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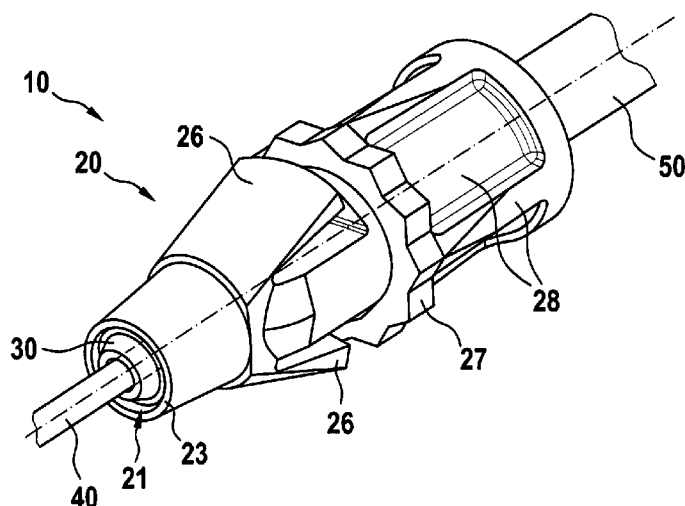
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(54) Title: TRANSMISSION MEANS FOR A MOTOR VEHICLE LATCH AND A MOTOR VEHICLE LATCH

Fig. 2



(57) Abstract: The object of the invention is a transmission means (10) for a motor vehicle latch (100) of a moving component of a vehicle, having a tensile element (40) to transmit an opening command from a handle to a motor vehicle latch (100), a stop bushing (20) to connect to the handle or the motor vehicle latch (100), whereby the tensile element (40) passes through the stop bushing (20), whereby the stop bushing (20) has at least a sealing mounting (21), whereby at least a sealing element (30) is arranged at least partly in the sealing mounting (21).



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5 **Transmission means for a motor vehicle latch and a motor vehicle latch**

Description

The invention relates to a transmission means according to the pre-
10 characterising clause of the independent patent claim 1 and a motor vehicle
latch according to the further independent claim.

From DE 10 2011 120 882 A1 a motor vehicle door latch is known whereby a
transmission means is provided for that transmits a force from the door handle to
15 the latch. The transmission means is connected to the latch housing. However, it
is disadvantageous that moisture and other external environmental impacts can
penetrate the interface between the latch housing and the transmission element.

The task of the invention is to rectify disadvantages known from the state of the
20 art, at least partly. In particular, it is the task of the invention to provide reliable
sealing of a transmission means to a motor vehicle latch of a moving component
of a vehicle.

The task is solved with a transmission means for a motor vehicle latch according
25 to the independent patent claim 1 and with a motor vehicle latch according to the
further independent patent claim.

Advantageous further formations and improvements of the invention are stated
in the sub-claims. It is pointed out that the exemplary embodiments described
30 below for explanation of the invention are not restrictive, but instead numerous
combination and variation options of the characteristics described in the
description, the drawings and the sub-claims for execution of the invention result.
Characteristics and details, which have been described in conjunction with the
transmission means according to the invention, naturally also apply in
35 conjunction with the latch according to the invention and respectively vice versa,
so that with regard to the disclosure on the individual invention aspects reference
is always made or can be made reciprocally.

5

According to a first aspect of the invention, a transmission means is proposed for a motor vehicle latch of a moving component of a vehicle, in particular for a door, sliding door, flap, tailgate or hood. The transmission means has a tensile element to transmit an opening command from a handle to a motor vehicle latch and a stop bushing to connect to the handle or the motor vehicle latch, whereby the tensile element is passed through the stop bushing. According to the invention, the stop bushing has at least a sealing mounting, whereby at least a sealing element is arranged at least partially in the sealing mounting.

15 The sealing element can also be formed as a single component with the sealing mounting. For example, the sealing element can be surrounded by the sealing mounting, at least partly. The transmission means can also be understood to be a tensile means within the scope of the invention. The transmission means can preferably transmit a tensile force from a handle to a motor vehicle latch. An opening desire can thus be executed by operating the handle. The transmission means can be attached in particular to the motor vehicle latch at one end.

The purpose of the transmission means, in particular the tensile element, is to flexibly transmit the force of a drive or a handle to the motor vehicle latch, whereby this can be transmitted at least from a bolting position to an unbolting position. Of particular preference is the fixing of one end of the transmission element or the tensile element to a connecting element of an operating lever of the motor vehicle latch.

30 Within the scope of the invention, a handle can be an operating element such as a door handle or a handle element of a flap, tailgate or hood.

The tensile element is advantageously flexible. A flexible tensile element can be understood to mean a rope, a wire, a chain, a belt, a strap or a joint rod. However, it is particularly advantageous for the tensile element to be arranged flexibly and in a spatially beneficial manner. For example, it can be a Bowden cable which is also especially wear-resistant, in addition to practically loss-free

5 force transmission. Such a Bowden cable usually consists of at least a metal wire or at least a wire rope so that forces can also be transmitted along bends.

According to the invention, it is conceivable for the transmission means to be sealed or enclosed. In particular having at least a shell, in particular with a
10 slidable coating, such as a PTFE (PTFE-Polytetrafluorethene) or graphite coating, a flexible tensile element and at least a stop bushing and at least a liner in which the flexible tensile element can be arranged. The shell acts as a mechanical guide for the flexible tensile element and as a counterbearing for the tensile forces transmitted so that the flexible tensile element can also transmit
15 forces along bends. The slidable coating of the flexible tensile element or the shell reduces the friction of the tensile element during movement within the tensile shell or within the liner and thus causes great durability and protection from environmental impacts, in particular dirt and moisture. Furthermore, a coating and an enclosed tensile shell gives an advantage compared to
20 customary galvanized and stainless steel strokes due to lesser friction and additional protection from moisture.

The stop bushing is preferably arranged, and in particular attached, on or on top of the shell, at least in part. The flexible tensile element is passed through the
25 shell and the stop bushing.

It is conceivable that the sealing element is surrounded by the sealing mounting, at least in part. The sealing mounting thus forms a housing for the sealing element, whereby this is protected from external influences, in particular forces
30 exerted. The sealing element preferably has a softer material than that of the sealing mounting. The sealing mounting accordingly consists of a harder/firmer material which is more resistant to forces exerted. It is especially preferable that the sealing element is positively arranged / accommodated in the sealing mounting. Fundamentally, no external environmental impacts can thus
35 penetrate. The sealing element has a material recess or hole, whereby the tensile element is guided. The sealing element can be in contact with the tensile element. Friction contact can consequently exist. It can thus be ensured that no

5 moisture or similar environmental impacts can penetrate between the tensile element and the sealing element.

Advantageously, the sealing mounting is a hollow cylindrical shape or a hollow conical shape, in particular a blunt conical shape, whereby in particular a collar
10 element is formed at the first end of the sealing mounting which protrudes from the sealing mounting. The collar element increases the reliability of the sealing function by protecting the sealing element by means of the collar element. Mechanical stresses such as forces exerted can therefore not damage the sealing element.

15 The stop bushing or the sealing mounting can be a hollow cylindrical shape or a hollow conical shape according to the invention. A hollow conical shape is especially simple and thus cost-effective to produce. A hollow conical shape or a blunt hollow conical shape require less material and can be of a space-saving
20 design.

Within the scope of the invention, the sealing element can be formed as a sealing ring, in particular having a conical section and/or a centered pass-through for the tensile element. It is advantageous if the sealing element is
25 formed predominantly in a geometrically complementary manner to the sealing mounting, in particular the internal diameter of the sealing mounting. Therefore if the sealing mounting is a cylinder or hollow cylinder, it is advantageous that the sealing element is formed as a sealing ring and is arranged in the sealing mounting. Sealing rings are simple and cost-effective to produce. The sealing
30 element has a pass-through for the tensile element, for example a hole or a material recess.

The sealing element, in particular the sealing ring, can be arranged predominantly positively to the collar element within the scope of the invention at
35 least on the external surfaces / cylinder shell surfaces of the sealing element. The sealing effect is improved accordingly and the sealing element is kept in a static position at least partly in the sealing mounting.

5

It can be advantageous for the collar element to protrude beyond the sealing element in the direction of the rotational axis. In the direction of the rotational axis means in the direction of the tensile element. The sealing function is improved by that sealing element being able to be reliably protected from mechanical damage.

Advantageously the sealing mounting, in particular arranged internally, has at least a fixing element so that the sealing element can be connected positively and/or in a force-fitting manner with the sealing mounting. It is conceivable that the fixing element is formed as a ratchet, clip or push-in connection.

Furthermore, it is conceivable that the at least one fixing element is formed as a pin shape as a material recess or at least a fixing element and extends out of the sealing mounting. Furthermore, the sealing element can have at least a fixing element, whereby the fixing element of the sealing element is positively or force-fittingly connected with the fixing element of the sealing mounting. The fixing element of the sealing element and the fixing element of the sealing mounting thus interact in a functional manner. It can also be called a push-in connection. The pin-shaped fixing element can interact accordingly with a geometrically complementary fixing element or vice versa. It is thus conceivable that the sealing element has pin-shaped fixing elements, whereby the pin-shaped fixing elements can be inserted into the fixing elements of the sealing mounting. Exact positioning and fixing of the sealing element in the sealing mounting can thus be attained, whereby the sealing function of the transmission means is further improved.

Within the scope of the invention, the sealing mounting can be formed as a plastic injection-molded component. Furthermore, the sealing element and/or the sealing mounting can have elastomers. In particular, the sealing mounting can be made of a harder material, for example plastic, a fiber-reinforced plastic or a metal. The sealing element is preferably flexible and made of a softer material, in particular rubber. A plastic injection-molded component is especially cost-

- 5 effective to manufacture and simultaneously robust against external
environmental impacts or forces exerted.

Advantageously the sealing mounting is connected or formed with the stop
bushing and/or the shell in a force-fitting and /or positive manner and/or in a
10 firmly bonded manner.

The task is solved by a motor vehicle latch according to a second aspect of the
invention. The motor vehicle latch has at least a locking mechanism, having a
catch and at least one pawl, and a transmission means according to the
15 invention.

All characteristics and advantages which were previously described in
conjunction with the transmission means apply accordingly, also in conjunction
with the motor vehicle latch according to the invention.

20 The general purpose of the motor vehicle latch for a door or flap of a motor
vehicle is to secure the door or flap from unintentional opening in the closed
state of the door or flap, e.g. during a car trip.

25 A catch is fundamentally pivotably accommodated and can normally be pivoted
between an opening position and a closure position. In particular, the catch can
accommodate a locking bolt in the opening position which preferably goes into
an infeed section of the catch during closure of the door or flap from an open
position into a closed position and is thus accommodated by the catch. In
30 particular, the catch with an accommodated locking bolt can pivot from the
opening position into the closure position.

A pawl holds the catch in the closure position, in particular to securely hold the
locking bolt by the catch in the closure position. Generally, the catch can be held
35 in the closure position by means of the pawl in such a way that the catch cannot
be unintentionally pivoted back into the opening position, e.g. by a locking bolt
pulling into the opening direction. Unscheduled opening of the door or flap can

5 thus be prevented by the pawl. In principle, the holding of the catch in the closure position can be executed by a ratcheting, namely in particular by a ratcheting of the pawl, preferably with a stop. The latch housing regularly encompasses a latch case and a latch lid, with the aid of which the latch case is closed. A locking mechanism is usually accommodated in the latch case which
10 comprises a catch and an interacting pawl. The catch and consequently the motor vehicle door latch defined as such interacts with the locking bolt in a known manner.

The latch housing can be arranged on the chassis side or on the hood or door
15 side. In the initially specified case, the latch housing is fixed to a motor vehicle chassis, by screwing for example. The variant specified second corresponds to the latch housing and the door latch being attached inside or on a door, a hood, a flap or similar.

20 The transmission means according to the invention is preferably connected to the latch housing in such a way that the tensile element is connected to an operating lever of the motor vehicle latch, whereby the latch can be unbolted. The transmission means is consequently arranged on an opening of the latch housing. External environmental impacts can penetrate through this opening
25 without a transmission means according to the invention. Furthermore, on initial mounting or subsequent maintenance work in which the transmission means is separated from the latch housing and reconnected, mechanical forces can be exerted on the seal. Such damage can fundamentally be prevented by the transmission means according to the invention, whereby the sealing element is
30 arranged in a sealing mounting.

The invention is explained in further detail hereinafter with reference to the adjacent drawings on the basis of some preferred exemplary embodiments. However, reference is made again to the fact that an embodiment of the
35 invention is not limited to the depicted exemplary embodiments, but these only constitute advantageous embodiments. The characteristics portrayed can be advantageous individually or in combination with other characteristics of the

5 description and also the patent claims individually or in combination. It must be heeded that the figures are only descriptive and are not intended to restrict the invention in any way.

The same or equivalent elements are described by the same reference numbers
10 in the following embodiments and their duplicate description is dispensed with.

The following are shown:

- Figure 1 a possible embodiment of a transmission means according to the
15 invention with dismantled sealing element,
Figure 2 the transmission means according to Figure 1 with a mounted
sealing element and
Figure 3 a possible embodiment of a motor vehicle latch according to the
invention.

20 Fig. 1 depicts a possible embodiment of a transmission means 10 according to the invention. The transmission means 10 hereby has a stop bushing 20, a sealing element 30 and a tensile element 40. The stop bushing 20 for example connects the transmission means 20 to a motor vehicle latch or a handle of a
25 motor vehicle. Fixing elements 26 are arranged on the stop bushing 20. The purpose of the fixing elements 26 is that the stop bushing 20 can be fixed and thus attached to a motor vehicle latch or a handle. The fixing elements 26 can be formed as ratchet or clip connections. Fig.1 involves two fixing elements 26 which are formed in an elastic/flexible manner and can ratchet into a mounting
30 on the motor vehicle latch or a handle.

Furthermore, the stop bushing 20 has a sealing mounting 21. In Fig. 1 the sealing mounting 21 is formed as a cylindrical mounting, so that a circular sealing element 30 can be arranged therein. The sealing element 30 is
35 preferably arranged flush-mounted to the internal surface 25 of the sealing mounting 21, as shown in Fig. 2. The sealing mounting 21 has four fixing elements 24 in Fig. 1 which are formed as a hole in the sealing mounting 21 or

5 the stop bushing 20. Furthermore, a recess 22 is formed in the sealing mounting 21, through which the tensile element 40, a preferably flexible tensile element 40 is conducted. The collar element 23 forms one end of the stop bushing 20. It is formed as an edge extending from the sealing mounting 21 and encompasses or surrounds the sealing element 30 in the mounted state at least on the cylindrical
10 shell surfaces of the sealing element 30.

The sealing element 30 has a ring-shaped section with the external surface 33 and a conical section 32. Furthermore, the sealing element 30 has a recess 31 for the tensile element 40. The preferably flexible tensile element can be
15 conducted through this recess 31 formed as a hole, whereby in particular a contact between the sealing element 30 and the tensile element 40 can be present, so that no dirt or water can penetrate. The sealing element 30 has fixing elements 34 on one side of the sealing element 30 on which the conical section is not arranged. The pin-shaped fixing elements 34 are shaped in such a way
20 that these can be interlocked with the fixing elements 24 of the sealing mounting 21.

In Fig 2, the embodiment of the transmission means 10 is shown from Fig. 1, whereby the sealing element 30 is mounted in the sealing mounting 21 of the
25 stop bushing 20. It is apparent that the collar element 23 encompasses/surrounds the sealing element 30 at least in part, whereby the sealing element 30 is protected from external mechanical force impacts and can simultaneously maintain the sealing effect. A housing-type sealing mounting 21, in which the sealing element 30 is fixed thus results.

30
Furthermore, the handle sections 27 of the stop bushing 20 are apparent from Fig. 2. The handle section 27 has a toothlike structure and increases grip for mounting or dismantling, for example. The handle sections 28 consist of troughs 28 and bridges 28, whereby the ease of handling is also increased. A shell 50 is
35 subsequently arranged on the handle section 28. The shell 50 is preferably flexible. The tensile element 40 is conducted and protected in the shell 50. The shell 50 hereby acts as a mechanical guide for the flexible tensile element 40

5 and as a counterbearing for the transmitted tensile forces, so that the flexible tensile element 40 can also transmit forces along bends.

Fig. 3 shows a possible embodiment of a motor vehicle latch 100 according to the invention. The motor vehicle latch 100 has at least a latch housing 110 and a latch plate 120. A mounting 121 for the stop bushing 20 of the transmission
10 means 10 is formed on the latch plate 120. The fixing can be performed for example via the fixing elements 26 on the latch plate 120 or the mounting 121. The sealing mounting 21 is arranged within the motor vehicle latch 100 or the latch plate/latch case 120.

15 According to the invention, the sealing mounting 21 now prevents the sealing element arranged in the sealing mounting 21 from being damaged in the mounting of the transmission means 10 on the motor vehicle latch 100 as shown in Fig. 3.

20 The tensile element 40 is conducted through the shell 50 and the stop bushing 20 into the motor vehicle latch 100 and is fixed there to an operating lever 130. The shell 50 and the stop bushing 20 can be formed or interlocked as a single component, in particular in a materially uniform manner.

5

Reference sign list

	10	Transmission means
10	20	Stop bushing
	21	Sealing mounting
	22	Recess of Sealing mounting 21
	23	Collar element
	24	Fixing element
15	25	Internal surface
	26	Fixing element
	27	Handle section
	28	Handle section
20	30	Sealing element
	31	Recess of Sealing element 30
	32	Conical section
	33	External surfaces
	34	Fixing elements
25	40	Tensile element
	50	Shell
	100	Motor vehicle latch
	110	Latch housing
30	120	Latch plate
	121	Mounting for 20
	130	Operating lever

5 Patent claims

1. Transmission means (10) for a motor vehicle latch (100) of a moving component of a vehicle, having a tensile element (40) to transmit an opening command from a handle to a motor vehicle latch (100), a stop bushing
10 (20) to connect to the handle or the motor vehicle latch (100), whereby the tensile element (40) is passed through the stop bushing (20).

characterized in that

a stop bushing (20) has at least a sealing mounting (21), whereby at least a sealing element (30) is arranged at least partially in the sealing mounting (21).
15

2. Transmission means (10) according to one of the previous claims, characterized in that the sealing element (30) is surrounded at least partly by the sealing mounting (21).

20 3. Transmission means (10) according to the previous claim, characterized in that the sealing mounting (21) is a hollow cylindrical shape or a hollow conical shape, whereby in particular at a first end of the sealing mounting (21) a collar element (23) is formed which extends in a protrusion-like manner from the sealing mounting (21).

25 4. Transmission means (10) according to one of the previous claims, characterized in that the sealing element (30) is formed as a sealing ring, in particular with a conical section (32).

30 5. Transmission means (10) according to one of the previous claims, characterized in that the sealing element (30) is arranged at least on its external surfaces (33) fundamentally positively on the collar element (23).

6. Transmission means (10) according to one of the previous claims,
35 characterized in that the collar element (23) protrudes beyond the sealing element (30) in the direction of the rotational axis of the sealing mounting (21).

5 7. Transmission means (10) according to one of the previous claims, characterized in that the sealing mounting (21), in particular internally, has at least a fixing element (24), so that the sealing element (30) can be positively or force-fittingly connected to the sealing mounting (21).

10 8. Transmission means (10) according to one of the previous claims, characterized in that at least one fixing element (24) extends in a pin-shaped manner from the sealing mounting (21) as a material recess or at least a fixing element (24).

15 9. Transmission means (10) according to one of the previous claims, characterized in that the sealing element (30) has at least a fixing element (34), whereby the fixing element (34) is positively and/or form-fittingly connected to the fixing element (24) of the sealing mounting (21).

20 10. Transmission means (10) according to one of the previous claims, characterized in that the sealing mounting (21) is formed as a plastic injection-molded component and the sealing element (30) and/or the sealing mounting (21) has an elastomer, in particular rubber.

25 11. Transmission means (10) according to one of the previous claims, characterized in that the sealing mounting (21) is positively and or form-fittingly and/or firmly bonded to the stop bushing (20).

30 12. Motor vehicle latch (100) comprising a locking mechanism with a catch and at least one pawl and at least a transmission means (10) according to one of the previous claims.

Fig. 1

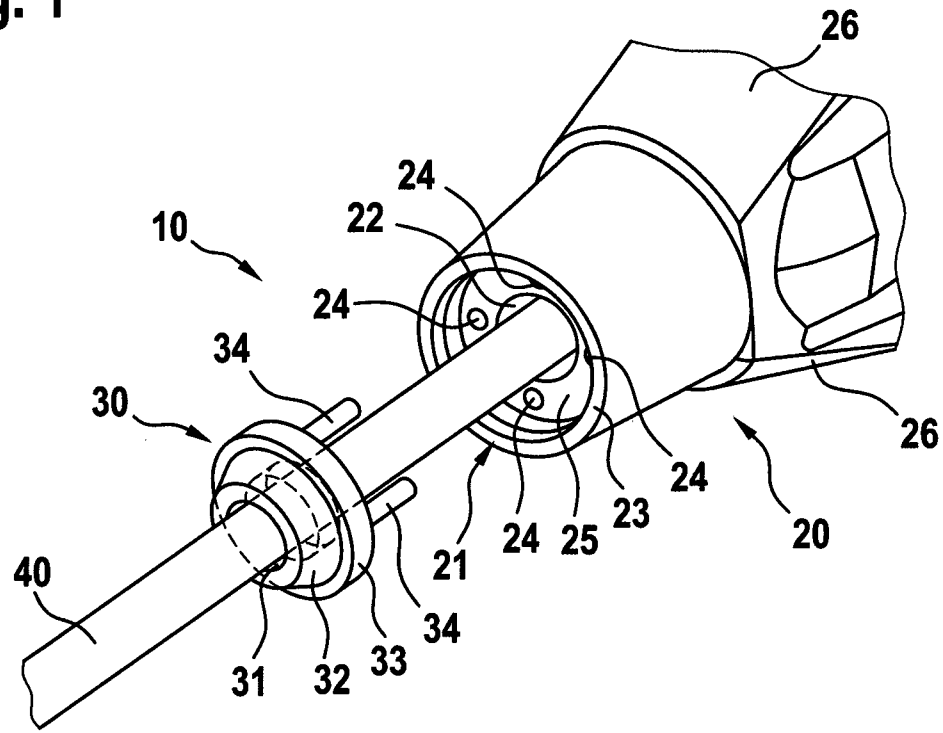


Fig. 2

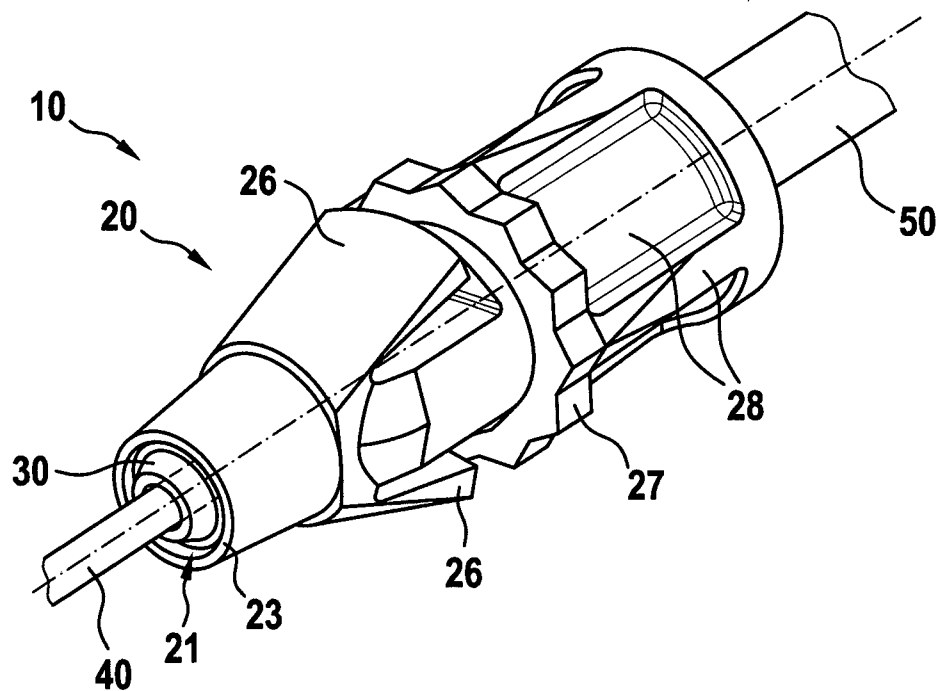
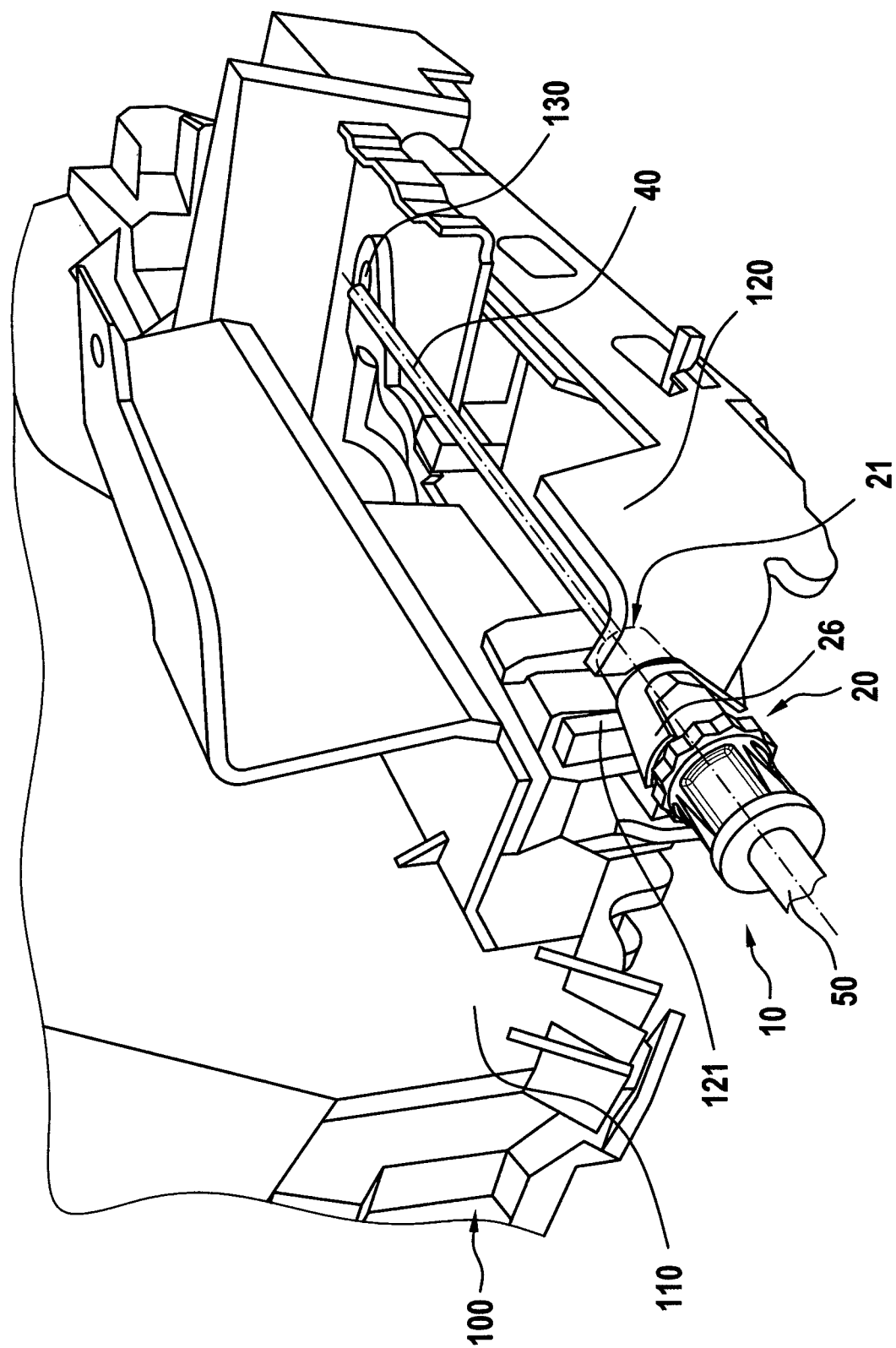


Fig. 3



INTERNATIONAL SEARCH REPORT

International application No
PCT/IB2019/000004

A. CLASSIFICATION OF SUBJECT MATTER
INV. E05B77/34 E05B79/20 F16C1/10
ADD.

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)
E05B F16C

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

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

EP0-Internal

C. DOCUMENTS CONSIDERED TO BE RELEVANT

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A	figures	8,9
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	figures	
	----- -/-	

☒ Further documents are listed in the continuation of Box C.

☒ See patent family annex.

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"&" document member of the same patent family

Date of the actual completion of the international search

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INTERNATIONAL SEARCH REPORT

International application No

PCT/IB2019/000004

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
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INTERNATIONAL SEARCH REPORT

Information on patent family members

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