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Ruiz Martinez(10) **Pub. No.: US 2009/0155107 A1**(43) **Pub. Date: Jun. 18, 2009**(54) **MECHANISM FOR THE RECOVERY OF
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(2), (4) Date: **Sep. 18, 2008**(30) **Foreign Application Priority Data**

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F04B 7/00 (2006.01)(52) **U.S. Cl.** **417/516**(57) **ABSTRACT**

The invention relates to a mechanism for the recovery of energy in self-propelled vehicles. The inventive mechanism consists of either: (a) a balanced rotary compressor with tangential pistons, comprising two or more cylinders which are connected to a crank having two or more pins; or (b) a rotary compressor with tangential pistons, comprising an extendible crank. The novel system enables the recovery of wasted energy in motor vehicles in the form of pneumatic pressure for the possible use thereof in auxiliary systems belonging to the vehicle or in the engine.

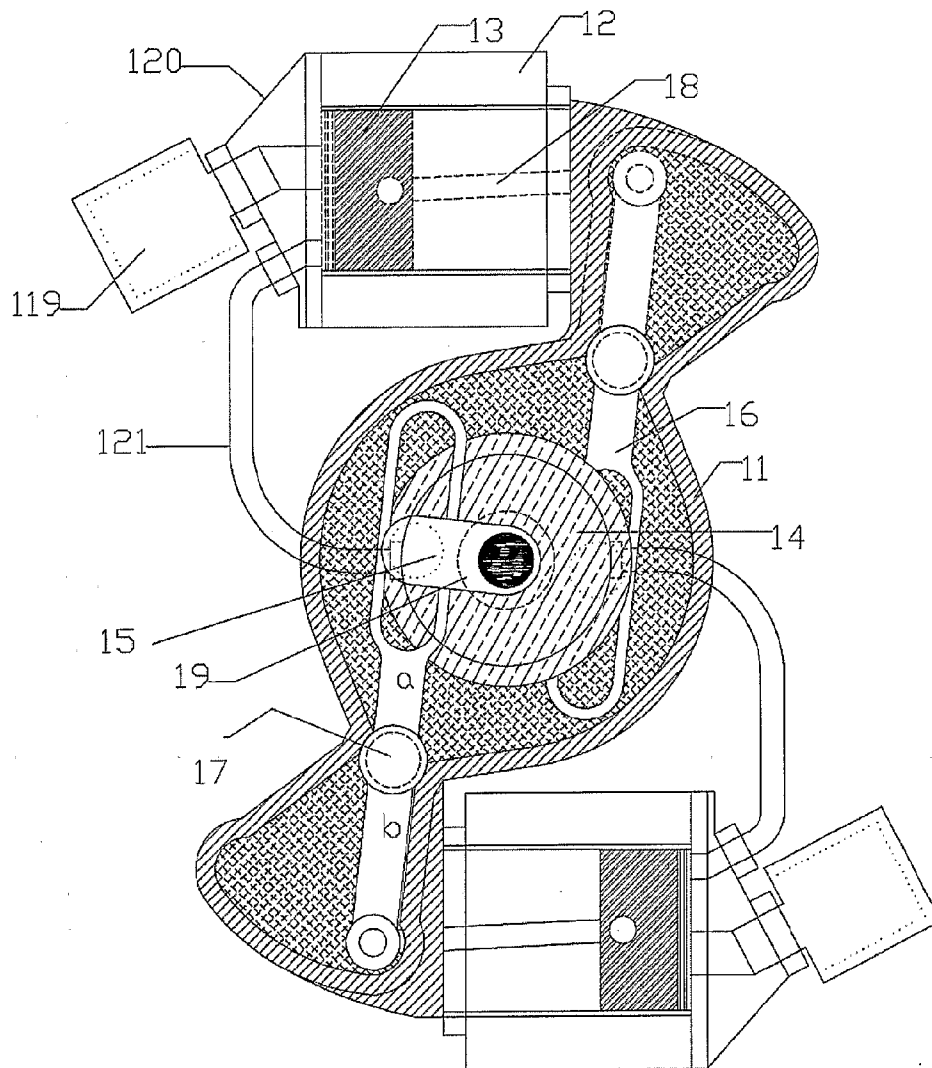


Fig. 2

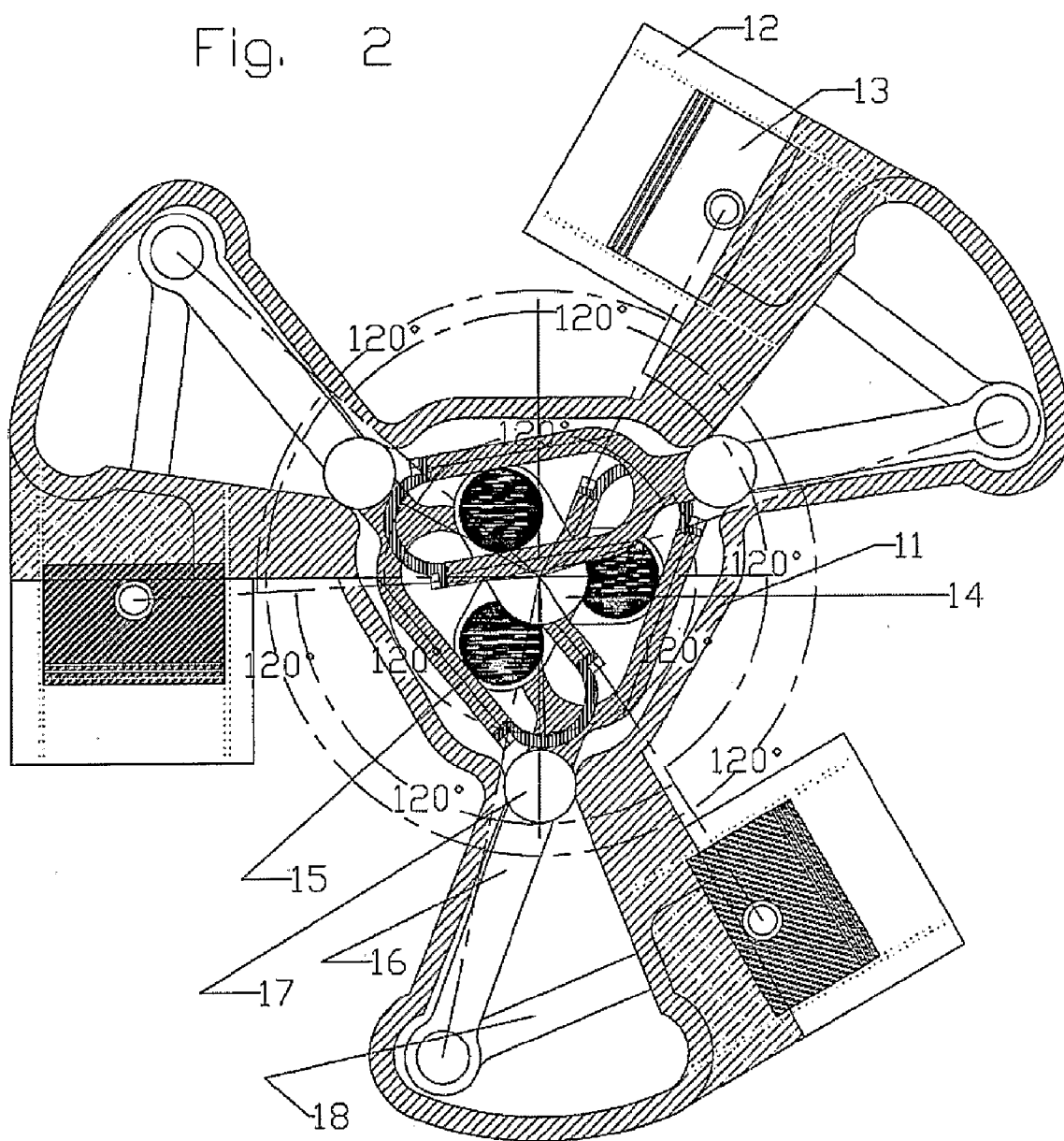


Fig. 3

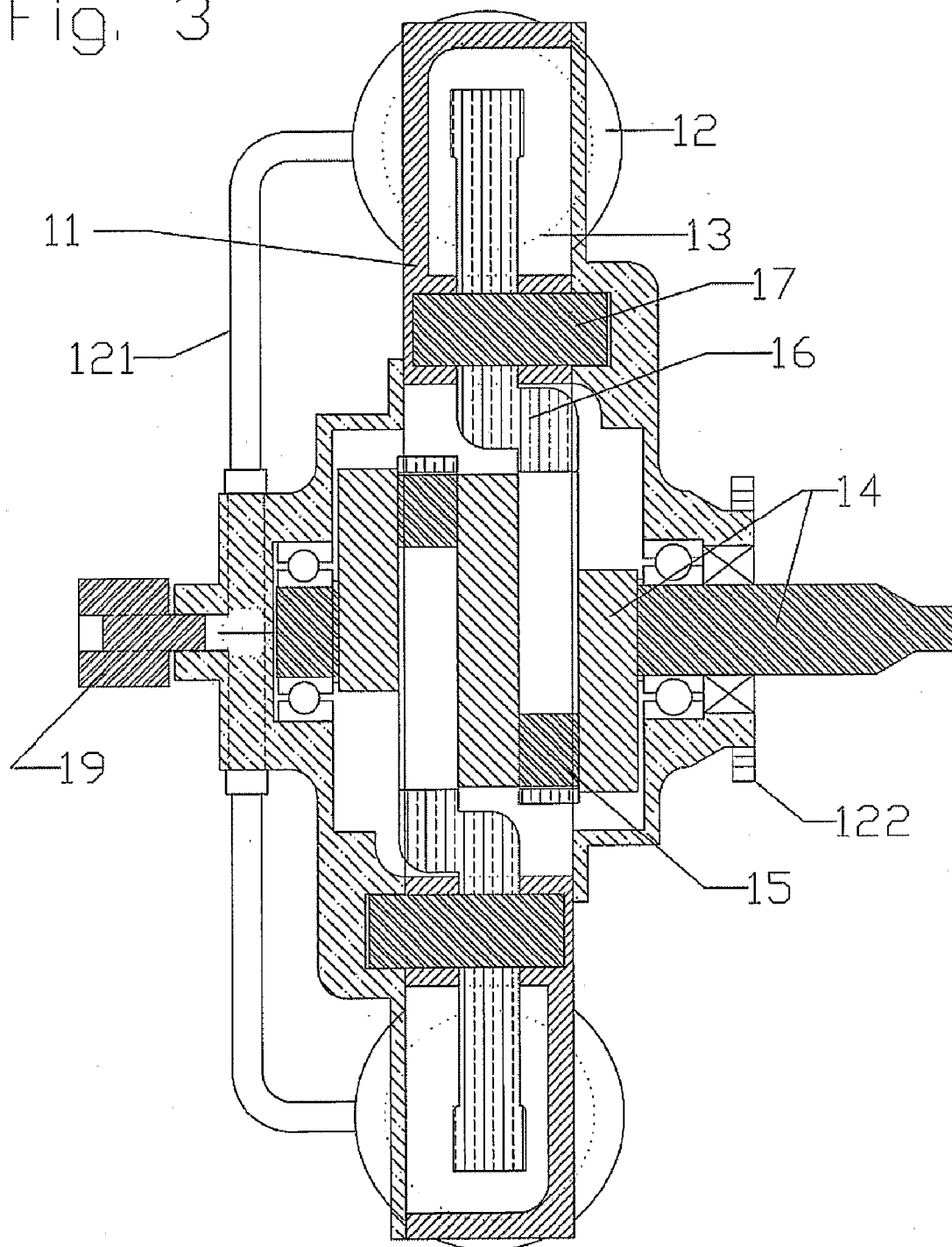


Fig 4

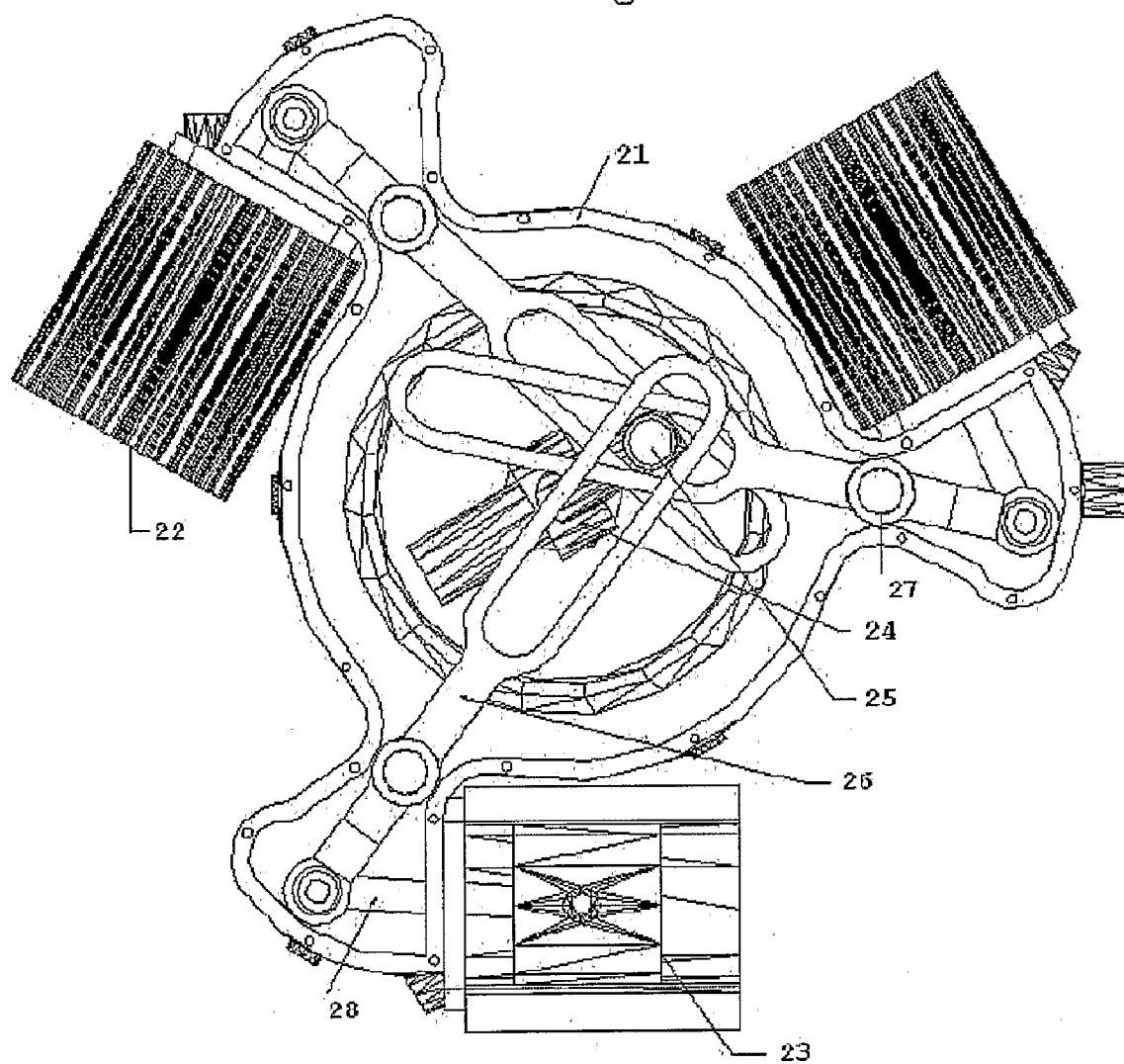


Fig. 5

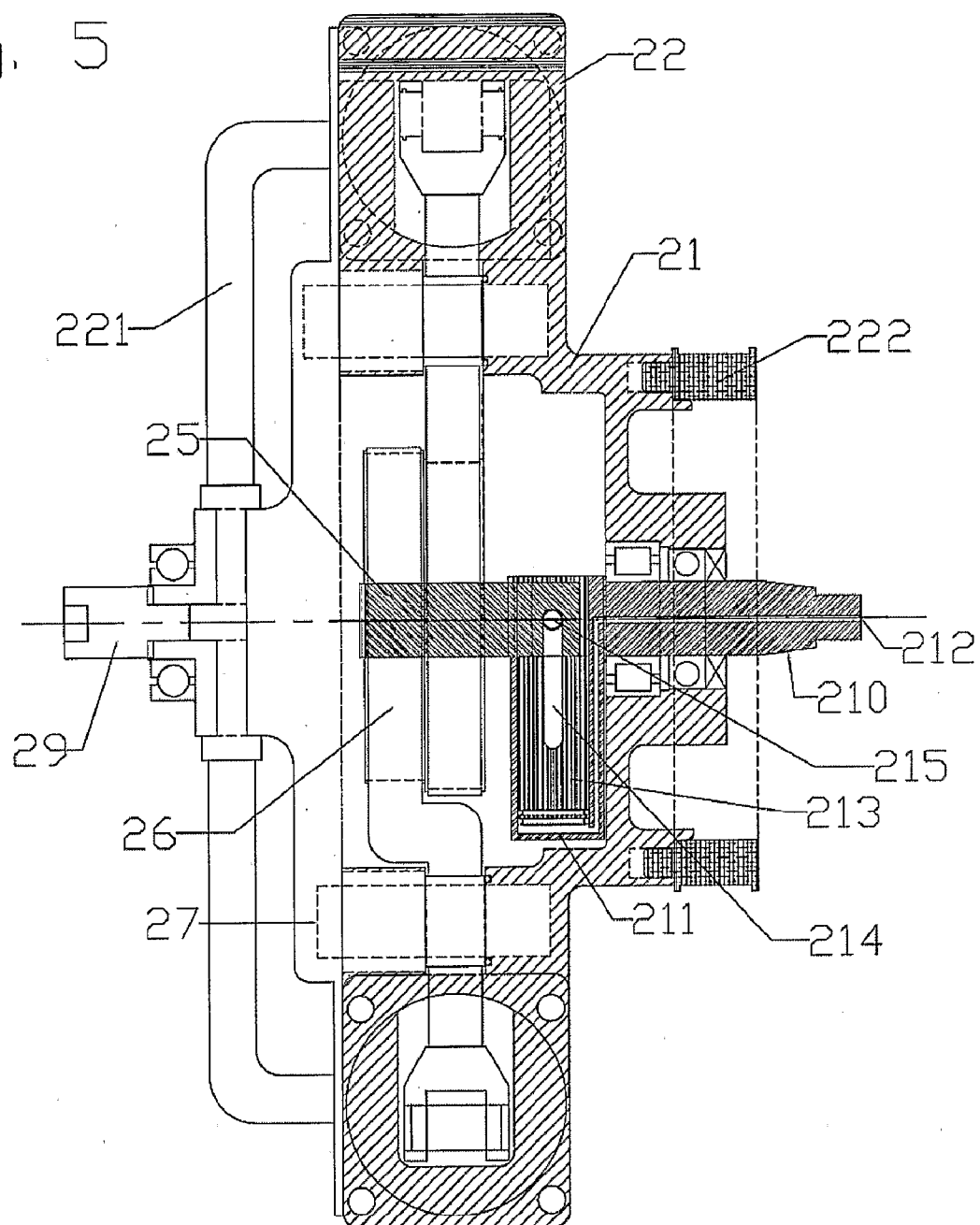
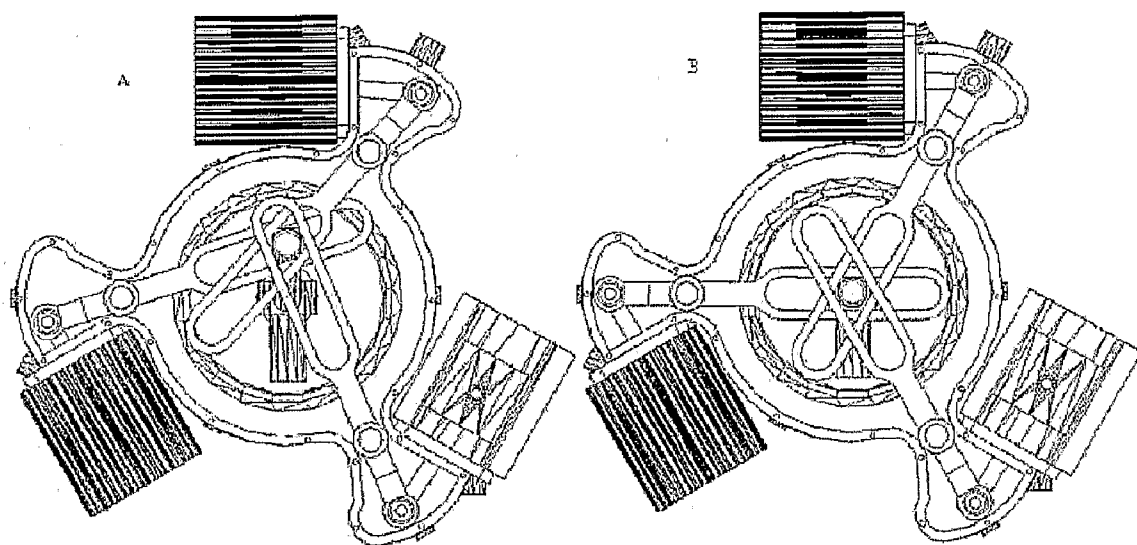
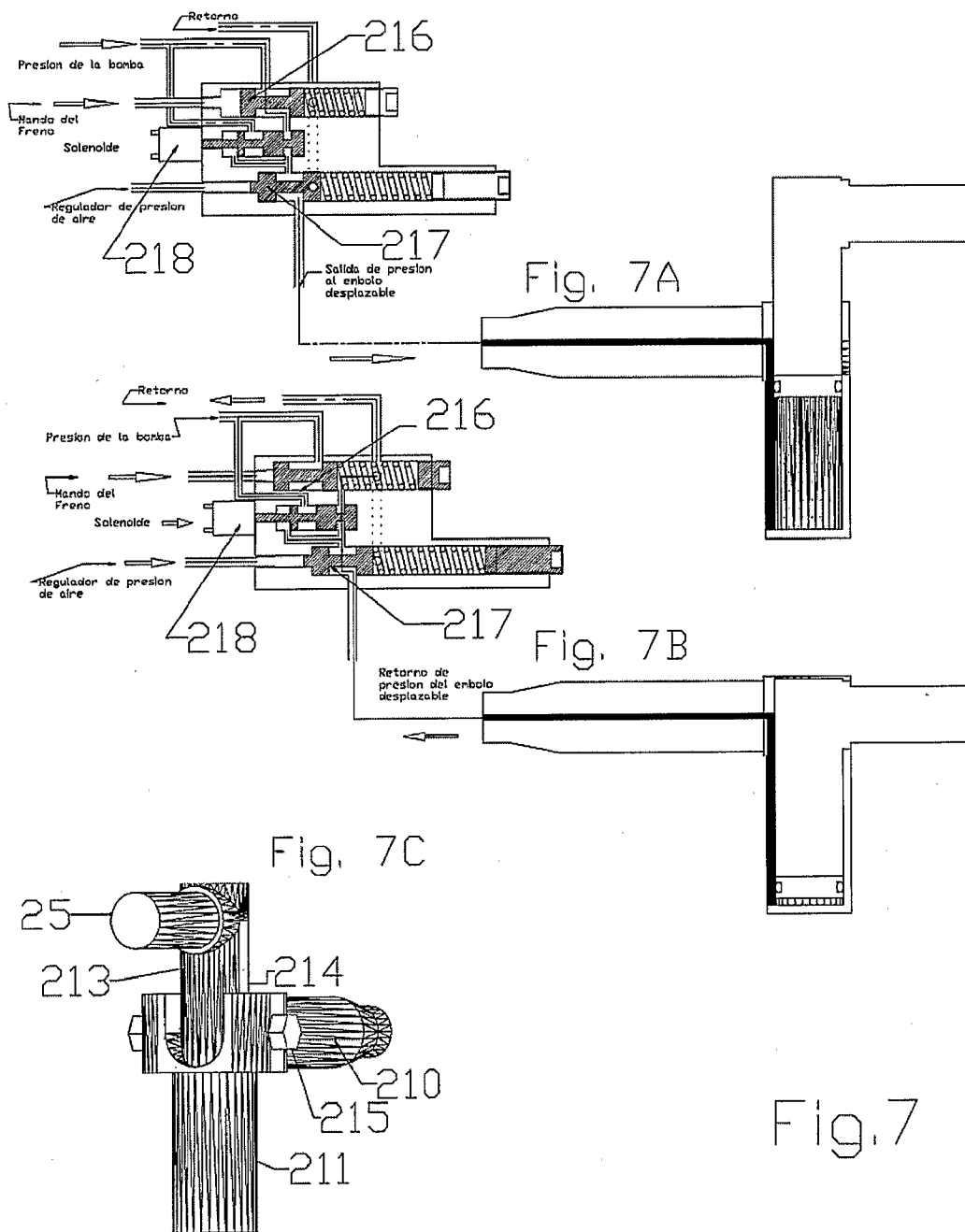


Fig. 6





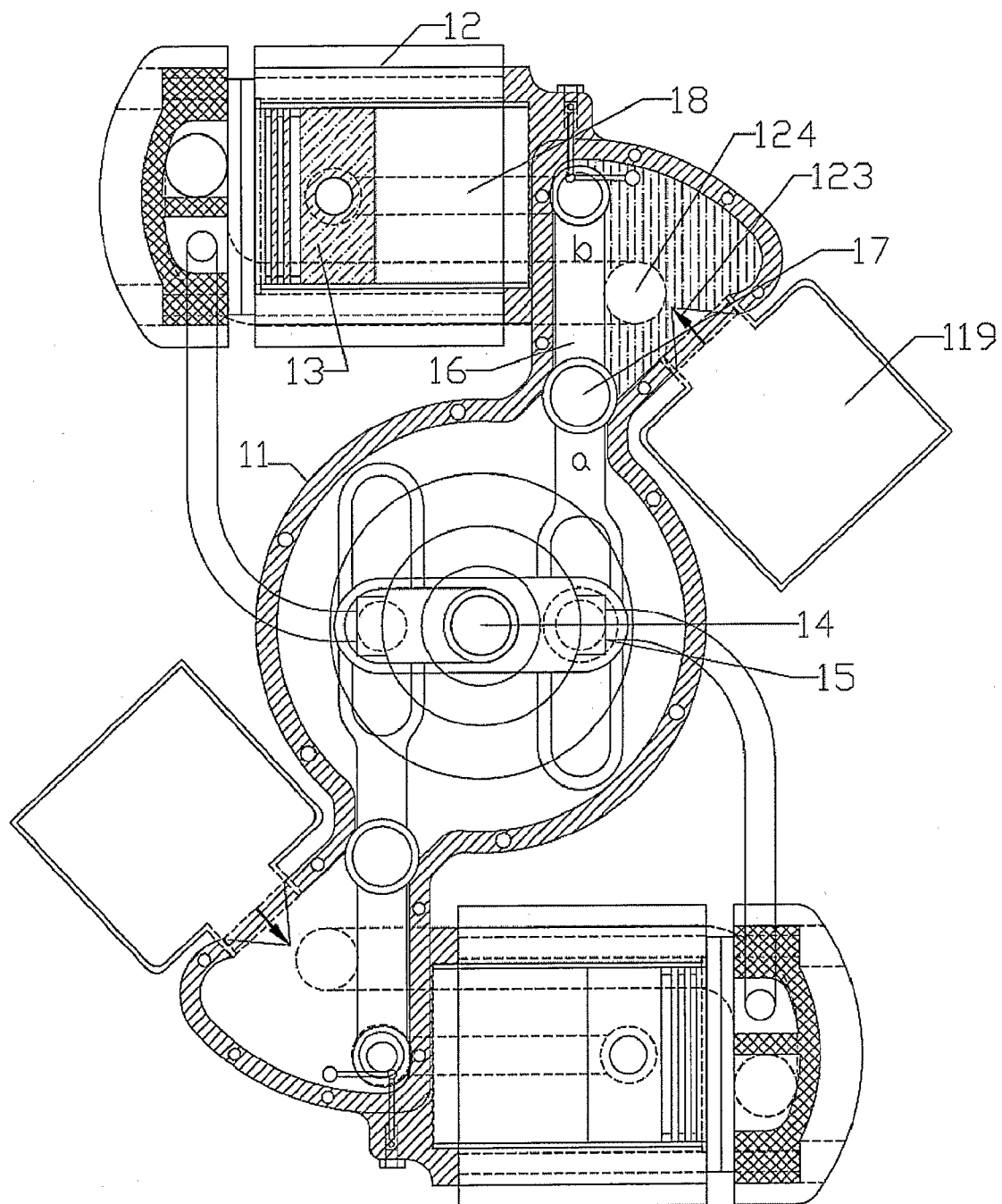


Fig. 8

MECHANISM FOR THE RECOVERY OF ENERGY IN SELF-PROPELLED VEHICLES

BACKGROUND OF THE INVENTION

[0001] 1. Field of the Invention

[0002] The object of the present specification is to set forth a novel system for the recovery of energy in self-propelled vehicles by means of a balanced rotary compressor with tangential pistons comprising two or more cylinders which are connected to a crank having two or more pins or a rotary compressor with tangential pistons, comprising an extendible crank. This novel system enables the recovery of wasted energy in motor vehicles in the form of pneumatic pressure for the possible use thereof in auxiliary systems belonging to the vehicle or in the engine.

[0003] 2. Description of the Related Art

[0004] Most of the energy currently produced by the engines in self-propelled vehicles is consumed in deceleration, especially in large cities, causing additional consumptions, as well as the necessary continuous braking systems.

[0005] In addition to the drawback set forth, the main defect of rotary compressors with tangential pistons proposed to date is that the elements with internal shifting during the rotation of the assembly are not balanced, and their use at certain revolutions causes mechanical vibrations limiting their use and reducing the useful life thereof.

[0006] The applicant, who is a person skilled in the art, is not aware of a balanced rotary compressor having the features of the compressor described below.

SUMMARY OF THE INVENTION

[0007] This novel mechanism for the recovery of energy in self-propelled vehicles, based on either a balanced rotary compressor with tangential pistons comprising two or more cylinders and a crank having two or more pins, or a rotary compressor with tangential pistons comprising an extendible crank, is set forth to palliate, or where applicable, eliminate the drawbacks discussed above.

[0008] In the balanced compressor with tangential pistons, the block rotates connected to the drive shaft through a clutch which is actuated upon applying the brake of the vehicle and the crank remains fixed to the structure or support. When the rotation starts, the grooved inner arm of the pivoted lever slides on the pin of the crank and makes it tilt on a shaft, this angular movement is transmitted to the outer arm of the lever, which by means of a connecting rod converts it into an alternative linear path to the piston of its cylinder. Therefore, each rotation of the block causes a complete cycle of the piston.

[0009] The pistons of the cylinders are diametrically opposite and are actuated by pins of the shaft that are equally shifted 180°. In this way, the elements with inner shifting, such as pistons, connecting rods and pivoted levers, maintain at all times a 180° shift with its pair, achieving a homogeneous distribution of masses and balancing the assembly.

[0010] This homogeneous and balanced distribution is also valid for compressors with an odd number of cylinders, although in this case the balancing is in its assembly, in this way, the pistons of each cylinder are operated by pins angularly shifted the same number of degrees as the cylinders (for example, in the cylinders located at 120° to each other, their pistons are actuated by pins also located at 120° to each other) therefore they maintain a uniform distribution of masses during the rotation, with a constant balancing.

[0011] The crank and the inner part of the pivoted lever are located in a sealed central chamber and the outer part of this lever with the connecting rod and the piston in the other, separated by the rotating shaft of this pivoted lever.

[0012] The necessary elements completing the compressor, the cylinder head and the cover of the check valves, inlet and outlet ducts, are located in the upper part of the cylinder. The compressed air outlet is sent to a suitable container through the front shaft of the compressor and a rotary joint.

[0013] The rotation of the block also favors the dissipation of heat generated during the compression and together with the absence of vibrations, makes it especially suitable for the recovery of energy in self-propelled vehicles, connected to the drive shaft thereof by means of a clutch actuated upon applying the brake of the vehicle.

[0014] On the other hand, the compressor comprising an extendible crank is formed by a block with two or more cylinders and a crank with a single extendible pin, to which the pistons are coupled by means of a pivoted lever and a connecting rod for each cylinder, the block rotates connected to the drive shaft of the vehicle and the crank remains fixed joined to the structure of the vehicle. The crank is formed by a cylinder joined to the fixing shaft and a rod with the pin, the shaft and the cylinder have an inner duct through which air or liquid flows under pressure, actuating the rod by extending it when the brake of the vehicle is applied.

BRIEF DESCRIPTION OF THE DRAWINGS

[0015] To complement the description being made and for the purpose of aiding to better understand the features of the invention a series of drawings is attached to the present specification as an integral part thereof in which the following has been shown with an illustrative and non-limiting character:

[0016] FIG. 1 shows a plan view of the mechanism for the recovery of energy in self-propelled vehicles based on a balanced rotary compressor with tangential pistons comprising two cylinders.

[0017] FIG. 2 shows a plan view of the mechanism for the recovery of energy in self-propelled vehicles with a balanced rotary compressor with tangential pistons comprising three cylinders.

[0018] FIG. 3 shows a section of the mechanism for the recovery of energy in self-propelled vehicles with a balanced rotary compressor.

[0019] FIG. 4 shows a plan view of a mechanism for the recovery of energy in self-propelled vehicles with a rotary compressor comprising an extendible crank with three cylinders.

[0020] FIG. 5 shows a section of a mechanism for the recovery of energy with a rotary compressor comprising an extendible crank, with the same objective as the previous one.

[0021] FIG. 6 shows a plan view of a mechanism for the recovery of energy in self-propelled vehicles with a rotary compressor comprising an extendible crank, with two positions: "A" extended crank; and "B" retracted crank.

[0022] FIG. 7 shows a scheme for the actuation of the valve controlling the extension of the crank and a view thereof.

[0023] FIG. 8 shows a balanced rotary compressor, with the intake of air from the rear chamber of the cylinder through a check valve.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

[0024] As can be seen in FIG. 1, the mechanism for the recovery of energy in self-propelled vehicles, object of the

present invention, is formed by, in the case of FIG. 1, a balanced rotary compressor with tangential pistons which is in turn formed by a block (11) with two cylinders (12) and a crank (14) with two pins (15). The assembly rotates when the brake, connected to the drive shaft by means of a clutch, is applied and the crank (14) remains fixed to the structure or support. When the rotation is started, the inner arm "a" of the pivoted lever (16) slides on the pin (15) of the crank (14), which remains fixed, and makes it tilt on its shaft (17), this angular movement is transmitted to the piston (13) in an alternative linear path by means of the outer arm "b" and the connecting rod (18). In this way, each rotation of the block causes a complete cycle of the piston.

[0025] The pistons (13) of the cylinders (12) that are diametrically opposite are actuated by pins (15) of the crank (14) that are equally shifted 180°. In this way, the elements having an inner shifting, such as pistons (13), connecting rods (18) and pivoted levers, maintain at all times a 180° shift with their pair, achieving a homogeneous distribution of masses and balancing the assembly.

[0026] As can be observed in FIG. 2, this homogeneous and balanced distribution of masses is also valid for an odd number of cylinders, although in this case the balancing is as a group and not by pairs. The cylinders (12) are located at 120° to each other and their pistons (13) are actuated by pins (15) that are also located at 120°, therefore they maintain a uniform distribution of their masses during the rotation with a constant balancing.

[0027] The necessary elements completing the balanced rotary compressor, the cylinder head (120), the cover of the check valves, the air inlet and outlet ducts, are located in the upper part of the cylinder (12). The compressed air outlet (121) is sent to a suitable container through the front shaft of the compressor and a rotary joint (19).

[0028] FIG. 8 shows a variant of the compressor used in this first embodiment of the mechanism for the recovery of energy in self-propelled vehicles, where the crank (14) and the lower part (a) of the pivoted lever (16) are located in a sealed central chamber and the outer part (b) of this lever (16), with the connecting rod (18) and the piston (13) in another chamber, separated by the rotating shaft (17) of this pivoted lever (16). This arrangement facilitates the individual lubrication of each chamber, and allows the air to be drawn from the rear chamber of the cylinder (12), through a check valve (123) during the forward run of the piston (13), and injected during the return through the duct (124), to the compression chamber.

[0029] The mechanism for the recovery of energy in self-propelled vehicles based on the compressor comprising an extendible crank (FIGS. 4, 5, 6 and 7) basically consists of: block (21), cylinders (22), pistons (23), pivoted lever (26), connecting rods (28), and a crank (24) having a single pin (25), which moves, radially driven by pneumatic or hydraulic pressure. The block (21) rotates joined to the drive shaft of the vehicle, either by gears, belts or other means (222) and with it, all its elements (cylinders, pistons, connecting rods and pivoted lever) and the crank remains fixed to the structure of the vehicle. The crank (24) consist of a shaft (210) joined to a cylinder (211) and both of them have a hole (212) through which the driving agent flows to the base of the latter, a rod (213) joined to the pin (25) slides inside the cylinder.

[0030] As can be observed in FIG. 6A, when the crank (24) of the compressor is extended, the rotation of the block (21) with all the elements causes an angular shifting in the inner arm of the pivoted lever (26), since the crank (24) is fixed to

the structure of the vehicle, this movement is transmitted by the outer arm of the pivoted lever (26) to the piston (23) in the form of an alternative linear movement. In FIG. 6B, where the crank (24) of the compressor is retracted, the block (21) continues to rotate connected to the drive shaft of the vehicle, but the pivoted lever (26) and the pistons (23) do not move. The compressed air outlet (221) sends the air to a suitable container through the front shaft of the compressor and a rotary joint (29).

[0031] As has just been mentioned, during the rotation of the block (21), the pistons (23) remain in a neutral position and the rod remains retracted; when the brake is actuated, pressure is sent to the cylinder (22), the rod and the pin (25) extend and the pistons (23) move in an alternative linear path up to their limit, driven by the angular movement caused by the pin (25) and the pivoted lever (26). This extension is limited by the two grooves (214) made in the rod, in which two lugs (215) fixed to the driving cylinder (22) slide and which at the same time maintain the orientation of the pin (25). The position of the rod is determined by a control valve consisting of a piston (216) actuated by the brake and another piston (217) regulating the maximum pressure in the air storage system, a solenoid (218) is also provided which is activated in the event that a minimum pressure is needed in the system, which by means of a pressure switch actuates the system independently of the situation of the brake.

[0032] The crank (24) and the inner part of the pivoted arm (26) are located in a sealed central chamber and the outer part of said lever (26), with the connecting rod (28) and the piston (23) in another one, separated by the rotating shaft (27) of this pivoted lever (26). This arrangement facilitates the individual lubrication of each chamber, and allows the air to be drawn from the rear chamber of the cylinder (22), through a check valve during the forward run of the piston (23), and injected during the return through the duct (124) into the compression chamber.

[0033] FIG. 7 shows the operation of the valve controlling the crank. Thus, in FIG. 7A, when the brake is applied, pressure is sent to the piston (216) of the valve, which moves, allowing the hydraulic or pneumatic pressure of this system to pass to the cylinder (211) through the piston (217) regulating the air pressure of the storage system, moving the rod (214) to which the pin (25) of the crank (24) is joined up to the its run limit and causing the angular movement of the pivoted crank (26), which moves the pistons (23) linearly. In FIG. 7B, when the brake is released and as there is no pressure in this system, the piston (216) recovers its position by means of its spring, the pressure of the system is cut off and the duct of the cylinder returned, thus the pressure exerted by the air on the pistons takes the crank to its rest position. The piston (218) which is actuated by a solenoid is provided in case a minimum air pressure is needed to be maintained in the system and can be activated by a pressure switch. FIG. 7C shows the extendible crank (24) with a single pin (25) formed by a shaft coupled to the structure of the vehicle (210), a driving cylinder (211), a rod (213), grooves for limiting and orienting the crank (214) and limiting lugs (215).

[0034] Having sufficiently described the nature of the present invention as well as a way of carrying it out to practice, it is necessary to state that the intervention may undergo certain variations in shape and in materials provided that said alterations do not substantially change the features which are claimed below.

What is claimed is:

1. A mechanism for the recovery of energy in self-propelled vehicles consisting of a compressor with tangential pistons, a mechanism contained in two circular parts coupled to each other, wherein one or more pistons tangential to the rotating shaft, coupled to the outer arm of one or more pivoted levers pivoting on a shaft, are actuated by a crank with a single pin sliding on the groove made in the inner arm upon rotating the shaft or the block and essentially characterized in that in this mechanism with two or more pistons (13), each one is actuated individually by an independent pin (15), separated from one another by the same number of degrees as the cylinders (12) containing them and another group with the same number can be added, in any angular position with respect to the previous one but which must be the same as each other so as to be actuated by the same pins. This improvement is for the purpose of enabling balancing the assembly during the rotation of the block (11).

2. A mechanism for the recovery of energy in self-propelled vehicles consisting of a compressor with tangential pistons, characterized in that the crank (14) and the grooved inner arms of the pivoted lever (16), which are actuated by the pins, are located in a sealed central chamber separated from the rear chambers of the cylinders by the rotating shaft of the latter, for the purpose of facilitating the lubrication and maintaining them independent.

3. A mechanism for the recovery of energy in self-propelled vehicles consisting of a compressor with tangential pistons, characterized in that the air is drawn from the rear chamber of the cylinder through a check valve (123) during the forward shifting of the piston and injected into the compression chamber in its return through a duct (124) made for that purpose.

4. A mechanism for the recovery of energy in self-propelled vehicles consisting of a compressor according to claims 1, 2 and 3, characterized in that it is connected to the

drive shaft of a vehicle by means of a clutch which is activated upon actuating the brake thereof, the block rotating with all its elements (cylinders, pistons, connecting rods and pivoted lever) whereas the crank remains fixed to the structure taking advantage of the kinetic energy to compress air, exiting through a rotary valve (19) located in the front shaft of the compressor and to be stored in a suitable container for its subsequent use.

5. A mechanism for the recovery of energy in self-propelled vehicles consisting of a compressor with tangential pistons with a single extendible pin according to claims 2 and 3, characterized in that the block (21) with all its elements (cylinders, pistons, connecting rods and pivoted lever) rotates joined to the drive shaft of the vehicle, either by gears, belts or other means, and the crank remains fixed to the structure. This extendible crank consists of a pin (25) joined to the end of a rod (213) with side grooves (214) and a sealing gasket in the lower end, contained in a cylinder (211) joined to the shaft (210) of the crank, both of them perforated (212) so as to allow the passage of pressure (pneumatic or hydraulic) to the base of the cylinder. During the running of the vehicle, the rod remains retracted, the pin centered and the pistons inactive, when the brake is applied, pressure is sent to the cylinder, the rod extends up to its maximum run, oriented and limited by two lugs (215) threaded to the cylinder, which lugs slide on the side grooves of the rod, causing the movement of the pivoted levers and the pistons, compressing air which is sent to a container through a rotary valve (19) located in the front shaft of the compressor. When the brake is deactivated, the driving agent is returned and the air pressure exerted on the pistons retracts the pin and the compressor is left without a load. The actuation of this mechanism is controlled by a valve (FIG. 7) which can have pressure protection and regulation so as to activate the system when needed or deactivate it during the driving in reverse, or others.

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