26** or alternatively to mitigate the amplitude of such pulsations above a certain threshold frequency that do reach volume **26**. In some embodiments the threshold frequency may be, for example, 1 Hz, 2 Hz, 3 Hz, 4 Hz, 5 Hz, 6 Hz, 7 Hz, 8 Hz, 9 Hz, 10 Hz, 11 Hz, 12 Hz, 13 Hz, 14 Hz, or 15 Hz. Other threshold frequencies are also contemplated as the disclosure is not so limited.

In the embodiment illustrated in Fig. 1, the active spring perch actuator **40** includes an annular piston **3** with a first end and a second end. A central opening may be located at a first end that slidably and sealingly receives the outer surface of housing **1**. A second larger opening may be located at a second end that slidably and sealingly receives the outer cylindrical surface of annular element **4**. The internal annular volume **26** is defined by the inner surface of the annular piston, the outer surface of the housing **1**, and the annular element **4**. Spring perch **27** is formed by a radially outwardly extending shoulder fixedly attached to or integral with annular piston **3**. In some embodiments, fluid may be forced into annular volume **26** to apply force on the annular piston **3** that is directed along the longitudinal axis of the housing **1**, causing it to slide away from wheel assembly. Alternatively, distance between the spring perch and the wheel assembly may be reduced by allowing fluid to flow out of volume **26**. In some embodiments, the spring perch actuator **40** may be used to adjust the vehicle ride height by changing the distance between the spring perch and the wheel assembly. Alternatively or additionally, the spring perch actuator **40** may be used to supplement the primary actuator **23**, for example, to control the pitch and/or roll angles of the vehicle.

In some embodiments, a feature of element **4** may be used to provide a positive stop to limit the maximum downward travel of the annular piston **3** relative to the actuator housing **1**. Annular outwardly extending shoulder **5**, that may be integral with or fixedly attached to annular element **4**, may be used as such a positive stop. Therefore, in some embodiments during some modes of operation, the annular piston may rest on the positive stop **5** when the force applied on the annular piston **3** by spring **25** is greater than the counteracting axial force applied on the annular piston as a result of the fluid pressure in volume **26**. The annular piston may lift off (i.e., not rest on) the positive stop **5** during operation when and if enough fluid pressure is provided to volume **26**. Alternatively or additionally, the positive stop may be provided as a fail-safe device that may be used, for example, when the system malfunctions or pressure in volume **26** is accidentally lost.

Valve **35** may be a solenoid valve, or any other appropriate flow control device. It should be understood that the pressure of the fluid in the annular volume **26** may be adjusted by operating pump **28** in conjunction with valve **35**.

The hydraulic actuator system **21** in Fig. 1 may include a hydraulic multi-source pressure intensifier **32**. The hydraulic multi-source pressure intensifier **32** of Fig. 1 is illustrated in more detail in Fig. 2. The embodiment of the intensifier in Figs. 1 and 3 includes four ports. Ports **51** and **52** are in fluid communication with the extension volume and compression volume, respectively, of hydraulic actuator **23**. Port **53** is in selective fluid communication with volume **26** of the perch actuator **40**. Port **54** may be in fluid communication with another hydraulic device such as, for example, a second multi-source pressure intensifier of another hydraulic actuator

system, another pressure source, a volume in another actuator. Alternatively, in some embodiments, port **54** may be in fluid communication with the atmosphere.

The embodiment of the multi-source intensifier **32** illustrated in Fig. 2 includes a piston rod **33** with a first end and a second end. Piston **41** is attached to the first end of piston rod **33** while piston **42** is attached to the second end to form a piston assembly. Pistons **41** and **42** are slidably and sealingly received in an internal cylindrical volume **43** of housing **44** of the multi-source pressure intensifier. The intensifier housing **44** includes an integral radially inwardly extending web **45** with central circular opening **46** that slidably and sealingly receives piston rod **33**. The housing **44**, the pistons **41** and **42**, the web **45**, and the piston rod **33** divides the internal volume **43** into four intensifier chambers **10**, and **11** which may be cylindrical, and chambers **12**, and **13** which may be annular. Changes in the relative size of the chamber volumes depends on the position of the piston assembly relative to the housing **44**.

During operation, fluid pressures in the four intensifier chambers produce forces that act on the piston assembly in a direction parallel to the longitudinal axis of piston rod **33**. When the piston rod is not restrained (e.g., has not reached an end of its stroke) and is not accelerating, the forces will be in equilibrium and satisfy the equation:

$$F_a + F_c = F_b + F_d$$

where F_a is the force applied to the non-rod side of piston **41** by the fluid in volume **10**; F_b is the force applied to the rod side of piston **41** by the fluid in volume **11**; F_c is the force applied to the rod side of piston **42** by the fluid in volume **12**, and F_d is the force applied to the non-rod side of piston **42** by the fluid in volume **13**. In the force

equilibrium equation above, one of ordinary skill in the art will recognize that during proper operation friction due to piston and rod seals (not shown) will be negligible compared to forces resulting from the applied pressure in the intensifier chambers. One of ordinary skill in the art will also recognize if friction due to one or more seals is significant, one or more frictional forces may also be considered and accounted for in the force balance equation.

In the embodiment in Fig. 2, the forces resulting from applied pressure may be determined by the following:

$$F_a = P_a * A_{NR}$$

$$F_b = P_b * A_R$$

$$F_c = P_c * A_R$$

$$F_d = P_d * A_{NR}$$

Where P_a , P_b , P_c and P_d are the pressures in chambers **10**, **11**, **12**, and **13** respectively and A_{NR} is the non-rod area of the pistons while A_R is the rod side area of the pistons.

Under these conditions, the pressure provided by the intensifier at port **53** may be determined by using equation:

$$P_b = P_a(A_{NR}/A_R) + P_c - P_d(A_{NR}/A_R)$$

In Fig 2, pistons **41** and **42** are shown as having equal diameter. It is noted that the piston assembly and housing **44** may be configured with pistons that have

different areas as the disclosure is not so limited. If the areas are different the above equation will need to be adjusted to account for such difference.

Actuator systems, such as the embodiment illustrated in Fig. 1, may be located at one or more locations in a vehicle, such as for example at the corners of a vehicle. These actuator systems may be used to control at least some aspects of vehicle body and/or wheel motion.

In certain embodiments, multi-actuator systems, such as the system illustrated in Fig. 1, may be cross-linked with other actuators or actuator systems. Fig. 3 illustrates an embodiment of such a cross-linked arrangement. Elements in Fig. 3, similar or identical to those in Fig. 1, may be identified by the same element numbers followed by either the letter "a" or "b" to indicate that the element is a component of a first or a second actuator system, respectively, of the cross-linked suspension arrangement.

In Fig. 3, the first actuator system of the cross-linked suspension arrangement may be, for example, located at the front left corner of a vehicle and the second actuator system may be located at the front right corner of the vehicle. Alternatively, the actuator systems of the arrangement illustrated in Fig. 3 may be located elsewhere in a vehicle, such as for example, at the two rear corners. Alternatively, the actuator systems of the suspension arrangement may be located at, for example, two diagonally opposed corners.

The embodiment in Fig. 4 illustrates the arrangement of Fig. 3, being used to control the motion of, for example, the front portion of a vehicle. Primary actuators **23a** and/or **23b** may be used to apply active and/or passive forces on the vehicle body **22**. As illustrated in Fig. 4, forces applied by two actuators **21a** and **21b** may be

generated by using the hydraulic motor-pumps **28a** and **28b**, respectively, to produce a differential pressure across pistons **34a** and or **34b**, respectively. Forces applied by these two actuators may be, for example, in the same direction or opposite directions, in phase or out of phase with each other and/or may be applied concurrently or at separate times to, at least in part, control vehicle body heave, pitch and/or roll and/or to control the motion of at least one wheel assembly. In at least one mode of operation, actuators **40a** and/or **40b** may remain locked in place relative to the housings **1a** and **1b** respectively and simply support the springs **25a** and **25b** respectively. The perch actuators **40a** and/or **40b** may be locked in place by positioning valves **35a** and/or **35b** in positions where elements **6a** and **6b** respectively are used to seal chambers volumes **26a** and/or **26b**. Alternatively the annular piston **3a** and **3b** may be allowed to rest on positive stops **27a** or **27b** respectively.

Alternatively or additionally, in a second mode of operation of the embodiment in Fig. 4, perch actuator(s) **40a** and/or **40b** may be used simultaneously and/or cooperatively with the primary hydraulic actuators **23a** and/or **23b** to, for example, control ride height of the vehicle. Forces applied by these four actuators may be generated by using the hydraulic motor-pumps **28a** and **28b**, to produce a differential pressure across pistons **34a** and or **34b**. The pumps may also be used to provide a pressure differential to ports **51a** and **52a** and/or ports **51b** and **52b** of multi-source pressure intensifiers **32a** and/or **32b**, respectively. For example, as illustrated in Fig. 3, motor-pumps **28a** and **28b** may be used to increase the pressure in each compression volume relative to each extension volume of the two primary actuators in order to apply a force to raise vehicle body **22** relative to the wheel assemblies.

The pressure differential produced by pumps **28a** and **28b** may also be applied across the multi-source pressure intensifiers **32a** and **32b** respectively. For example, the pressure differential applied across ports **51a** and **52a** of intensifier **32a** (where the resulting pressure in the compression volume **31a** is greater than the pressure in the extension volume **30a**) may be used to compress volume **11a**, forcing fluid into chamber **26a**. Similarly, upward forces may be applied by actuator **23b** and perch actuator **40b** as a result of pressure differential produced by pump **28b** (where the resulting pressure in the compression volume **31b** is greater than the pressure in the extension volume **30b**). After vehicle **22** is raised to a desired ride height as a result of the application of these four forces, the perch actuators may be locked in place by, for example, positioning valves **35a** and **35b** to insert **6a** and **6b** respectively in the flow paths between the volumes **26a** and **26b**, respectively, and the associated pressure intensifiers. In the multi-source pressure intensifiers **32a** and **32b**, while volumes **11a** and **11b** are compressed, both volumes **12a** and **12b** expand requiring additional fluid. This additional fluid may be supplied by a shared reservoir **38**. This reservoir may be a gas pressurized closed volume reservoir or alternatively an open reservoir that is open to the atmosphere. To permit communication between the reservoir **38** and volumes **12a** and **12b**, valve **37** may be moved from a flow closed position to a position that allows free flow to occur.

In order to lower the vehicle, the pumps may be operated to increase the pressure in the extension volumes **30a** and **30b** relative to the corresponding compression volumes. Since the differential pressures are also applied to the multi-source pressure intensifiers in Fig. 4, the volumes **11a** and **11b** will expand while receiving flow from volumes **26a** and **26b** respectively. As volumes **12a** and **12b** are compressed, fluid is returned to reservoir **38**. Alternatively, the vehicle **12** may be

lowered, for example using valves **35a** and **35b** to insert elements **7a** and **7b** in the respective flow where the pumps **28a** and **28b** are not operating. In this mode, the weight of the vehicle may act to lower the vehicle without the intervention of a hydraulic pump. Valve **37** may be positioned to allow free flow to the reservoir **38** in order to accept flow from chambers **12a** and **12b**.

In a third mode of operation, the hydraulic actuator systems illustrated in Fig. 3 may be used cooperatively to apply a roll moment in the direction **48** to the vehicle body, for example, to counteract the forces induced by lateral acceleration of the vehicle. As illustrated in Fig. 5, a counterclockwise roll moment may be applied, to for example counteract a clockwise roll moment that is applied to the vehicle by inertial forces, by using pump **28a** to increase the pressure in extension volume **30a** relative to the compression volume **31a**, thus applying a net downward force with actuator **3a**. This differential pressure may also be applied across the multi-source pressure intensifier **32a** causing volume **11a** to expand and thus receive fluid from volume **26a**. In this mode of operation, valve **35a** may be placed in position **8a** in order to establish fluid communication between volume **36b** and volume **26a** via a hydraulic pulsation mitigation filter element contained in valve **35a**.

This hydraulic pulsation mitigation filter may be configured, for example, as a low pass filter to allow pressure changes that are a certain low frequency threshold to pass through the filter element without mitigation or effectively without mitigation. The hydraulic filter may also be configured to mitigate or effectively mitigate pressure fluctuations that are higher in frequency than the threshold frequency.

Additionally or alternatively, the hydraulic motor pump **28b** may be operated to increase the pressure in compression volume **31b** relative to the pressure in the

extension volume **30b**. Since this differential pressure may also be applied across ports **52b** and **51b** of the multi-source pressure intensifier **32b**, volume **11b** may expand and receive fluid from **12a**. In this embodiment, the pressures in volumes **10b**, **11b**, and **13b** acting on the piston assembly in intensifier **32b** will cause volume **12b** to contract, forcing fluid into volume **26b** through valve **35b**. Valve **35b** may be positioned in position **8b**. As a result, the actuator system **21b** may also apply a counterclockwise moment on vehicle body **22**. In this mode of operation, actuators **23a** and **40a** in hydraulic actuator system **21a** and actuator **23b** and **40b** in hydraulic actuator system **21b** may work cooperatively to apply a moment to the vehicle body.

Fig. 6 illustrates an embodiment of a hydraulic actuator system **80** with a multisource pressure intensifier **82** that includes an integrated gas charged volume **83**. As in the actuator system in Fig. 1, the hydraulic actuator system illustrated in Fig. 6 may include a primary linear hydraulic actuator **23**, which may be interposed between a wheel assembly (i.e., unsprung mass) and the vehicle body (i.e., sprung mass) **22** of a vehicle. In some embodiments, actuator **23** may be in parallel or effectively in parallel with suspension spring **25**. The suspension spring **25** of the embodiment in Fig. 6 is supported by movable spring perch **27** that may be actuated by a second actuator such as, for example, perch actuator **40**.

In the embodiment illustrated in Fig. 6, in order to apply a force on the vehicle body **22** and/or the wheel assembly, hydraulic motor-pump **28** may be used to establish a differential pressure between the extension volume and compression volume in actuator **23**.

In some embodiments, the hydraulic motor-pump **28** may be operatively coupled to an electric motor-generator (not shown) to form an electro-mechanical

power-pack. In the embodiment illustrated in Fig. 6, suspension spring **25** is interposed between vehicle body **22** and an adjustable spring perch **27**. Suspension spring **25** may be, for example, a coil spring, air spring, or any other appropriate compliant spring-like component or device that may support at least a portion of the weight of the vehicle body **22**.

In the embodiment illustrated in Fig. 6, the hydraulic actuator system **21** may include a second linear actuator such as spring perch actuator **40**. In the depicted embodiment, the second actuator **40** may include an axially adjustable spring perch **27** that supports one end of helical suspension spring **25**. The position of perch **27** along the longitudinal axis of the actuator **23** may be adjusted by varying the pressure of the fluid in volume **26**. The spring perch actuator **40** may include an internal volume **26** that may be in selective fluid communication with hydraulic multi-source pressure intensifier **82**. The fluid communication between the volume **26** and the hydraulic multi-source pressure intensifier **82** may be controlled, for example, by a two-position flow control device **85** or another appropriate flow control valve. In certain embodiments, the two-position flow control device may be, for example, a solenoid valve that includes two distinct elements: a flow shut-off element, and a free flow element. The valve may be positioned alternatively to incorporate either of these elements in the flow path between internal volume **26** and the hydraulic multi-source pressure intensifier **82**.

During certain modes of operation, volume **26** may be sealed, by using the flow control device **85** to insert the shut-off into the flow path such that spring perch **27** may be locked in-place relative to element **4** and housing **1**. During certain modes of operation, the two-position flow control device **85** may be positioned to insert the

free flow element into the flow path and permit fluid communication between volume **26** and chamber **84**.

In the embodiment illustrated in Fig. 6, the active spring perch actuator **40** includes an annular piston **3** with a first end and a second end. A central opening may be located at a first end that slidably and sealingly receives the outer surface of housing **1**. A second larger opening may be located at a second end that slidably and sealingly receives the outer surface of annular element **4**. The internal annular volume **26** is defined by the annular piston, the outer surface of the housing **1**, and the annular element **4**. Spring perch **27** is formed by a radially outwardly extending shoulder fixedly attached to or integral with annular piston **3**. In some embodiments, fluid may be forced into annular volume **26** to apply an axial force on the annular piston **3**, causing it to slide away from wheel assembly. Alternatively, distance between the spring perch and the wheel assembly may be reduced by allowing fluid to flow out of volume **26**. In some embodiments, the spring perch actuator may be used to adjust the vehicle ride height by changing the distance between the spring perch and the wheel assembly. Alternatively or additionally, the spring perch actuator may be used to control the pitch and/or roll angles of the vehicle.

In some embodiments, a feature of element **4**, for example an annular outwardly extending shoulder, may be used to provide a positive stop to limit the maximum downward travel of the annular piston **3** relative to the actuator housing **1**. Positive stop **5**, may be integral with or fixedly attached to annular element **4**, is such a feature. Therefore, in some embodiments during some modes of operation, the annular piston may rest on the positive stop **5** when the force applied on the annular piston **3** by spring **25** is greater than the counteracting axial force applied on the

annular piston as a result of the fluid pressure in volume **26**. The annular piston may lift off (i.e., not rest on) the positive stop **5** during operation when and if enough fluid pressure is provided to volume **26**. Alternatively or additionally, the positive stop may be provided as a fail-safe device that may be used, for example, when the system malfunctions or pressure in volume **26** is accidentally lost.

Valve **85** may be a solenoid valve, or any other appropriate flow control device. It should be understood that the pressure of the fluid in the annular volume **26** may be adjusted by operating hydraulic motor-pump **28** in conjunction with properly positioning valve **85**.

The hydraulic actuator system **80** in Fig. 6 may include a hydraulic multi-source pressure intensifier **82**. The embodiment of the intensifier in Figs. 6 includes three ports. Ports **89c** and **89d** are in fluid communication the extension volume and compression volume, respectively, of hydraulic actuator **23**. Port **89e** is in selective fluid communication with volume **26** of the perch actuator **40**.

The embodiment of the multi-source intensifier **82** illustrated in Fig. 6 includes a piston rod **88** with a first end and a second end. A piston **88c** is attached to the first end of piston rod **88** while piston **88d** is attached to the second end thus forming a piston assembly. Pistons **88c** and **88d** are slidably and sealingly received in an internal cylindrical volume of the multi-source pressure intensifier. The intensifier housing **82c** includes an integral radially inwardly extending web with central circular opening that slidably and sealingly receives piston rod **88**. The housing **82c**, the pistons **88c** and **88d**, the web, and the piston rod **88** divide the internal volume into four intensifier chambers **83**, **84**, **86**, and **87**. Changes in the relative size of the

chamber volumes depends on the position of the piston assembly relative to the housing **82c**.

In the embodiment illustrated in Fig. 6, in the multiport pressure intensifier **82**, chamber **83** is a sealed gas filled chamber. During operation fluid pressures in the intensifier chambers produce forces that act on the piston assembly in a direction parallel to the longitudinal axis of piston rod **88**. When the piston rod has not reached an end of its stroke and the piston assembly is not accelerating, the forces will be in equilibrium and satisfy the equation:

$$F_{\text{gas}} + F_c = F_b + F_d$$

where F_{gas} is the force applied to the non-rod side of piston **88c** by the gas in volume **83**; F_b is the force applied to the rod side of piston **88c** by fluid in volume **84**; F_c is the force applied to the rod side of piston **88d** by fluid in volume **86**, and F_d is the force applied to the non-rod side of piston **88d** by fluid in volume **87**. In the force equilibrium equation above, one of ordinary skill in the art will recognize that during proper operation, friction due to properly functioning piston and rod seals (not shown) will be negligible compared to forces resulting from the applied pressure in the intensifier chambers. One of ordinary skill in the art will also recognize that if seal friction is significant, one or more frictional forces may also be considered.

In the embodiment in Fig. 6, the forces resulting from applied pressure may be determined by the following:

$$F_{\text{gas}} = P_{\text{gas}} * A_{\text{NR}}$$

$$F_b = P_b * A_R$$

$$F_c = P_c * A_R$$

$$F_d = P_d * A_{NR}$$

Where P_a , P_b , P_c and P_d are the pressures in chambers **83**, **84**, **86**, and **87** respectively and A_{NR} is the non-rod area of the pistons while A_R is the rod side area of the pistons.

Under these conditions, the pressure provided by the intensifier at port **89e** may be determined by using equation:

$$P_b = P_{gas}(A_{NR}/A_R) + P_c - P_d(A_{NR}/A_R)$$

In this embodiment, the intensifier may be used to, for example, adjust the ride height of the vehicle body. Accumulator **83** may include a compressible medium, such as for example nitrogen gas or air, that may be separated from the hydraulic fluid by a piston or other separation device. In the illustrated embodiment in Fig. 6, accumulator **83** may change the compliance of intensifier **82** depending on the pre-set pressure of the compressible medium. In certain embodiments chamber **83** may be pre-charged to the same pressure as accumulator **29**. In such embodiments, when pump **28** is not operating and valve **85** is positioned to permit fluid communication between volume **26** and chamber **84**, a net force will be applied to the vehicle body that is equal to the pre-charge pressure multiplied by the cross sectional area of piston rod **24** and the pre-charge pressure multiplied by the effective area of annular piston **3**. The effective area relates the pressure in volume **26** to the axial force applied by the annular piston. In certain embodiments, the chamber **83** may be pre-charged to the same pressure as accumulator **29**.

In some embodiments, hydraulic actuator systems may operate in a cross-linked arrangement with one or more actuators such as, for example, a rotary hydraulic actuator. Fig. 7 illustrates two hydraulic actuator systems **90a** and **90b** which include primary actuators **91a** and **91b** respectively. Primary actuator **91a** includes compression volume **94a** and extension volume **93a**. Primary actuator **91b** includes compression volume **94b** and extension volume **93b**. Hydraulic device **98a** and **98b** may be used to produce a differential pressure between the compression volume and extension volume in actuators **91a** and **91b**.

Actuator system **90a** and **90b** may also include other linear and/or rotary hydraulic actuator, such as for example, spring perch actuators (not shown). The primary actuators **91a** and **91b** may be used to cooperatively drive rotary actuator **130**.

Rotary actuator **130** may include a cylindrical housing **131**, rotatable vane **134**, and stationary vanes **132** and **133**. The rotatable vane is attached to and supported by a shaft **135** that maintains the axis of rotation of the rotatable vane along the central axis of the cylindrical housing **131**. The housing, the rotatable and stationary vanes form four cylindrical wedge-shaped chambers that are mutually sealed.

In the embodiment illustrated in Fig. 7, variable chambers **136**, **137**, **138**, and **139** are in fluid communication with compression volume **94a**, extension volume **93a**, compression volume **94b** and extension volume **93b** respectively. Shaft **135** of the rotary actuator **130** may be used to apply a moment to, for example, a front roll-bar or rear roll-bar of a vehicle.

Fig. 8 illustrates the interaction between the primary actuators **91a** and **91b** with the rotary actuator **130**, where the system is used to apply a clockwise moment on a structure, such as a vehicle body.

The actuators **91a** and **91b** may be operationally interposed, for example, between a left rear wheel assembly, attached to eyelet **107a**, and vehicle body **106** and a right rear wheel assembly, attached to eyelet **107b**, and vehicle body **106**, respectively. The rotary actuator **130** may be operatively interposed, for example, between two halves of a roll bar (not shown).

In one mode of operation illustrated in Fig. 8, a hydraulic motor-pump may be driven by an electric motor-generator (not shown) to apply a differential pressure across piston **96a**. This differential pressure induces a force in piston rod **97a** in the upward direction that is applied to the vehicle body. Similarly, a downward force may be applied to the body by piston rod **97b**. The forces applied by the two piston rods may impart a clockwise moment to the vehicle body, to for example counteract a counter clockwise roll moment that is applied to the vehicle. The differential pressure generated by motor pump **98a** may be applied to chambers **136** and **137**.

Additionally, the differential pressure generated by pump **98b** may be applied to chambers **138** and **139**. These differential pressures may be used to produce a torque on shaft **135**, which may be used to apply a supplementary moment to the vehicle by means of the roll-bar. By effectively sealing the chambers of the rotary actuator, fluid exchange between the hydraulic circuits supplied by pumps **98a** and **98b** may be eliminated or minimized. Fluid filters **108** and **109**, which may, for example, comprise of fluid restriction, may be used to isolate the rotary actuator from high frequency pulsations above a threshold frequency caused by, for example, the hydraulic pumps.

In some embodiments the threshold frequency may be, for example, 1 Hz, 2 Hz, 3 Hz, 4 Hz, 5 Hz, 6 Hz, 7 Hz, 8 Hz, 9 Hz, 10 Hz, 11 Hz, 12 Hz, 13 Hz, 14 Hz, or 15 Hz. Other threshold frequencies are also contemplated as the disclosure is not so limited.

Fig 9. and Fig. 10 illustrate the system as in Fig. 8 where linear actuators **91a** and **91b** cooperatively in a cross-linked arrangement to drive rotary actuator **130** however in this embodiment the rotary actuator is driven indirectly. Intervening multi-source pressure intensifiers **190a** and **190b** are hydraulically interposed between the rotary actuator and linear actuators **91a** and **91b** respectively.

In Fig. 9, the first actuator system **99a** of the cross-linked suspension arrangement may be, for example, located at the front left corner of a vehicle and the second actuator system **99b** may be located at the front right corner of the vehicle. Alternatively or additionally, the actuator systems of the arrangement illustrated in Fig. 9 may be located elsewhere in a vehicle, such as for example, at the two rear corners. Alternatively, the actuator systems of the suspension arrangement may be located at, for example, two diagonally opposed corners.

The embodiment in Fig. 10 illustrates the arrangement of Fig. 9, being used to control the motion of the sprung and/or sprung mass of a vehicle. Primary actuators **91a** and/or **91b** may be used to apply active and/or passive forces on the vehicle body **106**. As illustrated in Fig. 10, forces applied by two actuators **91a** and **91b** may be generated by using the hydraulic motor-pumps **98a** and **98b**, respectively, to produce a differential pressure across pistons **96a** and or **96b**, respectively. Forces applied by these two actuators may be, for example, in the same direction or opposite directions, in phase or out of phase with each other and/or may be applied

concurrently or at separate times to, at least in part, control vehicle body heave, pitch and/or roll and/or to control the motion of at least one wheel assembly.

In some embodiments, the hydraulic actuator systems illustrated in Fig. 10 may be used cooperatively to apply a roll moment in the direction **48** to the vehicle body, for example, to counteract the forces induced by lateral acceleration of the vehicle. As illustrated in Fig. 10, a counterclockwise roll moment may be applied, to for example counteract a clockwise roll moment that is applied to the vehicle by inertial forces, by using pump **98a** to increase the pressure in extension volume **93a** relative to the compression volume **94a**, thus applying a net downward (compressive) force with actuator **93a**. This differential pressure may also be applied across the multi-source pressure intensifier **190a** causing volume **92d** to expand and thus compress volume **92c** and force fluid into volume **137** of rotary actuator **130**. Additionally or alternatively pump **98b** may be used to increase the pressure in compression volume **94b** relative to the extension volume **93b**, thus applying a net upward (extension) force with actuator **93a**. This differential pressure may also be applied across the multi-source pressure intensifier **190b** causing volume **92h** to expand and thus compress volume **92g** and force fluid into volume **138** in rotary actuator **130**. The resulting increased pressure in volumes **137** and **138** acting on rotatable vane **134** may induce a counterclockwise moment on shaft **135**. In some embodiments, the moment of shaft **135** may be applied to an active roll bar in the vehicle in order to augment the roll moment in the direction **48** induced by hydraulic actuators **91a** and **91b**.

In some embodiments, hydraulic pulsation mitigation filters **108** and **109** may be used, for example, as low pass filters to allow pressure changes that are below a

certain frequency threshold to pass through the filter elements without mitigation or effectively without mitigation. The hydraulic filters may also be configured to mitigate or effectively mitigate pressure fluctuations that are higher in frequency than the threshold frequency. In some embodiments the threshold frequency may be, for example, 1 Hz, 2 Hz, 3 Hz, 4 Hz, 5 Hz, 6 Hz, 7 Hz, 8 Hz, 9 Hz, 10 Hz, 11 Hz, 12 Hz, 13 Hz, 14 Hz, or 15 Hz. Other threshold frequencies are also contemplated as the disclosure is not so limited.///

Glossary of terms

Suspension system: As used herein the phrase “suspension system” of a vehicle is understood to mean a set of components that are interposed between an unsprung mass of a vehicle (e.g., a wheel assembly) and a sprung mass of a vehicle (e.g., the vehicle body) that are configured to control their relative motion. A suspension system may include a plurality of dampers and/or actuators and one or more spring elements (e.g., a coil spring, an air spring), in parallel and/or in series with one or more of the dampers or actuators. A passive suspension system is understood to mean a suspension system of a vehicle that incorporates only passive dampers. A semi-active suspension system is understood to mean a suspension system of a vehicle that includes at least one semi-active damper. An active-suspension system is understood to mean a suspension system of a vehicle that includes at least one actuator capable of applying an intervening force to a first point on an unsprung mass and a second point on a sprung mass of a vehicle. An active suspension system may include linear and/or rotary actuators that may be used to control one or more aspects of the motion of a vehicle body and/or at least one wheel assembly. In certain embodiments of an active suspension system, a linear

and/or rotary actuator may be interposed between one end of a spring element and a sprung mass and/or one end of a suspension spring and an unsprung mass.

Road-induced disturbance: As used herein the phrase “road-induced disturbance” is understood to mean of motion a wheel in a direction that is perpendicular to or effectively perpendicular to the road surface that is in contact with the tire.

Inertially induced disturbance: As used herein the phrase “inertially-induced disturbance” is understood to mean motion induced in the vehicle body due to lateral and fore-aft acceleration of the vehicle body.

Actuator: As used herein, the term “actuator” is understood to mean a device capable of applying a force with or without changing a dimension (e.g., extending or compressing its length) or shape (e.g. angular arrangement) in response to a control signal (e.g., an electrical signal). Certain (but not all) types of actuators may include a movable element that moves in a first direction (e.g., upwards, clockwise), relative to a second element (e.g., an actuator housing), in a first mode of operation of the actuator and in a second direction (e.g., downwards, counterclockwise), relative to the second element, during a second mode of operation. In certain implementations, an actuator may be capable of exerting a force and/or torque on an external structure in the direction of motion of the point of application of the force. In certain implementations, an actuator (e.g., an electro-hydraulic actuator) may also be capable of exerting a force and/or torque on an external structure opposite to the direction of motion of the point of application of the force. In certain implementations, an actuator may be capable of exerting a force on an external structure even in the absence of motion of the point of application of the force. In certain implementations,

an actuator may function as a passive or semi-active damper. In certain implementations, an actuator may be capable of operating in at least three quadrants of a force-velocity diagram. In certain implementations, an actuator may be capable of operating in all four quadrants of a force-velocity diagram. Implementations of actuators may include an electro-hydraulic actuator, an electro-mechanical actuator (e.g., a ball screw), and an electromagnetic actuator (e.g., a linear motor).

Hydraulic Actuator System: As used herein, a “hydraulic actuator system” is understood to mean a hydraulic system that includes a controller and at least one primary hydraulic actuator and a power-pack that directly powers the primary actuator. In certain embodiments, the power-pack may be used to indirectly power a second actuator in the hydraulic actuator system or directly or indirectly power another actuator cooperatively with a second hydraulic actuator system.

Cross-linked hydraulic actuator systems: As used herein, “cross-linked hydraulic actuator systems” is understood to mean two or more hydraulic actuator systems that exchange fluid with each other or with a common hydraulic device such as a rotary hydraulic actuator.

Spring Perch Actuator: As used herein, a “spring perch actuator” is understood to mean an actuator that is interposed between a suspension spring and a vehicle body and/or a suspension spring and a wheel assembly. A spring perch actuator may be co-located with another actuator, such as in a coil-over arrangement with a linear hydraulic actuator or remotely located arrangement where both actuators are separately interposed between the same two structures. The spring perch actuator may be used to adjust the position of the spring element relative to the sprung mass or unsprung mass of a vehicle.

Compression Volume and Extension Volume: As used herein, a “compression volume” and “extension volume” are understood to mean volumes in the housing of a linear hydraulic actuator that are separated from each other by a piston slidably and sealingly received in the housing of the actuator. A piston rod may be attached to the piston and protrude from the side that is adjacent to the extension volume. The compression volume contracts when the linear actuator is compressed and the extension volume contracts when the actuator is extended.

Active Force: As used herein, an “active force” or component of a force is a force or a component of a force that is applied by an actuator or an external structure that is in the direction of motion of the point of application of the force or the component of the force.

Passive, Damping or Resistive Force: As used herein, a “passive, damping force” or “component of a force” is understood to mean a force or component of a force that is opposed to the direction of motion of the point of application of the force or component of the forces.

Active Torque: As used herein, an “active torque” is understood to mean a torque applied by a rotary actuator on an external structure that is in the direction of rotation of the external structure.

Resistive or Passive Torque: As used herein, a “resistive” or “passive torque” is understood to mean a torque applied by a rotary actuator to an external structure that is in the direction opposed to the rotation of the external structure.

Electro-Hydraulic Power-pack: As used herein, an “electro-hydraulic power-pack” is understood to mean any one of a hydraulic motor-pump operatively coupled

to an electric motor-generator, a hydraulic pump operatively coupled to an electric motor, or a hydraulic motor operatively coupled to an electric generator. An electro-hydraulic power-pack may consume electrical power to produce a flow of pressurized hydraulic fluid or may receive pressurized hydraulic flow and convert hydraulic power to electrical power.

Primary Hydraulic Actuator: As used herein, a “primary hydraulic actuator” is understood to mean an actuator that is driven or powered directly by a power-pack where pressurized hydraulic fluid from the hydraulic component of the power-pack (e.g., a hydraulic motor, hydraulic pump, hydraulic motor-pump) is exchanged with at least one volume in the actuator housing. An actuator is powered or driven indirectly by a power-pack when pressurized hydraulic fluid is not exchanged between one or more volumes in the actuator housing and the hydraulic component in the power-pack. An actuator may be powered or driven indirectly by a power-pack when pressure produced by the hydraulic component is used to pressurize fluid supplied to the actuator by an intervening device such as, for example, a pressure intensifier.

Hydraulic motor-pump: As used herein, a “hydraulic motor-pump” is understood to mean a hydraulic device that is capable of converting mechanical kinetic energy into a fluidic pressure difference in a first operational mode and capable of converting fluidic pressure difference into mechanical kinetic energy in a second operational mode. A hydraulic motor-pump may be a hydraulic pump or a hydraulic motor.

Motor-generator: As used herein, a “motor-generator” is an electromechanical device that is capable of converting electrical energy into mechanical kinetic energy in a first operational mode and/or capable of converting mechanical kinetic energy

into electrical energy in a second operational mode. A motor-generator may be an electric motor or an electric generator.

Operatively coupled: A motor-generator is said to be “operatively coupled” to a pump when (i) causing the rotation of a rotor of the motor-generator results in a rotation of one or more rotatable elements of the pump and/or (ii) causing the rotation of a rotatable element of the pump results in a rotation of the rotor of the motor-generator.

Damper: As used herein, the term “damper” is understood to mean a device capable of changing a dimension (e.g., extending or compressing its length). A damper may include a movable element (e.g., a piston) that moves, relative to a second element (e.g., a damper housing), in a first direction (e.g., vertically upwards) during extension of the damper and in a second direction (e.g., vertically downwards) during compression of the damper. A damper is further characterized in that, in response to the mechanical force causing the change in dimension of the damper, a resistive force may be exerted on the movable element in a direction opposite the direction of its motion, thereby resisting the motion. A magnitude of the resistive force may be related to both a velocity of said motion of the movable element and a damping coefficient. Unlike an actuator, a damper is not capable of generating and applying a force to the movable element in the direction of the motion of the movable element. Further, unlike an actuator, a damper typically is not capable of generating and applying a force to the movable element in the absence of motion of the movable element. A damper may therefore be said to operate in a maximum of two quadrants (e.g., quadrant I and III) of a force-velocity diagram. However, a damper

coupled to a source of hydraulic pressure, such as for example a hydraulic pump, may operate as an actuator.

Passive damper: As used herein, passive damper is understood to mean a damper with effectively a constant damping coefficient, such that the magnitude of the resistive force applied to the movable element in response to its motion is effectively a function only of the velocity of the motion at a given temperature and a damping coefficient.

Semi-active damper: As used herein, a semi-active damper is understood to mean a damper in which it is possible to intentionally vary or control a damping coefficient. In certain semi-active dampers, the magnitude of the resistive force applied to the movable element during motion may be selectively controlled—however, the direction of the resistive force may not be controlled as said direction is necessarily in a direction opposite the motion of the movable element.

In fluid communication: As used herein, in fluid communication may encompass, for example, hydraulic and pneumatic communication. As used herein, the term compressible fluid is understood to mean gas or vapor. Fluid communication between two volumes or devices is present if a quantity of fluid may flow between the devices without flowing through a hydraulic motor, pump, or motor-pump.

Electric machine: As used herein, the term “electric machine” is understood to mean an apparatus that is configured to convert mechanical energy to electrical energy in one operating mode and from electrical energy to mechanical energy in another operating mode. Examples of an electric machine include, electric motor,

electric generator, electric motor operating as a generator, and an electric generator operating as an electric motor.

Hydraulic machine: As used herein, the term “hydraulic machine” is understood to mean an apparatus that is configured to convert mechanical energy to hydraulic energy in one operating mode and hydraulic energy to mechanical energy in another operating mode. Examples of an hydraulic machine are: a hydraulic pump, a hydraulic motor, a hydraulic motor operating as a hydraulic pump and a hydraulic pump operating as a hydraulic motor.

Hydraulic circuit: As used herein, the term “hydraulic circuit” is understood to mean a set of two or more components (e.g., pumps, tubes, hoses, pipes, loads, chambers, reservoirs, tanks, valves, orifices, ports, etc.) that are configured and arranged to form a flow path for hydraulic fluid, wherein each component of the set is in fluid communication with at least one other component of the set. The term is understood to encompass both closed hydraulic circuits and open hydraulic circuits. As used herein, the term reservoir or accumulator is understood to mean a volume capable of receiving fluid from a hydraulic circuit and/or supplying fluid to the hydraulic circuit.

Hydraulic Multi-source Pressure Intensifier: As used herein, the term “hydraulic multisource pressure intensifier” is understood to mean a passive hydraulic device With at least a first and a second chamber that are in fluid communication with at least a first and a second volume that are at a first and a second pressure and a third chamber where the pressure is a function of the first and second pressures in the first and second chambers and that is also in fluid communication with a third volume.

Hydraulic Pulsation Filter: As used herein, the term “hydraulic pulsation filter” is understood to mean a hydraulic device that permits flow fluctuations or pulsations at or below a first frequency to pass through without mitigation or with negligible mitigation while flow fluctuations above the first frequency are mitigated to a higher degree or effectively eliminated.

Mutually Sealed Chambers in a Housing: As used herein, the term “mutually sealed chambers” or mutually sealed chambers in a housing” are understood to mean two or more chambers that are sealed to prevent fluid exchange between them inside the housing. However, such chambers may have ports that allow the exchange of fluid externally or with volumes that are external to the chamber.

CLAIMS

1. An active suspension system of a vehicle comprising:
a first hydraulic actuator assembly that includes: a first primary hydraulic actuator directly driven by a first hydraulic device and a first perch actuator indirectly driven by the first hydraulic device, wherein the first primary hydraulic actuator includes a first compression volume and a first extension volume.
2. The system of claim 1, wherein the first actuator assembly includes a first multi-source hydraulic intensifier with a first port in fluid communication with the first compression volume, a second port in fluid communication with the first extension volume, and a third port in fluid communication with a first volume of the first perch actuator.
3. The system of claim 2 further comprising a second actuator assembly that includes: a second primary hydraulic actuator directly driven by a second hydraulic device and a second perch actuator indirectly driven by the hydraulic device, wherein the second hydraulic actuator includes a second compression volume and a second extension volume.
4. The system of claim 3 wherein the second actuator assembly includes a second multi-source hydraulic intensifier with a first port in fluid communication with the second compression volume, a second port in fluid communication with the second

extension volume, and a third port in fluid communication with a second volume of the second perch actuator.

5. The system of claim 3 wherein the first multi-source hydraulic intensifier has a fourth port that is in fluid communication with a fourth port of the second multi-source hydraulic intensifier.

6. The system of claim 1, wherein the first perch actuator is interposed between a first suspension spring and a first wheel assembly and the second perch actuator is interposed between a second suspension spring and a second wheel assembly.

7. The system of claim 4, wherein the first suspension spring is in a coil-over arrangement with the first primary actuator and the second suspension spring is in a coil-over arrangement with the second primary actuator.

8. The system of claim 1, wherein the first hydraulic actuator of the first actuator assembly is interposed between a first wheel assembly and a body of the vehicle and the second hydraulic actuator of the second actuator assembly is interposed between a second wheel assembly and the body of the vehicle.

9. The system of claim 1, wherein the first hydraulic device is a hydraulic motor-pump and the second hydraulic device is a hydraulic motor-pump.

10: An active suspension system comprising:

a first hydraulic actuator assembly that includes a first primary hydraulic actuator directly driven by a first hydraulic device, wherein the first primary hydraulic actuator includes a first compression volume and an first extension volume;

a second hydraulic actuator assembly that includes a second primary hydraulic actuator directly driven by a second hydraulic device, wherein the second primary hydraulic actuator includes a second compression volume and an second extension volume;

a rotary hydraulic roll bar actuator operatively coupled to a roll bar and configured to be driven by a combination of the first and second hydraulic devices;

wherein, in at least one mode of operation, the first primary hydraulic actuator, the second primary hydraulic actuator and the rotary hydraulic roll bar actuator cooperatively apply a roll moment to the vehicle body.

11. The system of claim 10, wherein the roll bar actuator includes a first chamber that is in fluid communication with the first compression volume, a second chamber that is fluid communication with the first extension volume, a third chamber that is in fluid communication with the second compression volume, and a fourth chamber that is fluid communication with the second extension volume and wherein in at least one mode of operation the first hydraulic device produces a pressure differential between the first and the second chambers that induces a first roll moment in the roll bar and the second hydraulic device produces a pressure differential between the third and the fourth chambers that induces a second roll moment in the roll bar.

12. The system of claim 11, wherein the first and second roll moments are in the same direction.

13. A passive multi-source hydraulic intensifier, comprising:

a housing including a first, second, and third mutually sealed variable volume chambers wherein each chamber is at least partially filled with a fluid at a first, second, and third pressure respectively;

a multi-surface piston assembly having a first surface exposed to the first pressure, a second surface exposed to the second pressure, and a third surface exposed to the third pressure, wherein the relative volumes of the three chambers is a function of the position of the piston assembly relative to the housing;

wherein the pressure in the first chamber is a function of at least the pressures in the second and the third chambers in at least one mode of operation.

14. The passive multi-source hydraulic intensifier of claim 13, further comprising a first port fluidly connecting the first chamber to a first external volume and a second port fluidly connecting the second chamber to a second external volume, wherein the first and second chambers are at least partially filled with hydraulic fluid, and wherein the pressures in the first and second external volumes are determined by at least one external pressure source.

15. The passive multi-source hydraulic intensifier of claim 14, wherein the third chamber is at least partially filled with a gas.

16. The passive multi-source hydraulic intensifier of claim 14, further comprising a third port fluidly connecting the third chamber to a third external volume.

17. The passive multi-source hydraulic intensifier of claim 16, wherein the first external volume is a compression volume of a primary actuator of a first actuator assembly, the second external volume is an extension volume of the primary actuator of a first actuator assembly, and the third external volume is an internal volume of a spring perch actuator.

18. The passive multi-source hydraulic intensifier of claim 17, further comprising a fourth chamber that is at least partially filled with hydraulic fluid, a fourth port that fluidly connects the fourth chamber to a chamber in a second multi-source hydraulic intensifier in a second actuator assembly, that includes a second primary actuator and a second spring perch actuator, by means of a fluid flow path; wherein the fourth port is also in selective fluid communication with a fluid reservoir that is one of a reservoir that is open to the atmosphere and a pressurized reservoir.

19. The passive multi-source hydraulic intensifier of claim 17, wherein the first and second actuator assemblies are a part of an active suspension system of a vehicle, and wherein the first and second primary actuators and first and second spring perch actuators are configured to work cooperatively to apply a moment on the vehicle body.

20. An active suspension system of a vehicle, comprising:

a first suspension actuator system of the active suspension system of the vehicle;

a second suspension actuator of the active suspension system of the vehicle;

wherein an electro-hydraulic power-pack included in the first suspension actuator system is used to indirectly drive the second suspension actuator.

21. The system of claim 20, wherein the second suspension actuator is included in the first suspension actuator system.

22. The system of claim 20 further comprising a second suspension actuator system, wherein the second suspension actuator is included in the second suspension actuator system.

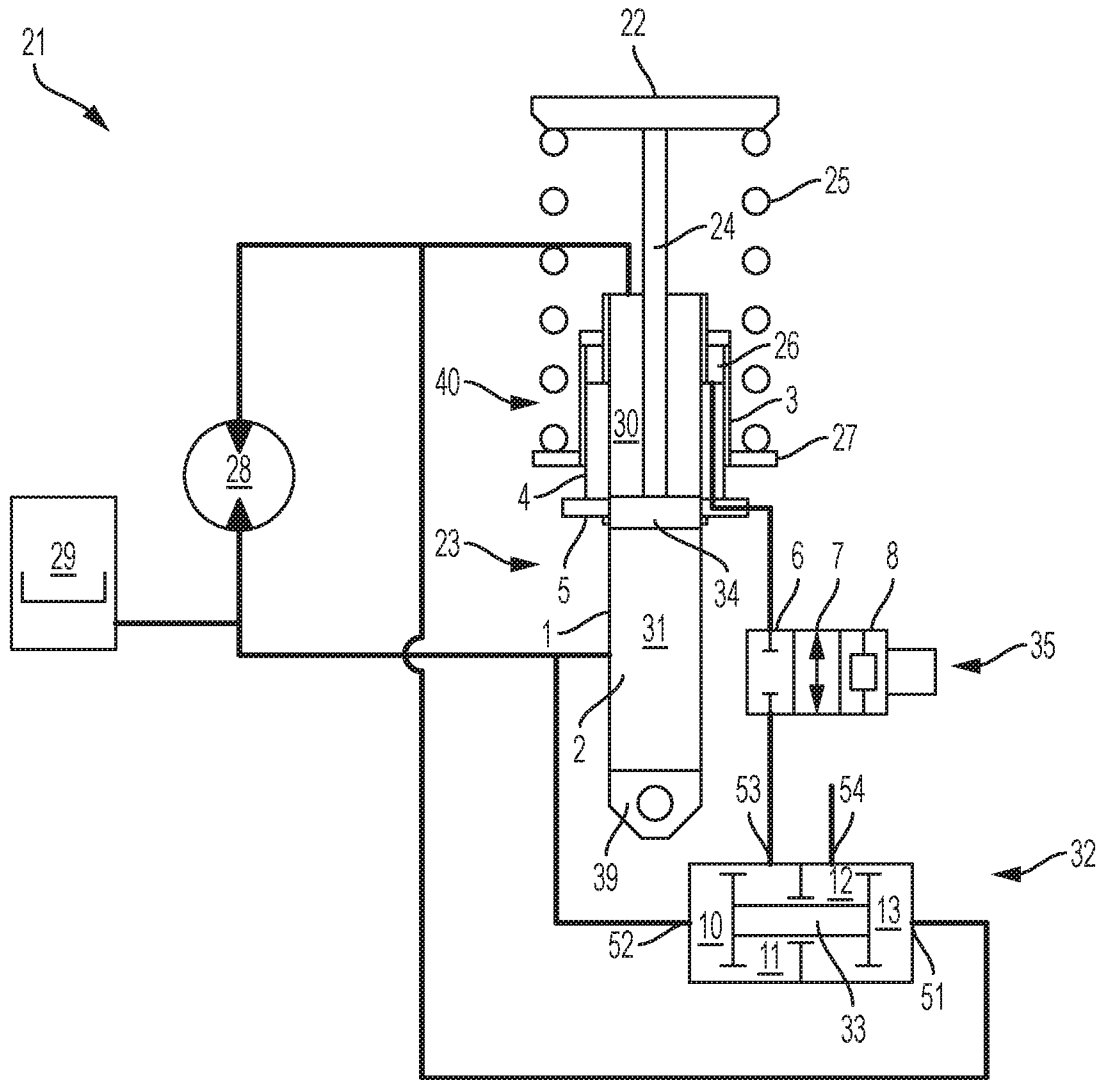


FIG. 1

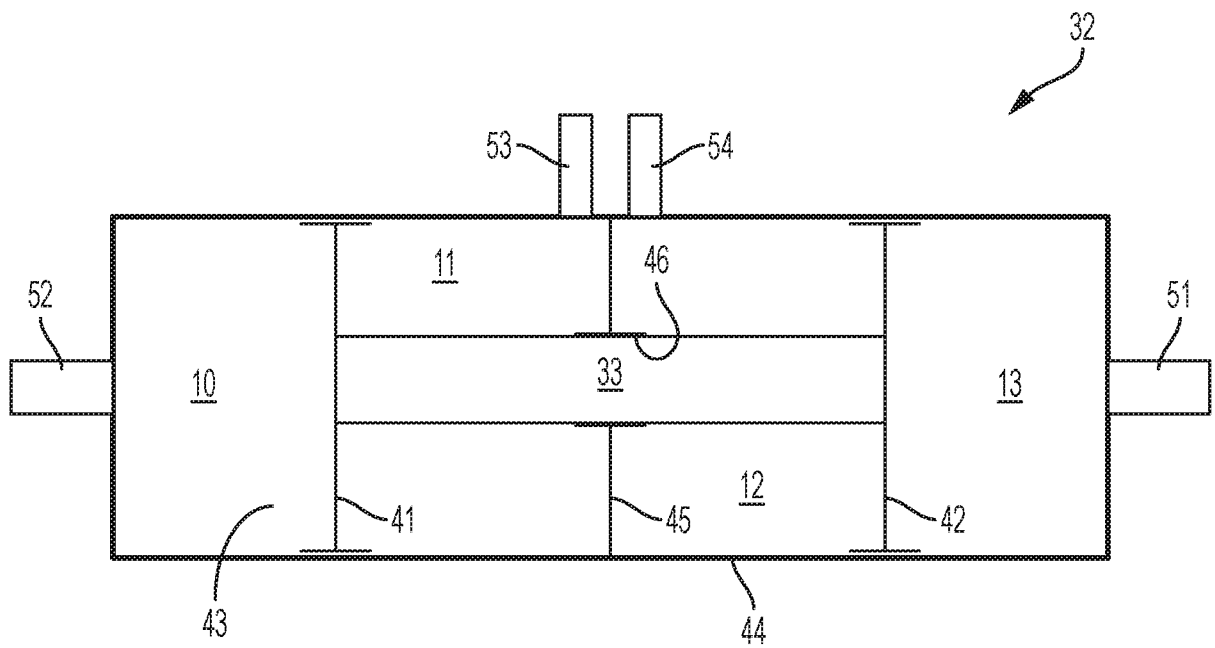


FIG. 2

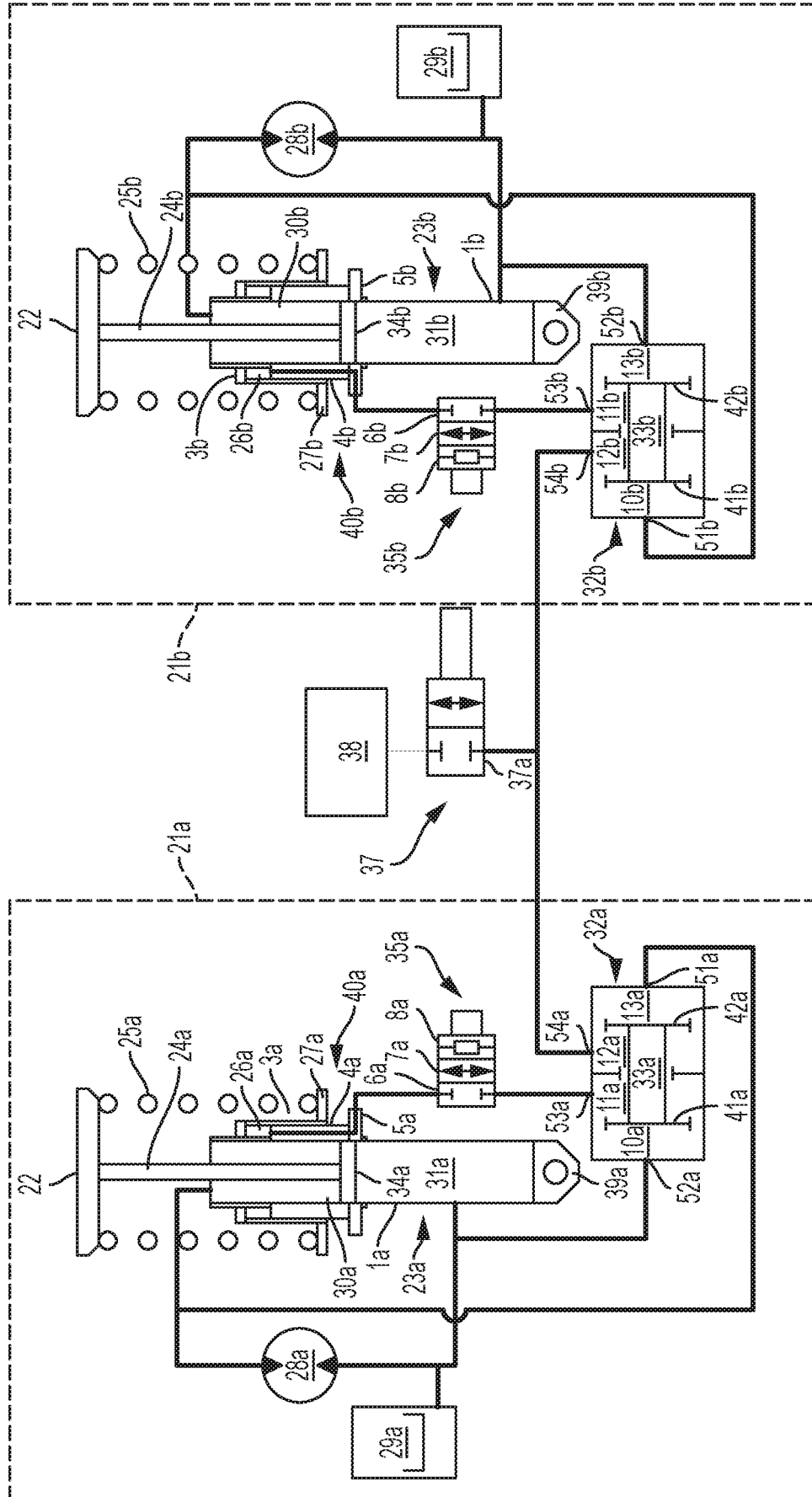


FIG. 3

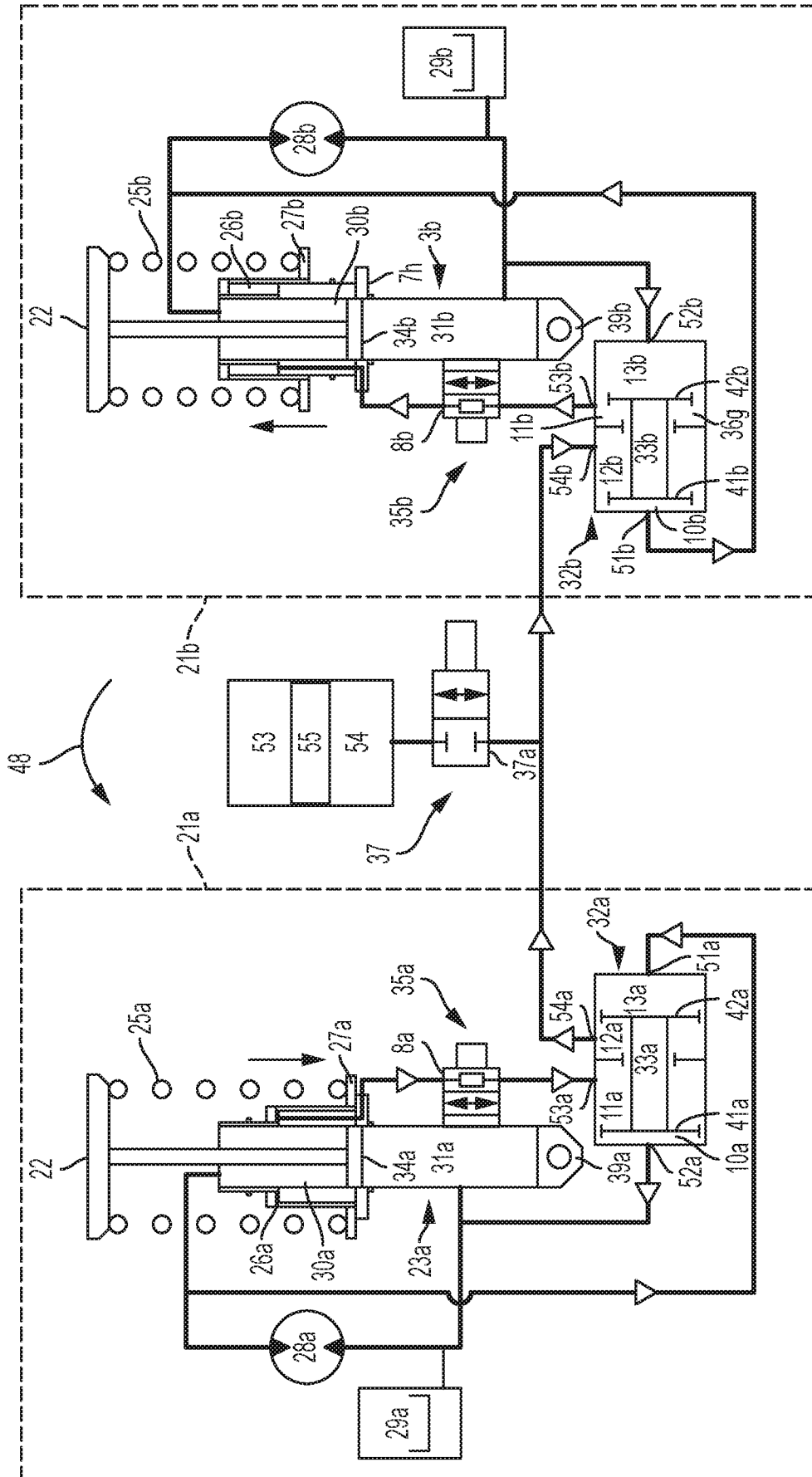


FIG. 5

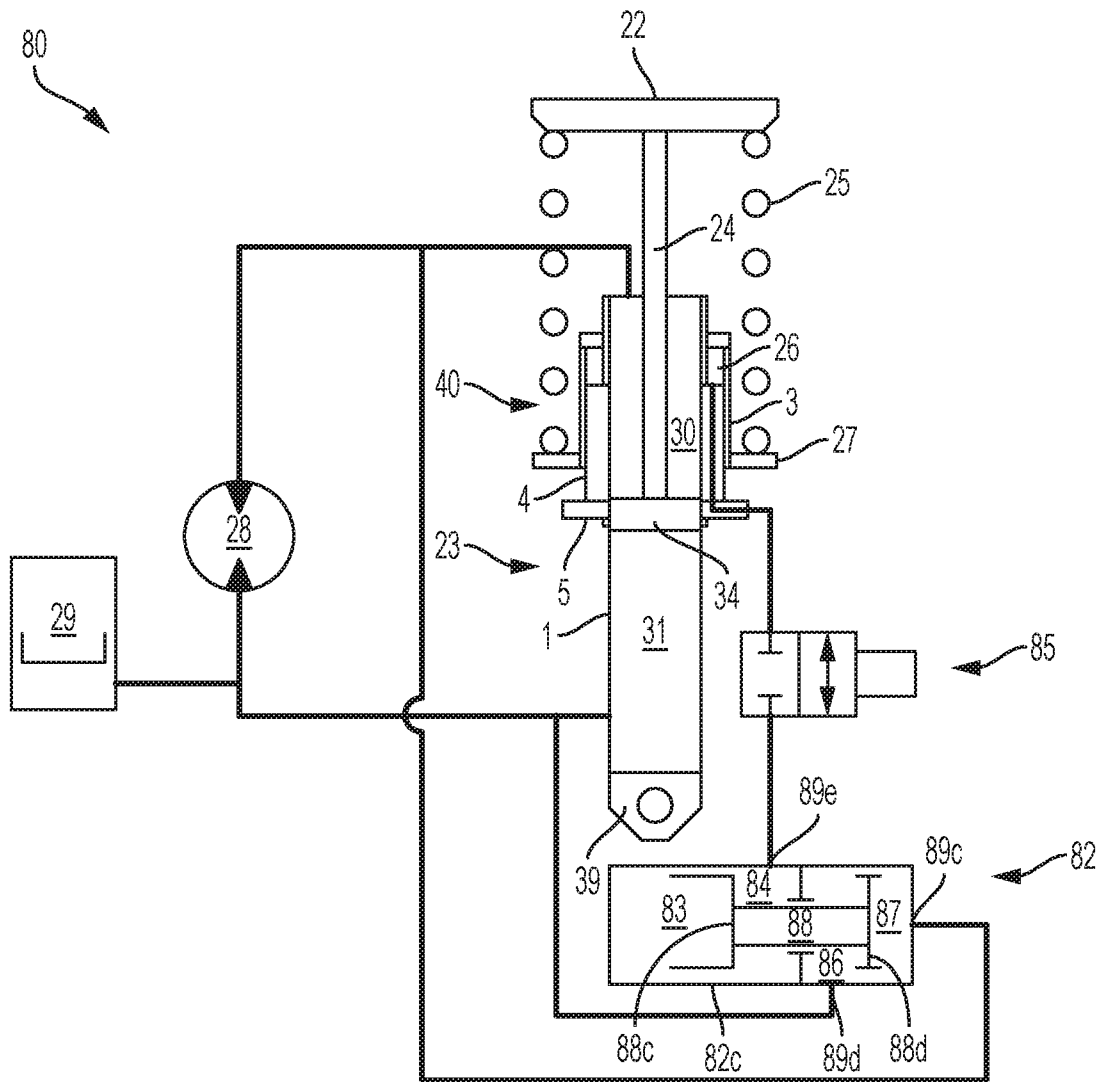


FIG. 6

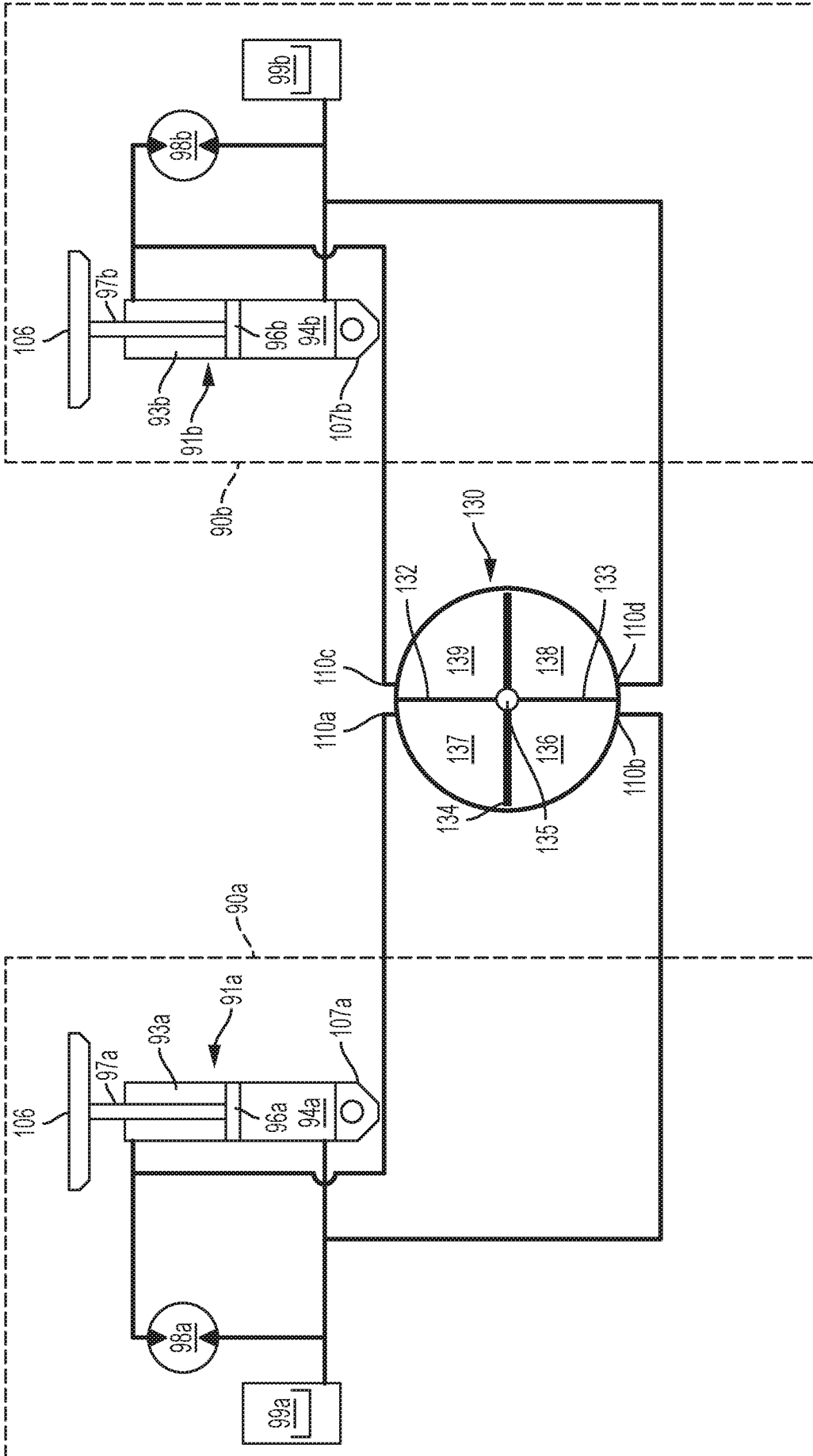


FIG. 7

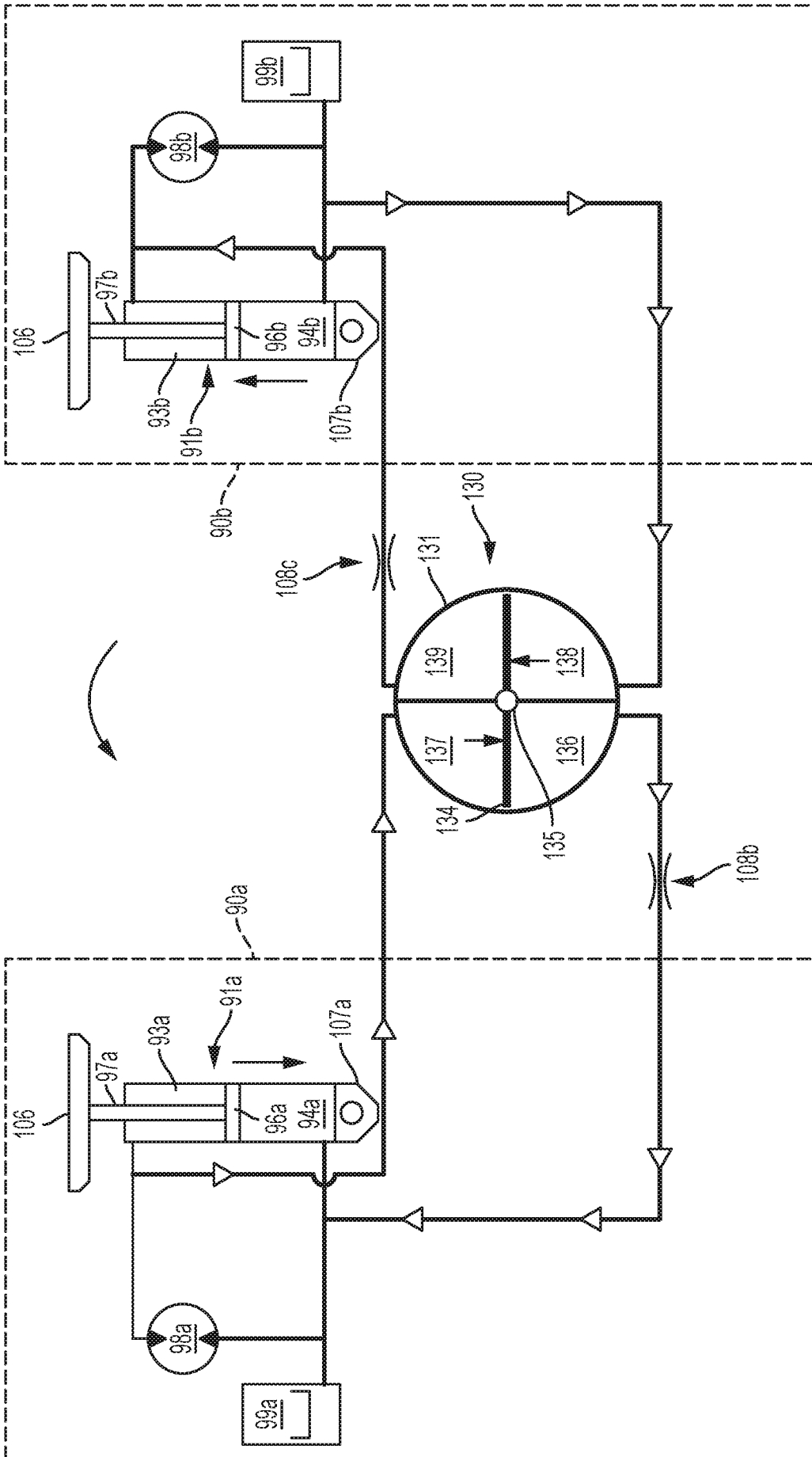


FIG. 8

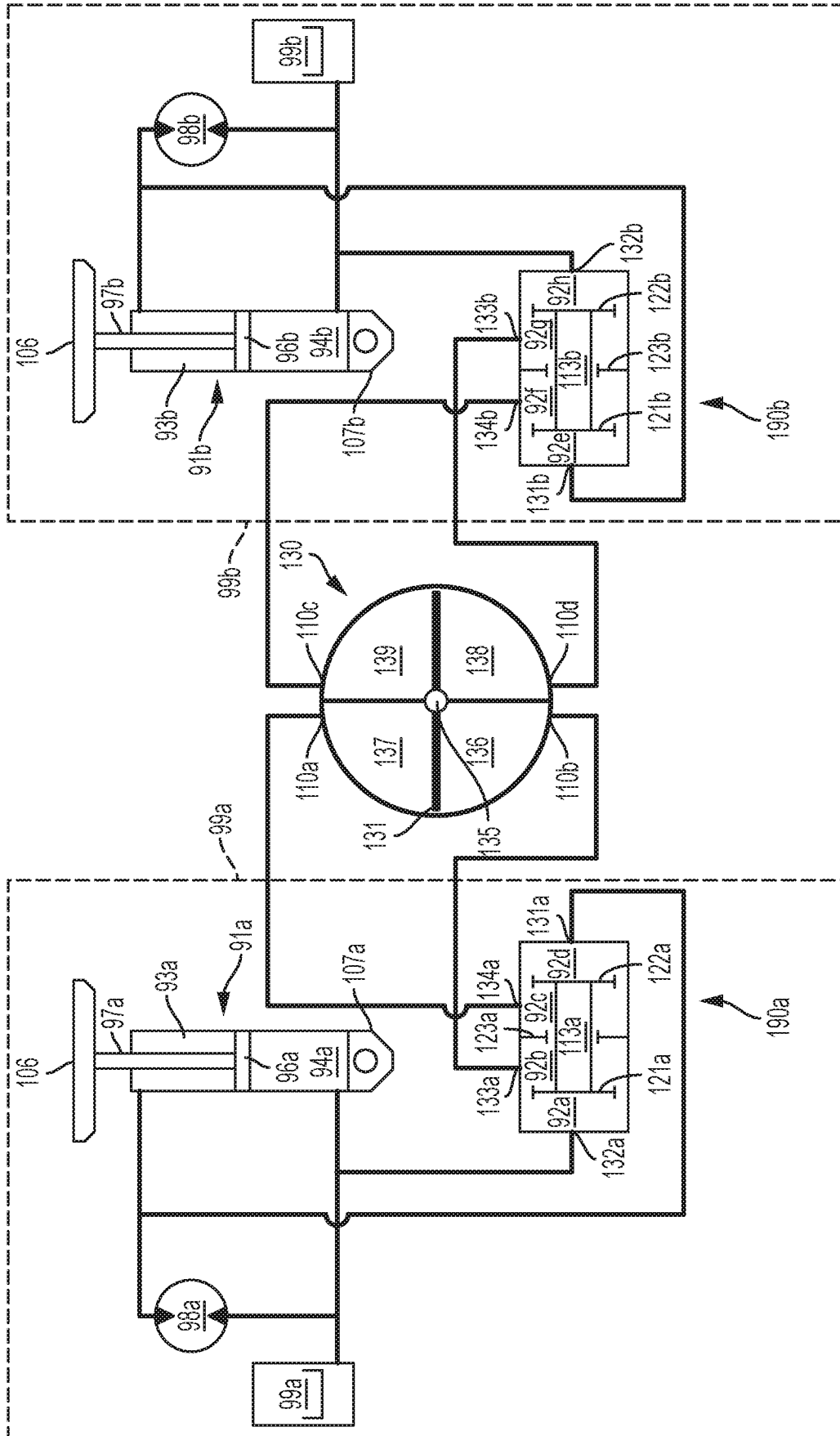


FIG. 9

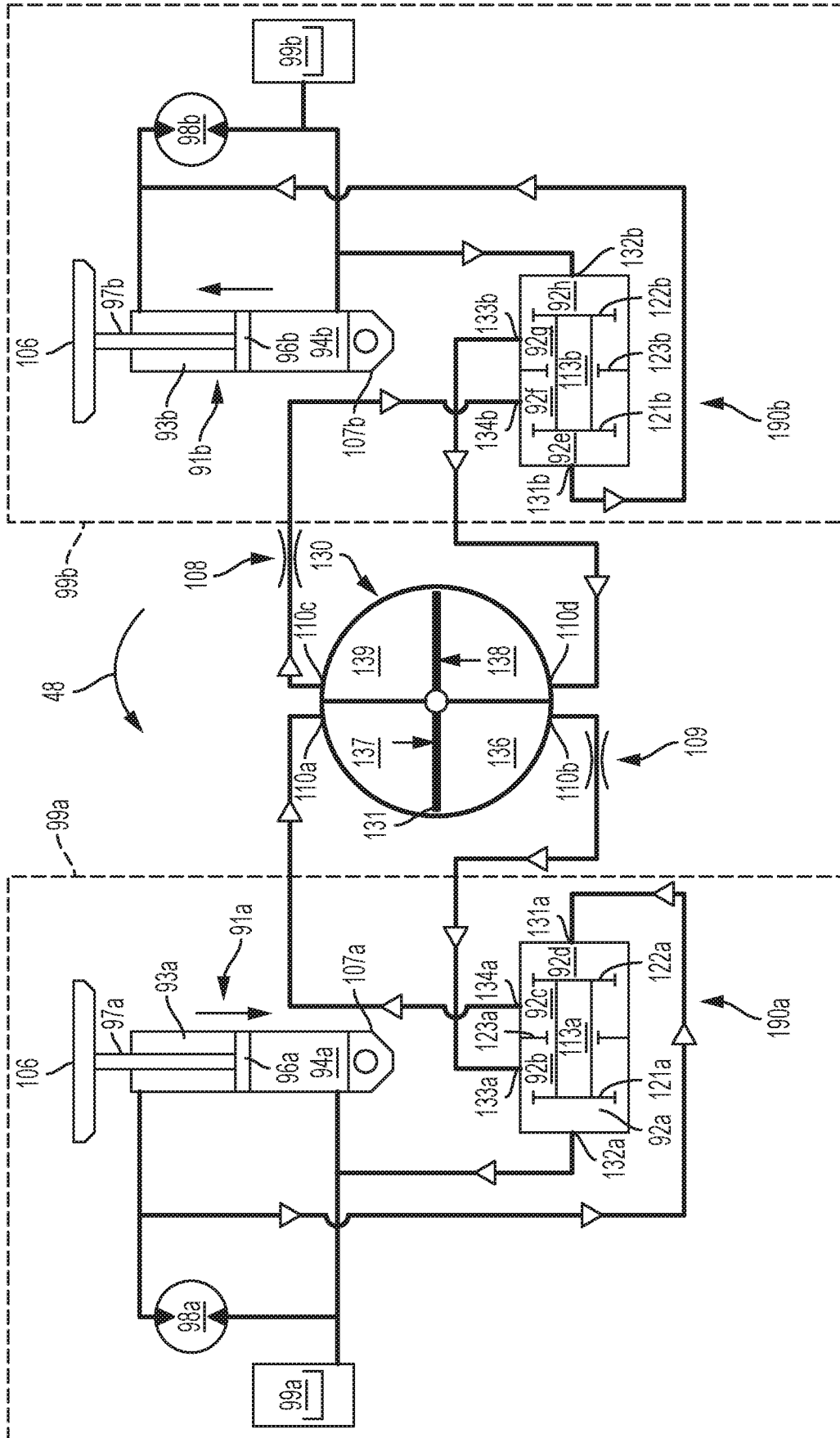


FIG. 10

INTERNATIONAL SEARCH REPORT

International application No.

PCT/US18/35290

A. CLASSIFICATION OF SUBJECT MATTER

IPC - B60G 13/08, 15/06, 17/00, 17/027, 21/05, 21/055; F16F 9/14, 9/18 (2018.01)

CPC - B60G 17/016, 17/04; F16F 9/18

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)

See Search History document

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

See Search History document

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

See Search History document

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	US 2016/0059664 A1 (LEVANT POWER CORPORATION) 3 March 2016; paragraphs [0066], [0072], [0081]	1, 10
Y	US 9,068,616 B1 (GM GLOBAL TECHNOLOGY OPERATIONS LLC) 30 June 2015; column 11, lines 7-16, column 20, lines 2-12	1
Y	US 5,735,540 A (SCHIFFLER, S.) 7 April 1998; column 10, lines 60-67; column 11, lines 1-8	10
Y	US 5,700,027 A (SCHIFFLER, S.) 23 December 1997; abstract	10
A	US 7,753,385 B2 (BITTER, M.) 13 July 2010; figure 2	2-9
A	US 7,494,133 B2 (SCHRODER, H.) 24 February 2009; figure 1	2-9
A	DE 10227417 A1 (ZF FRIEDRICHSHAFEN AG) 19 February 2004; page 5, paragraph 6	2-9
A	EP 0239754 A1 (ALFRED TEVES GMBH) 7 October 1987; abstract	2-9
A	US 6,282,471 B1 (BURDOCK, W., et al.) 28 August 2008; column 2, lines 2-6, 52-58	11-12
A	US 5,575,502 A (OPPITZ, H., et al.) 19 November 1996; column 8, lines 56-67; column 9, lines 1-15	11-12
A	US 2008/0269987 A1 (BARRON, R., et al.) 30 October 2008; figure 2	11-12

 Further documents are listed in the continuation of Box C.

 See patent family annex.

* Special categories of cited documents:	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention
"A" document defining the general state of the art which is not considered to be of particular relevance	"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone
"E" earlier application or patent but published on or after the international filing date	"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art
"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)	"&" document member of the same patent family
"O" document referring to an oral disclosure, use, exhibition or other means	
"P" document published prior to the international filing date but later than the priority date claimed	

Date of the actual completion of the international search

31 July 2018 (31.07.2018)

Date of mailing of the international search report

22 OCT 2018

Name and mailing address of the ISA/

Mail Stop PCT, Attn: ISA/US, Commissioner for Patents
P.O. Box 1450, Alexandria, Virginia 22313-1450
Facsimile No. 571-273-8300

Authorized officer

Shane Thomas

PCT Helpdesk: 571-272-4300
PCT OSP: 571-272-7774

INTERNATIONAL SEARCH REPORT

International application No.

PCT/US18/35290

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 5,040,823 A (LUND, M.) 20 August 1991; abstract, figure 1	11-12
A	GB 2235168 A (GKN TECHNOLOGY LIMITED) 27 February 1991; figure 1	11-12
A	US 6,249,728 B1 (STREITER, R) 19 June 2001; entire document.	1-12

INTERNATIONAL SEARCH REPORT

International application No.

PCT/US18/35290

Box No. II Observations where certain claims were found unsearchable (Continuation of item 2 of first sheet)

This international search report has not been established in respect of certain claims under Article 17(2)(a) for the following reasons:

1. Claims Nos.:
because they relate to subject matter not required to be searched by this Authority, namely:

2. Claims Nos.:
because they relate to parts of the international application that do not comply with the prescribed requirements to such an extent that no meaningful international search can be carried out, specifically:

3. Claims Nos.:
because they are dependent claims and are not drafted in accordance with the second and third sentences of Rule 6.4(a).

Box No. III Observations where unity of invention is lacking (Continuation of item 3 of first sheet)

This International Searching Authority found multiple inventions in this international application, as follows:

This application contains the following inventions or groups of inventions which are not so linked as to form a single general inventive concept under PCT Rule 13.1. In order for all inventions to be examined, the appropriate additional examination fees must be paid.

Group I: Claims 1-12 are directed toward an active suspension system of a vehicle comprising: a first hydraulic actuator, a first perch actuator, a second hydraulic actuator, and a rotary hydraulic roll bar actuator.

Group II: Claims 13-19 are directed toward a passive multi-source hydraulic intensifier, comprising: a housing including a first, second, and third mutually sealed variable volume chambers and a multi-surface piston assembly.

Group III: Claims 20-22 are directed toward an active suspension system of a vehicle, comprising: a first suspension actuator system, a second suspension actuator, and an electro-hydraulic power-pack.

-See Supplemental Page-.

1. As all required additional search fees were timely paid by the applicant, this international search report covers all searchable claims.
2. As all searchable claims could be searched without effort justifying additional fees, this Authority did not invite payment of additional fees.
3. As only some of the required additional search fees were timely paid by the applicant, this international search report covers only those claims for which fees were paid, specifically claims Nos.:

4. No required additional search fees were timely paid by the applicant. Consequently, this international search report is restricted to the invention first mentioned in the claims; it is covered by claims Nos.:
1-12

- Remark on Protest**
- The additional search fees were accompanied by the applicant's protest and, where applicable, the payment of a protest fee.
 - The additional search fees were accompanied by the applicant's protest but the applicable protest fee was not paid within the time limit specified in the invitation.
 - No protest accompanied the payment of additional search fees.

INTERNATIONAL SEARCH REPORT
Information on patent family members

International application No.

PCT/US18/35290

-***-Continued from Box III: Observations where unity of invention is lacking-***-

The inventions listed as Groups I-III do not relate to a single general inventive concept under PCT Rule 13.1 because, under PCT Rule 13.2, they lack the same or corresponding special technical features for the following reasons.

The special technical features of Group I include a first hydraulic actuator assembly that includes a first primary hydraulic actuator directly driven by a first hydraulic device and a first perch actuator indirectly driven by the first hydraulic device, wherein the first primary hydraulic actuator includes a first compression volume and an first extension volume; a second hydraulic actuator assembly that includes a second primary hydraulic actuator directly driven by a second hydraulic device, wherein the second primary hydraulic actuator includes a second compression volume and an second extension volume; a rotary hydraulic roll bar actuator operatively coupled to a roll bar and configured to be driven by a combination of the first and second hydraulic devices; wherein, in at least one mode of operation, the first primary hydraulic actuator, the second primary hydraulic actuator and the rotary hydraulic roll bar actuator cooperatively apply a roll moment to the vehicle body (which is not present in Groups II or III).

The special technical features of Group II include a housing including a first, second, and third mutually sealed variable volume chambers wherein each chamber is at least partially filled with a fluid at a first, second, and third pressure respectively; a multi-surface piston assembly having a first surface exposed to the first pressure, a second surface exposed to the second pressure, and a third surface exposed to the third pressure, wherein the relative volumes of the three chambers is a function of the position of the piston assembly relative to the housing; wherein the pressure in the first chamber is a function of at least the pressures in the second and the third chambers in at least one mode of operation (which is not present in Groups I or III).

The special technical features of Group III include a first suspension actuator system of the active suspension system of the vehicle; a second suspension actuator of the active suspension system of the vehicle; wherein an electro-hydraulic power-pack included in the first suspension actuator system is used to indirectly drive the second suspension actuator (which is not present in Groups I or II).

The common technical features of Groups I, II, and III include an active suspension system of a vehicle.

These common technical features are disclosed by US 6,249,728 B1 (STREITER): an active suspension system of a vehicle (title, abstract).

Because the common technical features are disclosed by STREITER, the inventions are not so linked as to form a single general inventive concept. Therefore, Groups I-III lack unity.