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(54) **CEILING-TYPE INDOOR UNIT OF AIR CONDITIONER**

DECKENINNENRAUMEINHEIT EINER KLIMAAANLAGE VOM DECKENTYP

UNITÉ INTÉRIEURE DE TYPE PLAFOND DE CLIMATISEUR

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Description

[Technical Field]

5 **[0001]** The present disclosure relates to a ceiling type indoor unit of an air conditioner, and more particularly a ceiling type indoor unit installed at the ceiling of a room.

[Background Art]

10 **[0002]** In general, an air conditioner includes a compressor, a condenser, an evaporator, and an expander, and supplies cool air or hot air to a building or a room using an air conditioning cycle.

[0003] Based on the structure thereof, the air conditioner is classified as a separable air conditioner configured such that a compressor is disposed outdoors or an integrated air conditioner configured such that a compressor is integrally manufactured.

15 **[0004]** In the separable air conditioner, an indoor heat exchanger is installed in an indoor unit, an outdoor heat exchanger and a compressor are installed in an outdoor unit, and the two separated units are connected to each other via a refrigerant pipe.

[0005] In the integrated air conditioner, an indoor heat exchanger, an outdoor heat exchanger, and a compressor are installed in a single case. Examples of the integrated air conditioner include a window type air conditioner installed at a window and a duct type air conditioner installed outside a room in the state in which a suction duct and a discharge duct are connected to each other.

[0006] The separable air conditioner is generally classified depending on the form in which the indoor unit is installed.

20 **[0007]** An air conditioner configured such that an indoor unit is vertically installed in a room is called a stand type air conditioner, an air conditioner configured such that an indoor unit is installed at the wall of a room is called a wall mounted air conditioner, and an air conditioner configured such that an indoor unit is installed at the ceiling of a room is called a ceiling type air conditioner.

[0008] In addition, there is a system air conditioner capable of providing air-conditioned air to a plurality of spaces as a kind of separable air conditioner.

25 **[0009]** The system air conditioner is classified as a type of air conditioner including a plurality of indoor units in order to air-condition rooms or a type of air conditioner capable of supplying air-conditioned air to respective spaces through ducts.

[0010] The plurality of indoor units provided in the system air conditioner may be stand type indoor units, wall mounted indoor units, or ceiling type indoor units.

30 **[0011]** A conventional ceiling type indoor unit includes a case installed at a ceiling so as to be suspended therefrom and a front panel configured to cover the lower surface of the case, the front panel being installed at the same surface as the ceiling.

[0012] A suction port is disposed at the center of the front panel, and a plurality of discharge ports is disposed outside the suction port, and a discharge vane is installed at each discharge port.

35 **[0013]** In the case in which the conventional discharge vane breaks down, however, the entirety of the front panel must be separated from the case in order to repair the discharge vane. That is, conventionally, even in the case in which one of the plurality of discharge vanes breaks down, the entirety of the front panel must be separated from the case in order to replace or repair the broken discharge vane.

[Prior Art Document]

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[Patent Document]

[0014] Korean Registered Patent No. 10-0679838 B1 JP H01 217148 A discloses an air direction varying device. EP 0 811 810 A2 relates to an air conditioner.

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[Disclosure]

[Technical Problem]

55 **[0015]** It is an object of the present disclosure to provide a ceiling type indoor unit of an air conditioner capable of simultaneously controlling a first vane and a second vane by rotating a driving link.

[0016] It is another object of the present disclosure to provide a ceiling type indoor unit of an air conditioner capable of simultaneously controlling a first vane and a second vane by rotating a driving link and of turning the first vane and

rotating the second vane in place during rotation of the driving link.

[0017] It is a further object of the present disclosure to provide a ceiling type indoor unit of an air conditioner capable of forming different rotational angles at two vanes using a single vane motor.

[0018] Objects of the present disclosure are not limited to the aforementioned objects, and other unmentioned objects will be clearly understood by those skilled in the art based on the following description.

[Technical Solution]

[0019] The present invention is capable of simultaneously controlling a first vane and a second vane by rotating a driving link.

[0020] The present invention is capable of simultaneously controlling the first vane and the second vane by rotating the driving link and of turning the first vane and rotating the second vane in place during rotation of the driving link.

[0021] The present is capable of forming different rotational angles at the first vane and the second vane using a single vane motor.

[0022] The invention is defined in the independent claim. Dependent claims describe preferred embodiments.

[0023] A ceiling type indoor unit of an air conditioner according to the present invention includes a case installed at the ceiling of a room so as to be suspended therefrom, the case having a suction port and a discharge port formed at the lower surface thereof, a module body installed at the case, at least a portion of the module body being exposed to the discharge port, a vane motor assembled to the module body, the vane motor being configured to provide driving force, a driving link assembled to the module body so as to be rotatable relative thereto, the driving link being coupled to the vane motor, the driving link being configured to be rotated by the driving force of the vane motor, the driving link including a first driving link body and a second driving link body having a predetermined angle therebetween, a first vane link located further forwards than the driving link, the first vane link being assembled to the module body so as to be rotatable relative thereto, a second vane link assembled to the second driving link body so as to be rotatable relative thereto, a first vane disposed at the discharge port, the first vane being disposed forwards in the discharge direction of air discharged from the discharge port, the first vane being assembled to each of the first driving link body and the first vane link so as to be rotatable relative thereto, and a second vane disposed at the discharge port, the second vane being assembled to the module body so as to be rotatable relative thereto by the second vane shaft, the second vane being assembled to the second vane link so as to be rotatable relative thereto, wherein the driving link includes a core link shaft protruding toward the vane motor for coupling with the vane motor, a first driving link shaft protruding from the first driving link body toward the first vane for assembly with the first vane, and a second driving link shaft protruding from the second driving link body toward the second vane link for assembly with the second vane link, the first driving link shaft and the second driving link shaft protrude in the same direction, and the core link shaft protrudes in the direction opposite the first driving link shaft and the second driving link shaft.

[0024] The driving link may include a core body, the core link shaft disposed at the core body, the core link shaft being rotatably coupled to the module body, the core link shaft protruding toward the vane motor, the core link shaft being coupled to the vane motor, a first driving link body extending from the core body, the first driving link shaft disposed at the first driving link body, the first driving link shaft protruding toward a first vane body, the first driving link shaft being rotatably coupled to the first vane, a second driving link body extending from the core body, a predetermined angle (E) being defined between the second driving link body and the first driving link body, and the second driving link shaft disposed at the second driving link body, the second driving link shaft protruding in the identical direction to the first driving link shaft, the second driving link shaft being rotatably coupled to the second vane link, the first vane link may include a first vane link body, a first vane link shaft, also called 1-1 vane link shaft, disposed at one side of the first vane link body, the first vane link shaft being assembled to the first vane, the first vane link shaft being configured to be rotated relative to the first vane, and a second vane link shaft, also called 1-2 vane link shaft disposed at the other side of the first vane link body, the second vane link shaft being assembled to the module body, the second vane link shaft being configured to be rotated relative to the module body, and the second vane link may include a second vane link body, a third vane link shaft, also called a 2-1 vane link shaft disposed at one side of the second vane link body, the third vane link shaft being assembled to the second vane, the third vane link shaft being configured to be rotated relative to the second vane, and a fourth vane link shaft, also called a 2-2 vane link journal disposed at the other side of the second vane link body, the fourth link journal being assembled to the driving link, the fourth vane link journal being configured to be rotated relative to the driving link.

[0025] The distance (C1) between the core link shaft and the first driving link shaft may be greater than the distance (C2) between the core link shaft and the second driving link shaft and may be less than the distance (A1) between the first vane link shaft and the second vane link shaft.

[0026] The distance (A2) between the third vane link shaft and the fourth vane link journal may be greater than the distance (C2) between the core link shaft and the second driving link shaft and may be less than the distance (C1) between the core link shaft and the first driving link shaft.

5 [0027] The module body may include a module body portion coupled to the case and a link installation portion formed so as to extend upwards from the module body portion, the link installation portion being exposed to the discharge port, the link installation portion may include a driving link coupling portion to which the core link shaft is assembled, the driving link coupling portion providing the center of rotation of the core link shaft, a first vane link coupling portion to which the second vane link shaft is assembled, the first vane link coupling portion providing the center of rotation of the second vane link shaft, and a second vane coupling portion to which the fourth vane link shaft is assembled, the second vane coupling portion providing the center of rotation of the fourth vane link shaft, and the distance (R1) between the driving link coupling portion and the first vane link coupling portion may be less than the distance (R2) between the driving link coupling portion and the second vane coupling portion.

10 [0028] The distance (C1) between the core link shaft and the first driving link shaft may be greater than the distance (C2) between the core link shaft and the second driving link shaft and may be less than the distance (A1) between the first vane link shaft and the second vane link shaft, and the distance (A2) between the third vane link shaft and the fourth vane link journal may be greater than the distance (C2) between the core link shaft and the second driving link shaft and may be less than the distance (C1) between the core link shaft and the first driving link shaft.

15 [0029] The first vane may include a first vane body formed so as to extend long in the longitudinal direction of the discharge port and a first joint rib protruding upwards from the first vane body, the driving link and the first vane link being coupled to the first joint rib so as to be rotatable relative thereto, the first joint rib may include a first joint portion assembled to the first vane link shaft so as to be rotatable relative thereto and a second joint portion assembled to the first driving link shaft so as to be rotatable relative thereto, and the distance (B1) between the first joint portion and the second joint portion may be less than the distance (R1) between the driving link coupling portion and the first vane link coupling portion.

20 [0030] The distance (A1) between the first vane link shaft and the second vane link shaft may be greater than the distance (R1) between the driving link coupling portion and the first vane link coupling portion.

25 [0031] The first driving link body may extend from the core body and may be disposed so as to be perpendicular to the core link shaft, and the second driving link body may extend from the core body and may be disposed so as to be perpendicular to the core link shaft.

30 [0032] The first vane may include a first vane body formed so as to extend long in the longitudinal direction of the discharge port and a first joint rib protruding upwards from the first vane body, the first driving link shaft and the first vane link being coupled to the first joint rib so as to be rotatable relative thereto, and the ceiling type indoor unit may further include a first driving link shaft installation portion disposed at the end of the first driving link body, the first driving link shaft installation portion and the first joint rib being opposite each other, the first driving link shaft being perpendicular to the first joint rib.

35 [0033] The first driving link shaft may include a plurality of link shaft bodies protruding from the first driving link shaft installation portion toward the first vane and a link shaft catching portion protruding from each of the link shaft bodies, the link shaft catching portion being configured to perform mutual catching with the first joint rib.

[0034] The first joint rib may further include a first joint portion configured to allow the first driving link shaft to extend therethrough, the first joint rib may be located between the link shaft catching portion and the first driving link shaft installation portion, and the link shaft catching portion may be configured to perform mutual catching with the first joint rib in the direction opposite the extending-through direction of the first driving link shaft.

40 [0035] The second driving link body may include a third driving link body portion disposed so as to be perpendicular to the core link shaft, a fourth driving link body protruding from the third driving link body portion in the identical direction to the first driving link shaft, and a second driving link shaft installation portion disposed at the end of the second driving link body, the second driving link shaft being disposed at the second driving link shaft installation portion, and the second driving link shaft may protrude from the fourth driving link body in the identical direction to the first driving link shaft.

45 [0036] The angle (E) between the first driving link body and the second driving link body may be greater than 90 degrees and less than 180 degrees.

50 [0037] The first vane may include a first vane body formed so as to extend long in the longitudinal direction of the discharge port and a first joint rib protruding upwards from the first vane body, the driving link and the first vane link being coupled to the first joint rib so as to be rotatable relative thereto, the first joint rib may include a first joint portion assembled to the 1-1 vane link shaft so as to be rotatable relative thereto and a second joint portion assembled to the first driving link shaft so as to be rotatable relative thereto, the distance (C1) between the core link shaft and the first driving link shaft may be greater than the distance (C2) between the core link shaft and the second driving link shaft and may be less than the distance (A1) between the first vane link shaft and the second vane link shaft, the distance (A2) between the 2-1 vane link shaft and the fourth vane link journal may be greater than the distance (C2) between the core link shaft and the second driving link shaft and may be less than the distance (C1) between the core link shaft and the first driving link shaft, the distance (B1) between the first joint portion and the second joint portion may be less than the distance (R1) between the driving link coupling portion and the first vane link coupling portion, and the distance (A1) between the 1-1 vane link shaft and the second vane link shaft may be greater than the distance (R1) between the

driving link coupling portion and the first vane link coupling portion.

[Advantageous Effects]

- 5 [0038] The ceiling type indoor unit of the air conditioner according to the present disclosure has one or more of the following effects.
- [0039] First, it is possible to simultaneously control directions of the first vane and the second vane by rotating the driving link coupled to the vane motor.
- 10 [0040] Second, the first vane is turned along a predetermined orbit, and the second vane is rotated in place, whereby it is possible to provide different rotational angles during rotation of the driving link.
- [0041] Third, the first vane is assembled to the driving link and the first vane link so as to be rotatable relative thereto, whereby it is possible for the first vane to be turned along the predetermined orbit during rotation of the driving link, and the second vane receives driving force from the driving link in the state of being assembled to the second vane shaft, whereby it is possible for the second vane to be rotated in place.
- 15 [0042] Fourth, it is possible to turn the first vane along the predetermined orbit and to rotate the second vane in place through disposition of the first vane link shaft and the second vane link shaft that provide the center of rotation of the first vane link, the third vane link shaft and the fourth vane link journal that provide the center of rotation of the second vane link, the core link shaft, the first vane link shaft, and the second vane link shaft that provide the center of rotation of the driving link, the first joint portion and the second joint portion that provide the center of rotation of the first vane, and the second vane shaft and the third joint portion that provide the center of rotation of the second vane.
- 20 [0043] Fifth, it is possible to turn the first vane and to rotate the second vane in place through the coupling structure of the first driving link body assembled to the first vane so as to be rotatable relative thereto and the first vane link and the coupling structure of the second vane link assembled to the second vane so as to be rotatable relative thereto and the second vane shaft.

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[Description of Drawings]

[0044]

- 30 FIG. 1 is a perspective view showing an indoor unit of an air conditioner according to an embodiment of the present invention.
- FIG. 2 is a sectional view of FIG. 1.
- FIG. 3 is an exploded perspective view showing a front panel of FIG. 1.
- FIG. 4 is an exploded perspective view showing the upper part of the front panel of FIG. 1.
- 35 FIG. 5 is a perspective view of a vane module shown in FIG. 3.
- FIG. 6 is a perspective view of FIG. 5 when viewed in another direction.
- FIG. 7 is a perspective view of the vane module of FIG. 5 when viewed from above.
- FIG. 8 is a front view of the vane module shown in FIG. 3.
- FIG. 9 is a rear view of the vane module shown in FIG. 3.
- 40 FIG. 10 is a plan view of the vane module shown in FIG. 3.
- FIG. 11 is a perspective view showing the operation structure of the vane module shown in FIG. 5.
- FIG. 12 is a front view of a driving link shown in FIG. 11.
- FIG. 13 is a front view of a first vane link shown in FIG. 11.
- FIG. 14 is a front view of a second vane link shown in FIG. 11.
- 45 FIG. 15 is a side sectional view of the vane module shown in FIG. 2.
- FIG. 16 is an illustrative view of discharge step P1 according to a first embodiment of the present disclosure.
- FIG. 17 is an illustrative view of discharge step P2 according to a first embodiment of the present disclosure.
- FIG. 18 is an illustrative view of discharge step P3 according to a first embodiment of the present disclosure.
- FIG. 19 is an illustrative view of discharge step P4 according to a first embodiment of the present disclosure.
- 50 FIG. 20 is an illustrative view of discharge step P5 according to a first embodiment of the present disclosure.
- FIG. 21 is an illustrative view of discharge step P6 according to a first embodiment of the present disclosure.
- FIG. 22 is a perspective view of a module body shown in FIG. 3.
- FIG. 23 is a perspective view of the module body of FIG. 22 when viewed from below.
- FIG. 24 is a plan view of FIG. 3.
- 55 FIG. 25 is a sectional view showing a link installation portion coupling structure of FIG. 10.
- FIG. 26 is a perspective view of the driving link shown in FIG. 11.
- FIG. 27 is a plan view of the driving link shown in FIG. 26.
- FIG. 28 is a left side view of the driving link shown in FIG. 26.

FIG. 29 is a perspective view of the first vane link shown in FIG. 11.
 FIG. 30 is a plan view of the first vane link shown in FIG. 29.
 FIG. 31 is a perspective view of the second vane link shown in FIG. 11.
 FIG. 32 is a plan view of the second vane link shown in FIG. 31.
 FIG. 33 is a perspective view of a first vane shown in FIG. 5.
 FIG. 34 is a perspective view of the first vane shown in FIG. 33 when viewed from below.
 FIG. 35 is a plan view of the first vane shown in FIG. 33.
 FIG. 36 is a side view of the first vane shown in FIG. 33.
 FIG. 37 is a perspective view of a second vane shown in FIG. 7.
 FIG. 38 is a plan view of the second vane shown in FIG. 37.
 FIG. 39 is a front view of the second vane shown in FIG. 37.
 FIG. 40 is a side view of the second vane shown in FIG. 37.

[Best Mode]

[0045] Advantages and features of the present invention and a method of achieving the same will be more clearly understood from embodiments described below with reference to the accompanying drawings. However, the present invention is not limited to the following embodiments and may be implemented in various different forms.

[0046] The present invention is defined only by the appended claims. Wherever possible, the same reference numerals will be used throughout the specification to refer to the same or like elements.

[0047] Hereinafter, the present disclosure will be described in detail with reference to the accompanying drawings.

[0048] FIG. 1 is a perspective view showing an indoor unit of an air conditioner according to an embodiment of the present disclosure. FIG. 2 is a sectional view of FIG. 1. FIG. 3 is an exploded perspective view showing a front panel of FIG. 1. FIG. 4 is an exploded perspective view showing the upper part of the front panel of FIG. 1. FIG. 5 is a perspective view of a vane module shown in FIG. 3. FIG. 6 is a perspective view of FIG. 5 when viewed in another direction. FIG. 7 is a perspective view of the vane module of FIG. 5 when viewed from above. FIG. 8 is a front view of the vane module shown in FIG. 3. FIG. 9 is a rear view of the vane module shown in FIG. 3. FIG. 10 is a plan view of the vane module shown in FIG. 3. FIG. 11 is a perspective view showing the operation structure of the vane module shown in FIG. 5. FIG. 12 is a front view of a driving link shown in FIG. 11. FIG. 13 is a front view of a first vane link shown in FIG. 11. FIG. 14 is a front view of a second vane link shown in FIG. 11. FIG. 15 is a side sectional view of the vane module shown in FIG. 2. FIG. 16 is an illustrative view of discharge step P1 according to a first embodiment of the present disclosure. FIG. 17 is an illustrative view of discharge step P2 according to a first embodiment of the present disclosure. FIG. 18 is an illustrative view of discharge step P3 according to a first embodiment of the present disclosure. FIG. 19 is an illustrative view of discharge step P4 according to a first embodiment of the present disclosure. FIG. 20 is an illustrative view of discharge step P5 according to a first embodiment of the present disclosure. FIG. 21 is an illustrative view of discharge step P6 according to a first embodiment of the present disclosure. FIG. 22 is a perspective view of a module body shown in FIG. 3. FIG. 23 is a perspective view of the module body of FIG. 22 when viewed from below. FIG. 24 is a plan view of FIG. 3. FIG. 25 is a sectional view showing a link installation portion coupling structure of FIG. 10. FIG. 26 is a perspective view of the driving link shown in FIG. 11. FIG. 27 is a plan view of the driving link shown in FIG. 26. FIG. 28 is a left side view of the driving link shown in FIG. 26. FIG. 29 is a perspective view of the first vane link shown in FIG. 11. FIG. 30 is a plan view of the first vane link shown in FIG. 29. FIG. 31 is a perspective view of the second vane link shown in FIG. 11. FIG. 32 is a plan view of the second vane link shown in FIG. 31. FIG. 33 is a perspective view of a first vane shown in FIG. 5. FIG. 34 is a perspective view of the first vane shown in FIG. 33 when viewed from below. FIG. 35 is a plan view of the first vane shown in FIG. 33. FIG. 36 is a side view of the first vane shown in FIG. 33. FIG. 37 is a perspective view of a second vane shown in FIG. 7. FIG. 38 is a plan view of the second vane shown in FIG. 37. FIG. 39 is a front view of the second vane shown in FIG. 37. FIG. 40 is a side view of the second vane shown in FIG. 37.

<Construction of indoor unit>

[0049] The indoor unit of the air conditioner according to this embodiment includes a case 100 having a suction port 101 and a discharge port 102, an indoor heat exchanger 130 disposed in the case 100, and an indoor blowing fan 140 disposed in the case 100 to blow air to the suction port 101 and the discharge port 102.

<Construction of case>

[0050] In this embodiment, the case 100 includes a case housing 110 and a front panel 300. The case housing 110 is installed at the ceiling of a room via a hanger (not shown) so as to be suspended therefrom, and the lower side of the case housing is open. The front panel 300 covers the open surface of the case housing 110, is disposed so as to face

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the floor of the room, is exposed in the room, and has the suction port 101 and the discharge port 102.

[0051] The case 100 may be variously realized depending on the form of manufacture, and construction of the case 100 does not limit the idea of the present disclosure.

[0052] The suction port 101 is disposed in the center of the front panel 300, and the discharge port 102 is disposed outside the suction port 101. The number of suction ports 101 or the number of discharge ports 102 is irrelevant to idea of the present disclosure. In this embodiment, a single suction port 101 is formed, and a plurality of discharge ports 102 is disposed.

[0053] In this embodiment, the suction port 101 is formed so as to have a quadrangular shape when viewed from below, and four discharge ports 102 are disposed so as to be spaced apart from edges of the suction port 101 by a predetermined distance.

<Construction of indoor heat exchanger>

[0054] The indoor heat exchanger 130 is disposed between the suction port 101 and the discharge port 102, and the indoor heat exchanger 130 partitions the interior of the case 100 into an inner interior and an outer interior. In this embodiment, the indoor heat exchanger 130 is disposed vertically.

[0055] The indoor blowing fan 140 is located inside the indoor heat exchanger 130.

[0056] When viewed in a top view or a bottom view, the indoor heat exchanger has an overall shape of "0", a portion of which may be separated.

[0057] The indoor heat exchanger 130 is disposed such that air discharged from the indoor blowing fan 140 perpendicularly enters the indoor heat exchanger.

[0058] A drain pan 132 is installed in the case 100, and the indoor heat exchanger 130 is held by the drain pan 132. Condensate water generated in the indoor heat exchanger 130 may flow to the drain pan 132 and then be stored. A drain pump (not shown) configured to discharge collected condensate water to the outside is disposed in the drain pan 132.

[0059] The drain pan 132 may be provided with an inclined surface having directivity in order to collect and store condensate water falling from the indoor heat exchanger 130 in one side.

<Construction of indoor blowing fan>

[0060] The indoor blowing fan 140 is located in the case 100, and is disposed at the upper side of the suction port 101. A centrifugal blower configured to suction air to the center thereof and discharging the air in the circumferential direction is used as the indoor blowing fan 140.

[0061] The indoor blowing fan 140 includes a bell mouth 142, a fan 144, and a fan motor 146.

[0062] The bell mouth 142 is disposed at the upper side of a suction grill 320, and is located at the lower side of the fan 144. The bell mouth 142 guides air that has passed through the suction grill 320 to the fan 144.

[0063] The fan motor 146 rotates the fan 144. The fan motor 146 is fixed to the case housing 110. The fan motor 146 is disposed at the upper side of the fan 144. At least a portion of the fan motor 146 is located higher than the fan 144.

[0064] A motor shaft of the fan motor 146 is disposed so as to face downwards, and the fan 144 is coupled to the motor shaft.

[0065] The indoor heat exchanger 130 is located outside the edge of the fan 144. The fan 144 and at least a portion of the indoor heat exchanger 130 are disposed on the same horizontal line. At least a portion of the bell mouth 142 is inserted into the fan 144. In the upward-downward direction, at least a portion of the bell mouth 142 overlaps the fan 144.

<Construction of channel>

[0066] The indoor heat exchanger 130 is disposed in the case housing 110, and partitions the space in the case housing 110 into an inner space and an outer space.

[0067] The inner space surrounded by the indoor heat exchanger 130 is defined as a suction channel 103, and the outer space outside the indoor heat exchanger 130 is defined as a discharge channel 104.

[0068] The indoor blowing fan 140 is disposed in the suction channel 103. The discharge channel 104 is located between the outside of the indoor heat exchanger 130 and the sidewall of the case housing 110.

[0069] When viewed in a top view or a bottom view, the suction channel 103 is an inside surrounded by "0" of the indoor heat exchanger, and the discharge channel 104 is an outside of "□" of the indoor heat exchanger.

[0070] The suction channel 103 communicates with the suction port 101, and the discharge channel 104 communicates with the discharge port 102.

[0071] Air flows from the lower side to the upper side of the suction channel 103, and flows from the upper side to the lower side of the discharge channel 104. The flow direction of air is changed 180 degrees based on the indoor heat exchanger 130.

[0072] The suction port 101 and the discharge port 102 are formed in the same surface of the front panel 300.

[0073] The suction port 101 and the discharge port 102 are disposed so as to face in the same direction. In this embodiment, the suction port 101 and the discharge port 102 are disposed so as to face the floor of the room.

5 [0074] In the case in which the front panel 300 is bent, the discharge port 102 may be formed so as to have a slight side inclination; however, the discharge port 102 connected to the discharge channel 104 is formed so as to face downwards.

[0075] A vane module 200 is disposed to control the direction of air that is discharged through the discharge port 102.

<Construction of front panel>

10 [0076] The front panel 300 includes a front body 310 coupled to the case housing 110, the front body having the suction port 101 and the discharge port 102, a suction grill 320 having a plurality of grill holes 321, the suction grill being configured to cover the suction port 101, a pre-filter 330 separably assembled to the suction grill 320, and a vane module 200 installed at the front body 310, the vane module being configured to control the air flow direction of the discharge port 102.

15 [0077] The suction grill 320 is installed so as to be separable from the front body 310. The suction grill 320 may be elevated from the front body 310 in the upward-downward direction. The suction grill 320 covers the entirety of the suction port 101.

20 [0078] In this embodiment, the suction grill 320 has a plurality of grill holes 321 formed in the shape of a lattice. The grill holes 321 communicate with the suction port 101.

[0079] The pre-filter 330 is disposed at the upper side of the suction grill 320. The pre-filter 330 filters air suctioned into the case 100. The pre-filter 330 is located at the upper side of grill holes 321, and filters air that has passed through the suction grill 320.

25 [0080] The discharge port 102 is formed along the edge of the suction port 101 in the form of a long slit. The vane module 200 is located on the discharge port 102, and is coupled to the front body 310.

[0081] In this embodiment, the vane module 200 may be separated downwards from the front body 310. That is, the vane module 200 may be disposed irrespective of the coupling structure of the front body 310, and may be separated independently from the front body 310. The structure thereof will be described in more detail.

30 <Construction of front body>

[0082] The front body 310 is coupled to the lower side of the case housing 110, and is disposed so as to face the room. The front body 310 is installed at the ceiling of the room, and is exposed in the room.

35 [0083] The front body 310 is coupled to the case housing 110, and the case housing 110 supports load of the front body 310. The front body 310 supports load of the suction grill 320 and the pre-filter 330.

[0084] When viewed in a top view, the front body 310 is formed so as to have a quadrangular shape. The shape of the front body 310 may be varied.

[0085] The upper surface of the front body 310 may be formed horizontally so as to be in tight contact with the ceiling, and the edge of the lower surface of the front body may be slightly curved.

40 [0086] A suction port 101 is disposed in the center of the front body 310, and a plurality of discharge ports 102 is disposed outside the edge of the suction port 101.

[0087] When viewed in a top view, the suction port 101 may be formed in a square shape, and each discharge port 102 may be formed in a rectangular shape. The discharge port 102 may be formed in a slit shape having a greater length than the width thereof.

45 [0088] The front body 310 includes a front frame 312, a side cover 314, and a corner cover 316.

[0089] The front frame 312 provides load and stiffness of the front panel 300, and is fixed to the case housing 110 by fastening. The suction port 101 and the four discharge ports 102 are formed in the front frame 312.

[0090] In this embodiment, the front frame 312 includes a side frame 311 and a corner frame 313.

50 [0091] The corner frame 313 is disposed at each corner of the front panel 300. The side frame 311 is coupled to two corner frames 313. The side frame 311 includes an inner side frame 311a and an outer side frame 311b.

[0092] The inner side frame 311a is disposed between the suction port 101 and the discharge port 102, and couples two corner frames 313 to each other. The outer side frame 311b is disposed outside the discharge port 102.

[0093] In this embodiment, four inner side frames 311a and four outer side frames 311b are provided.

55 [0094] The suction port 101 is located inside the four inner side frames 311a. The discharge port 102 is formed so as to be surrounded by two corner frames 313, the inner side frame 311a, and the outer side frame 311b.

[0095] The side cover 314 and the corner cover 316 are coupled to the lower surface of the front frame 312. The side cover 314 and the corner cover 316 are exposed to a user, and the front frame 312 is not visible to the user.

[0096] The side cover 314 is disposed at the edge of the front frame 312, and the corner cover 316 is disposed at the

corner of the front frame 312.

[0097] The side cover 314 is made of a synthetic resin material, and is fixed to the front frame 312 by fastening. Specifically, the side cover 314 is coupled to the side frame 311, and the corner cover 316 is coupled to the corner frame 313.

[0098] In this embodiment, four side covers 314 and four corner covers 316 are provided. The side covers 314 and the corner covers 316 are coupled to the front frame 312 to form a single structure. The four side covers 314 and the four corner covers 316 form a single edge of the front panel 300.

[0099] The side cover 314 is disposed at the lower side of the side frame 311, and the corner cover 316 is disposed at the lower side of the corner frame 313.

[0100] The four side covers 314 and the four corner covers 316 are assembled to form a quadrangular frame. The four side covers 314 and the four corner covers 316 connected to each other are defined as a front decoration 350.

[0101] The front decoration 350 has a decoration outer border 351 and a decoration inner border 352.

[0102] When viewed in a top view or a bottom view, the decoration outer border 351 is formed in a quadrangular shape, and the decoration inner border 352 is generally formed in a quadrangular shape. However, the corner of the decoration inner border has predetermined curvature.

[0103] The suction grill 320 and four vane modules 200 are disposed inside the decoration inner border 352. The suction grill 320 and four vane modules 200 abut the decoration inner border 352.

[0104] In this embodiment, four side cover 314 are disposed, and each side cover 314 is coupled to the front frame 312. The outer edge of the side cover 314 defines a portion of the decoration outer border 351, and the inner edge of the side cover 314 defines a portion of the decoration inner border 352.

[0105] In particular, the inner edge of the side cover 314 defines the outer border of the discharge port 102. The inner edge of the side cover 314 is defined as a side decoration inner border 315.

[0106] In this embodiment, four corner covers 316 are disposed, and each corner cover 316 is coupled to the front frame 312. The outer edge of the corner cover 316 defines a portion of the decoration outer border 351, and the inner edge of the corner cover 316 defines a portion of the decoration inner border 352.

[0107] The inner edge of the corner cover 316 is defined as a corner decoration inner border 317.

[0108] The corner decoration inner border 317 may be disposed so as to contact the suction grill 320. In this embodiment, the inner edge of the corner cover 316 is disposed so as to face the suction grill 320, and is spaced apart therefrom by a predetermined distance to form a gap 317a.

[0109] The side decoration inner border 315 is also spaced apart from the vane module 200 to form a gap 315a, and is disposed so as to face the outer edge of the vane module 200.

[0110] Consequently, the decoration inner border 352 is spaced apart from the outer edges of the four vane modules 200 and the suction grill 320 to form a continuous gap.

[0111] A continuous gap defined by four side decoration inner border gaps 315a and four corner decoration inner border gaps 317a is defined as a front decoration gap 350a.

[0112] The front decoration gap 350a is formed at the inner edge of the front decoration 350. Specifically, the front decoration gap 350a is formed as the result of the outer edges of the vane module 200 and the suction grill 320 and the inner edge of the front decoration 350 being spaced apart from each other.

[0113] When the vane module 200 is not operated (when the indoor unit is stopped), the front decoration gap 350a allows the suction grill 320 and the vane module 200 to be seen as a single structure.

<Construction of suction grill>

[0114] The suction grill 320 is located at the lower side of the front body 310. The suction grill 320 may be moved downwards in the state of being in tight contact with the lower surface of the front body 310.

[0115] The suction grill 320 includes a grill body 322 and a plurality of grill holes 321 formed through the grill body 322 in the upward-downward direction.

[0116] The suction grill 320 includes a grill body 322 disposed at the lower side of the suction port 101, the grill body communicating with the suction port 101 through a plurality of grill holes 321, the grill body being formed in a quadrangular shape, and a grill corner portion 327 formed at the corners of the grill body 322 so as to extend in the diagonal direction.

[0117] The lower surface of the grill body 322 and the lower surface of a first vane 210 may define a continuous surface. In addition, the lower surface of the grill body 322 and the lower surface of the corner cover 316 may define a continuous surface.

[0118] A plurality of grills 323 is disposed inside the grill body 322 in the shape of a lattice. The lattice-shaped grills 323 define quadrangular grill holes 321. The portion at which the grills 323 and the grill holes 321 are formed is defined as a suction portion.

[0119] The grill body 322 includes a suction portion configured to communicate with air and a grill body portion 324 disposed so as to surround the suction portion. When viewed in a top view or a bottom view, the suction portion is

generally formed in a quadrangular shape.

[0120] Each corner of the suction portion is disposed so as to face a corresponding corner of the front panel 300, and more specifically is disposed so as to face the corner cover 316.

[0121] When viewed in a bottom view, the grill body 322 is formed in a quadrangular shape.

5 **[0122]** The outer edge of the grill body portion 324 is disposed so as to face the discharge port 102 or the front decoration 350.

[0123] The outer edge of the grill body portion 324 includes a grill corner border 326 disposed so as to face the corner cover 316 and a grill side border 325 defining the discharge port 102, the grill side border being disposed so as to face the side cover 314.

10 **[0124]** The grill corner border 326 may have curvature formed about the inside of the suction grill 320, and the grill side border 325 may have curvature formed about the outside of the suction grill 320,

[0125] The grill body portion 324 further includes a grill corner portion 327 surrounded by the grill corner border 326 and two grill side borders 325. The grill corner portion 327 is formed at the grill body portion 324 so as to protrude toward the corner cover 316.

15 **[0126]** The grill corner portion 327 is disposed at each corner of the grill body 322. The grill corner portion 327 extends toward each corner of the front panel 300.

[0127] In this embodiment, four grill corner portions 327 are disposed. For convenience of description, the four grill corner portions 327 are defined as a first grill corner portion 327-1, a second grill corner portion 327-2, a third grill corner portion 327-3, and a fourth grill corner portion 327-4.

20 **[0128]** The grill side border 325 is formed so as to be concave from the outside to the inside.

[0129] The discharge port 102 is formed between the side cover 314 and the suction grill 320. More specifically, one discharge port 102 is formed between the side decoration inner border 315 of the side cover 314 and the grill side border 325 of the grill body 322. Discharge ports 102 are formed between side decoration inner borders 315 and grill side borders 325 disposed in four directions of the suction grill 320.

25 **[0130]** In this embodiment, the length of the grill corner border 326 is equal to the length of the corner decoration inner border 317. That is, the width of the corner cover 316 is equal to the width of the grill corner portion 327.

[0131] In addition, the width of the inside of the side cover 314 is equal to the width of the grill side border 325.

[0132] The grill side border 325 will be described in more detail.

30 **[0133]** The grill side border 325 defines the inner border of the discharge port 102. The side decoration inner border 315 and the corner decoration inner border 317 define the outer border of the discharge port 102.

[0134] The grill side border 325 includes a long straight section 325a extending long in the longitudinal direction of the discharge port 102, the long straight section being formed in a straight line, a first curved section 325b connected to one side of the long straight section 325a, the first curved section having the center of curvature outside the suction grill 320, a second curved section 325c connected to the other side of the long straight section 325a, the first curved section having the center of curvature outside the suction grill 320, a first short straight section 325d connected to the first curved section, and a second short straight section 325e connected to the second curved section 325c.

<Construction of vane module>

40 **[0135]** The vane module 200 is installed in the discharge channel 104, and controls the flow direction of air that is discharged through the discharge port 102.

[0136] The vane module 200 includes a module body 400, a first vane 210, a second vane 220, a vane motor 230, a driving link 240, a first vane link 250, and a second vane link 260. The first vane 210, the second vane 220, the vane motor 230, the driving link 240, the first vane link 250, and the second vane link 260 are all installed at the module body 400. The module body 400 is installed integrally at the front panel 300. That is, all of the components of the vane module 200 are modularized and are installed at the front panel 300 at once.

45 **[0137]** Since the vane module 200 is modularized, it is possible to reduce assembly time and to achieve easy replacement at the time of trouble.

[0138] In this embodiment, a stepper motor is used as the vane motor 230.

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<Construction of module body>

[0139] The module body 400 may be constituted by a single body. In this embodiment, the module body is manufactured using two separate parts in order to minimize installation space and to minimize manufacturing cost.

55 **[0140]** In this embodiment, the module body 400 includes a first module body 410 and a second module body 420.

[0141] The first module body 410 and the second module body 420 are formed in horizontal symmetry. In this embodiment, the first module body 410 is described by way of example.

[0142] Each of the first module body 410 and the second module body 420 is fastened to the front body 310. Specifically,

each of the first module body 410 and the second module body 420 is installed at the corner frame 313.

[0143] In the horizontal direction, the first module body 410 is installed at the corner frame 313 disposed at one side of the discharge port 102, and the second module body 420 is installed at the corner frame 313 disposed at the other side of the discharge port 102.

[0144] In the vertical direction, each of the first module body 410 and the second module body 420 is in tight contact with the lower surface of the corner frame 313, and is fastened thereto via a fastening member 401.

[0145] Consequently, the first module body 410 and the second module body 420 are disposed at the lower side of the front body 310. In the state in which the indoor unit is installed, the direction in which the first module body 410 and the corner frame 313 are fastened to each other is disposed so as to be directed from the lower side to the upper side, and the direction in which the second module body 420 and the corner frame 313 are fastened to each other is also disposed so as to be directed from the lower side to the upper side.

[0146] In the above structure, the entirety of the vane module 200 may be easily separated from the front body 310 during repair.

[0147] The vane module 200 includes a first module body 410 disposed at one side of the discharge port 102, the first module body being located at the lower side of the front body 310, the first module body being assembled to the front body 310 so as to be separable downwards therefrom, a second module body 420 disposed at the other side of the discharge port 102, the second module body being located at the lower side of the front body 310, the second module body being assembled to the front body 310 so as to be separable downwards therefrom, at least one vane 210 and 220 having one side and the other side coupled to the first module body 410 and the second module body 420, respectively, the vane being configured to be rotated relative to the first module body 410 and the second module body 420, a vane motor 230 installed at at least one of the first module body 410 or the second module body 420, the vane motor being configured to provide driving force to the vane, a first fastening hole 403-1 disposed at the first module body 410, the first fastening hole being disposed so as to face downwards, the first fastening hole being formed through the first module body 410, a first fastening member 401-1 fastened to the front body 310 through the first fastening hole 403-1, a second fastening hole 403-2 disposed at the second module body 420, the second fastening hole being disposed so as to face downwards, the second fastening hole being formed through the second module body 420, and a second fastening member 401-2 fastened to the front body through the second fastening hole 403-2.

[0148] In particular, since the first module body 410 and the second module body 420 are located at the lower side of the front body 310, only the main module 200 may be separated from the front body 310 in the state in which the front body 310 is installed at the case housing 110. This is commonly applied to all of the four vane modules 200.

[0149] In the case in which the module body 400 is separated from the front body 310, the entirety of the vane module 200 is separated downwards from the front body 310.

[0150] The module body 400 includes a module body portion 402 coupled to the front body 310, the module body portion being exposed outside, the module body portion having an open upper side, a link installation portion 404 defining one of the side surfaces of the module body portion 402, the vanes 210 and 220 being coupled to the link installation portion, and a module guide portion 430 protruding from the link installation portion 404 toward the vanes 210 and 220, the module guide portion being configured to guide the flow direction of air.

[0151] The module body portion 402 is fastened to the front body 310 via a fastening member 401 (not shown). Unlike this embodiment, the module body portion 402 may be coupled to the front body 310 by hook coupling or interference fitting.

[0152] A fastening hole 403 is formed through the module body portion 402. In this embodiment, a fastening boss 445 protruding upwards from the module body portion 402 is further formed. The fastening hole 403 is formed inside the fastening boss 445, improves force of fastening with the fastening member 401, and provides a space into which the fastening member 401 can be inserted.

[0153] The module body portion 402 further includes a module body border 440 protruding upwards along the edge thereof, and the module body border 440 defines the side surface of the module body portion 402.

[0154] The link installation portion 404 defines one of four side surface of the module body portion 402, and the module body border 440 defines three of the four side surfaces of the module body portion 402. The link installation portion 404 is formed so as to be higher than the module body border 440.

[0155] In this embodiment, the module body portion 402, the module body border 440, and the link installation portion 404 are integrally manufactured through injection molding.

[0156] The link installation portion 404 is disposed at the first vane 210 and the second vane 220 side, among the four side surfaces of the module body portion 402.

[0157] The driving link 240, the first vane link 250, and the second vane 220 are assembled to the link installation portion 404, and the link installation portion provides the centers of rotation of the driving link 240, the first vane link 250, and the second vane 220.

[0158] The module body border 440 includes a first module body border 441, a second module body border 442, and a third module body border 443.

[0159] The first module body border 441 is located at the front side, among the side surfaces of the module body, the

second module body border 442 is located at the outer side, among the side surfaces of the module body, and the third module body border 443 is located at the rear side, among the side surfaces of the module body. The link installation portion 404 the second module body border 442 is located at the inner side, among the side surfaces of the module body.

5 [0160] A module hook 405 is disposed at each of the first module body border 441 and the second module body border 442. The module hook 405 protrudes from the lower side to the upper side, and may perform mutual catching in the upward-downward direction.

[0161] In this embodiment, the module body portion 402 is securely fastened to the front body 310 in order to minimize generation of vibration or noise due to the first vane 210, the second vane 220, the vane motor 230, the driving link 240, the first vane link 250, and the second vane link 260.

10 [0162] The fastening member 401 provided to fix the module body portion 402 is in the state of being fastened from the lower side to the upper side, and may be separated from the upper side to the lower side.

[0163] A fastening hole 403, through which the fastening member 401 is inserted, is formed in the module body portion 402.

15 [0164] In the case in which it is necessary to distinguish between the fastening hole formed in the first module body 410 and the fastening hole formed in the second module body 420 for convenience of description, the fastening hole formed in the first module body 410 is referred to as a first fastening hole 403-1, and the fastening hole formed in the second module body 420 is referred to as a second fastening hole 403-1.

[0165] Also, in the case in which it is necessary to distinguish between the fastening members 401, the fastening member 401 installed in the first fastening hole 403-1 is defined as a first fastening member 401-1, and the fastening member 401 installed in the second fastening hole 403-1 is defined as a second fastening member 401-2.

20 [0166] The first fastening member 401-1 is fastened to the front body 310 through the first fastening hole. The second fastening member 401-2 is fastened to the front body 310 through the second fastening hole.

[0167] Before fixing the module body 400 by fastening, a module hook 405 configured to temporarily fix the position of the module body 400 is disposed.

25 [0168] The module hook 405 is coupled to the front panel 300, specifically the front body 310. Specifically, the module hook 405 and the front body 310 are caught by each other.

[0169] A plurality of module hooks 405 may be disposed at one module body. In this embodiment, module hooks are disposed at the outer edge and the front edge of the module body portion 402. That is, module hooks 405 are disposed outside the first module body 410 and the second module body 420, and the module hooks 405 are symmetrical with each other in the leftward-rightward direction.

30 [0170] The vane module 200 may be temporarily fixed to the frame body 310 by the module hook 405 of the first module body 410 and the module hook 405 of the second module body 420.

[0171] In the case of fixing using the module hooks 405, a slight gap may be generated due to the coupling structure thereof. The fastening member 401 securely fixes the temporarily fixed module body 400 to the front body 310.

35 [0172] The fastening hole 403, in which the fastening member 401 is installed, may be located between the module hooks 405. The fastening hole 403 of the first module body 410 and the fastening hole 403 of the second module body 420 are disposed between one module hook 405 and the other module hook 405.

[0173] In this embodiment, the module hooks 405 and the fastening holes 403 are disposed in a line.

[0174] Even when the fastening members 401 are removed, the state in which the vane module 200 is coupled to the frame body 310 may be maintained by the module hooks 405.

40 [0175] When it is necessary to separate the vane module at the time of repair or trouble, the state in which the vane module 200 is coupled to the frame panel 300 is maintained even when the fastening member 401 is removed. As a result, a worker does not need to separately support the vane module 200 at the time of removing the fastening member 401.

45 [0176] Since the vane module 200 is primarily fixed by the module hook 405 and is secondary fixed by the fastening member 401, it is possible to greatly improve work convenience at the time of repair.

[0177] The module body portion 402 is disposed horizontally, and the link installation portion 404 is disposed vertically. In particular, the link installation portion 404 protrudes upwards from the module body portion 402 in the state of being installed.

50 [0178] The link installation portion 404 of the first module body 410 and the link installation portion 404 of the second module body 420 are disposed so as to face each other. The first vane 210, the second vane 220, the driving link 240, the first vane link 250, and the second vane link 260 are installed between the link installation portion 404 of the first module body 410 and the link installation portion 404 of the second module body 420. The vane motor 230 is disposed outside the link installation portion 404 of the first module body 410 or the link installation portion 404 of the second module body 420.

55 [0179] The vane motor 230 may be installed at only one of the first module body 410 and the second module body 420. In this embodiment, the vane motor 230 may be installed at each of the first module body 410 and the second module body 420.

[0180] The first vane 210, the second vane 220, the driving link 240, the first vane link 250, and the second vane link 260 are coupled between the first module body 410 and the second module body 420, whereby the vane module 200 is integrated.

[0181] In order to install the vane motor 230, a vane motor installation portion 406 protruding outside the link installation portion 404 is disposed. The vane motor 230 is fixed to the vane motor installation portion 406 by fastening. The vane motor installation portion 406 is formed in the shape of a boss, and the vane motor 230 is fixed to the vane motor installation portion 406. By the provision of the vane motor installation portion 406, the link installation portion 404 and the vane motor 230 are spaced apart from each other by a predetermined distance.

[0182] A driving link coupling portion 407 to which the driving link 240 is assembled and which provides the center of rotation to the driving link 240, a first vane link coupling portion 408 to which the first vane link 250 is assembled and which provides the center of rotation to the first vane link 250, and a second vane coupling portion 409 which is coupled with the second vane 220 and which provides the center of rotation to the second vane 220 are disposed at the link installation portion 404.

[0183] In this embodiment, each of the driving link coupling portion 407 and the first vane link coupling portion 408, is formed in the shape of a hole formed through the link installation portion 404.

[0184] A motor shaft of the vane motor 230 and a shaft of the first vane 210 are coupled to the driving link coupling portion 407. The driving link coupling portion 407 further includes a driving link boss 447 protruding toward the first vane 210.

[0185] The driving link coupling portion 407, which extends through the link installation portion 404, is disposed inside the driving link boss 447. The driving link boss 447 is formed in a ring shape. It is possible to securely support the shaft of the first vane 210 through the driving link boss 447.

[0186] The driving link boss 447 defines the installation position of the driving link 240, remains in contact with the driving link 240 at the time of rotation thereof, and inhibits vibration or free movement of the driving link 240.

[0187] A second vane shaft 221 of the second vane 220 is inserted into the second vane coupling portion 409. In this embodiment, the second vane coupling portion 409 is formed in the shape of a boss protruding toward the opposite module body 400. Unlike this embodiment, the same may be realized as any of various forms that provide a rotary shaft.

[0188] Meanwhile, a stopper 270 configured to limit the rotational angle of the driving link 240 is disposed at the link installation portion 404. The stopper 270 is formed so as to protrude from the opposite link installation portion 404 toward the vanes 210 and 220.

[0189] The stopper 270 is disposed outside the driving link boss 447, and limits the rotational angle of the driving link 240. In this embodiment, the driving link boss 447 and the stopper 270 are integrally manufactured by injection molding.

[0190] In particular, the protruding length of the stopper 270 is greater than the protruding length of the driving link boss 447. The stopper 270 is formed in the shape of an arc, since the stopper is formed along the edge of the driving link boss 447.

[0191] In this embodiment, the stopper 270 is located at the first vane link coupling portion 408 side.

[0192] The stopper 270 interferes with the driving link 240 at a specific position at the time of rotation thereof, and limits rotation of the driving link 240. The stopper 270 is located within the radius of rotation of the driving link 240.

[0193] In this embodiment, the stopper 270 is manufactured integrally with the link installation portion 404.

[0194] The vane motor 230 is assembled outside the link installation portion 404. In order to assemble the vane motor 230, a motor installation boss 232 protruding outwards from the link installation portion 404 is disposed.

[0195] The stopper 270 and the driving link boss 447 protrude inwards from the link installation portion 404, and the motor installation boss 232 protrudes outwards from the link installation portion 404.

[0196] The module guide portion 430 is formed so as to protrude inwards from the link installation portion 404.

[0197] The module guide portion 430 includes a guide wall 435 exposed to the discharge port 102, the guide wall being configured to guide discharged air, and a guide bottom wall 432 connected to the guide wall 435, the guide bottom wall defining a continuous surface with the lower surface of the module body portion 402.

[0198] The guide wall 435 protrudes upwards from the guide bottom wall 432. The guide wall 435 has a smooth curved surface.

[0199] The lower end of the guide wall 435 defines the discharge port 102. In this embodiment, the lower end of the guide wall defines the rear edge 102b of the discharge port 102. The rear edge 102b of the discharge port 102 defines the border between the guide bottom wall 432 and the guide wall 435.

[0200] In this embodiment, the rear edge 102b of the discharge port 102 is disposed at the front edge of the guide wall 435.

[0201] In this embodiment, the guide wall 435 and the second vane coupling portion 409 are connected to each other, whereby it is possible to disperse load applied to the second vane coupling portion 409.

<Construction of driving link>

- 5 [0202] The driving link 240 is directly connected to the vane motor 230. A motor shaft (not shown) of the vane motor 230 is directly coupled to the driving link 240, and the rotation amount of the driving link 240 is determined based on the rotational angle of the rotary shaft of the vane motor 230.
- [0203] The driving link 240 is assembled to the vane motor 230 through the link installation portion 404. In this embodiment, the driving link 240 extends through the driving link coupling portion 407.
- 10 [0204] The driving link 240 includes a driving link body 245, a first driving link shaft 241 disposed at the driving link body 245, the first driving link shaft being rotatably coupled to the first vane 210, a core link shaft 243 disposed at the driving link body 245, the core link shaft being rotatably coupled to the link installation portion 404 (specifically, the driving link coupling portion 407), and a second driving link shaft 242 disposed at the driving link body 245, the second driving link shaft being rotatably coupled to the second vane link 260.
- [0205] The driving link body 245 includes a first driving link body 246, a second driving link body 247, and a core body 248.
- 15 [0206] The core link shaft 243 is disposed at the core body 248, the first driving link shaft 241 is disposed at the first driving link body 246, and the core link shaft 243 is disposed at the second driving link body 247.
- [0207] The core body 248 connects the first driving link body 246 and the second driving link body 247 to each other. The first driving link body 246, the second driving link body 247, and the core link shaft 243 are connected to the core body 248.
- 20 [0208] The core link shaft 243 protrudes from the core body 248 toward the vane motor 230.
- [0209] The core link shaft 243 is rotatably assembled to the link installation portion 404. The core link shaft 243 is assembled to the driving link coupling portion 407 formed at the link installation portion 404. The core link shaft 243 may be rotated relative to the driving link coupling portion 407 in the state of being coupled thereto.
- 25 [0210] The first driving link shaft 241 and the second driving link shaft 242 protrude in the direction opposite the core link shaft 243. The first driving link shaft 241 and the second driving link shaft 242 protrude toward the first vane 210 and the second vane 220.
- [0211] The driving link 240 is disposed inside the link installation portion 404 (at the vane side). Only the core link shaft 243 of the driving link 240 extends through the link installation portion 404, and is disposed outside the link installation portion 404 (at the vane motor side).
- 30 [0212] The core link shaft 243 is formed in a hollow cylindrical shape. The motor shaft 231 of the vane motor 230 is inserted into the hollow portion formed in the core link shaft 243.
- [0213] The core link shaft 243 extends through the driving link coupling portion 407. When the core link shaft 243 extends through the driving link coupling portion 407, the core body 447 may come into tight contact with the driving link boss 447.
- 35 [0214] In the case in which the core body 447 comes into excessively tight contact with the driving link boss 447 to generate frictional force, rotation of the driving link 240 is disturbed. In order to prevent this, a plurality of protrusions 248a is disposed on the surface of the core body 248. The protrusions 248a protrude in the same direction as the core link shaft 243. A plurality of protrusions 248a may be disposed along the edge of the core link shaft 243.
- [0215] The shape of each of the first driving link body 246 and the second driving link body 247 is not particularly restricted. Each of the first driving link body 246 and the second driving link body 247 may be straight or curved.
- 40 [0216] The first driving link body 246 extends from the core body 248 and is disposed so as to be perpendicular to the core link shaft 243, and the second driving link body 247 extends from the core body 248 and is disposed so as to be perpendicular to the core link shaft 243.
- [0217] The first driving link body 246 is longer than the second driving link body 247. The first driving link shaft 241 is rotatably assembled to the first vane 210. The second driving link shaft 242 is rotatably assembled to the second vane link 260.
- 45 [0218] The first driving link body 246 is connected to the core body 248, and extends in the direction perpendicular to the core link shaft 243. The first driving link body 246 extends in the direction parallel to the thickness of the core body 248. A first driving link shaft installation portion 246b at which the first driving link shaft 241 is disposed is formed at the end of the first driving link body 246. The first driving link shaft installation portion 246b is formed in a disc shape. The first driving link shaft installation portion 246b is formed so as to be wider than the diameter of the first driving link shaft 241. The first driving link shaft installation portion 246b is in tight contact with the first vane 210, and may support the first vane 210.
- 50 [0219] The first driving link shaft 241 protrudes from the first driving link shaft installation portion 246b toward the first vane 210 (in the direction opposite the core link shaft). The first driving link shaft installation portion 246b and a first joint rib 214 are opposite each other, and the first driving link shaft 241 is perpendicular to the first joint rib 214.
- 55 [0220] The first driving link body 246 includes a 1-1 driving link body 246-1 extending in the longitudinal direction and a 1-2 driving link body 246-2 extending from the 1-1 driving link body 246-1 toward the first vane 210 (in the direction

opposite the core link shaft). The first driving link shaft installation portion 246b is disposed at the 1-2 driving link body 246-2.

[0221] The first driving link shaft 241 is an axial rotation structure for rotation with the first vane 210.

[0222] The first driving link shaft 241 includes a plurality of link shaft bodies 241a protruding from the first driving link shaft installation portion 246b toward the first vane 210 and a link shaft catching portion 241b protruding from each of the link shaft bodies 241a, the link shaft catching portion being configured to perform mutual catching with a first joint portion 216 of the first vane 210, a description of which will follow.

[0223] In this embodiment, three link shaft bodies 241a are provided, and the three link shaft bodies 241a are disposed so as to be spaced apart from each other. Each link shaft body 241a is formed so as to protrude from the first driving link body 246. The three link shaft bodies 241a constitute a cylindrical axial rotation structure.

[0224] The link shaft catching portion 241b is disposed at each link shaft body 241a. The link shaft catching portion 241b is disposed at the outer surface of the link shaft body 241a, and protrudes outwards. The link shaft catching portion 241b is disposed at the tip end of the link shaft body 241a.

[0225] A joint rib 214, a description of which will follow, is inserted between the link shaft catching portion 241b and the first driving link shaft installation portion 246b. When the first driving link shaft 241 and the joint rib 214 are assembled, the link shaft body 241a may be deformed and inserted into the first joint portion 216. After extending through the first joint portion 216, the link shaft body 241a returns to the original state thereof.

[0226] A protrusion 246a is formed on the first driving link shaft installation portion 246b. The protrusion 246a is in tight contact with the outer surface of the joint rib 214, and supports the joint rib 214. The protrusion 246a may minimize an assembly error between the first vane 210 and the joint rib 214.

[0227] The first joint rib 214 is located between the link shaft catching portion 241b and the first driving link shaft installation portion 246b, and the link shaft catching portion 241b performs mutual catching with the first joint rib 214 in the direction opposite the extending-through direction of the first driving link shaft 241.

[0228] The second driving link body 247 is connected to the core body 248, and extends in the direction perpendicular to the core link shaft 243. The second driving link body 247 extends in the direction parallel to the thickness of the core body 248. A second driving link shaft installation portion 247b at which the second driving link shaft 242 is disposed is formed at the end of the second driving link body 247.

[0229] The second driving link shaft installation portion 247b is formed in a disc shape. The second driving link shaft installation portion 247b is formed so as to be wider than the diameter of the second driving link shaft 242.

[0230] The second driving link body 247 includes a 2-1 driving link body portion 247-1 extending in the longitudinal direction and a 2-2 driving link body 247-2 extending from the 2-1 driving link body portion 247-1 toward the first vane 210 (in the direction opposite the core link shaft).

[0231] The second driving link shaft installation portion 247b is disposed at the 2-2 driving link body 246-2.

[0232] In this embodiment, the 2-1 driving link body portion 247-1 and the 2-2 driving link body 247-2 are perpendicular to each other. The 2-2 driving link body 247-2 extends in the direction opposite the core link shaft.

[0233] The second driving link shaft 242 is formed in a cylindrical shape. The second driving link shaft 242 protrudes from the second driving link shaft installation portion 247b in the direction opposite the core link shaft 243.

[0234] A link shaft catching portion 242b is formed at the outer surface of the second driving link shaft 242. The link shaft catching portion 242b performs mutual catching with the second vane link 260.

[0235] The second driving link shaft 242 extends through the second vane link 260. The second vane link 260 is located between the link shaft catching portion 242b and the second driving link shaft installation portion 247b.

[0236] A protrusion 247a is formed on the second driving link shaft installation portion 247b. The protrusion 247a is in tight contact with the outer surface of the second vane link 260, and supports the outer surface of the second vane link 260. The protrusion 247a may minimize an assembly error between the second vane link 260 and the second driving link shaft installation portion 247b.

[0237] In this embodiment, only a single link shaft catching portion 242b is formed. The link shaft catching portion 242b functions as a key. When the second driving link shaft 242 and the second vane link 260 are assembled, the link shaft catching portion 242b must extend through a key recess 262b of the second vane link 260 in order to extend through the second vane link 260.

[0238] During operation of the second vane link 260 and the second driving link shaft 242, the link shaft catching portion 242b and the key recess 262b are not aligned. The position at which the link shaft catching portion 242b and the key recess 262b are assembled deviates from the operational range of the second vane link 260.

[0239] The first driving link body 246 and the second driving link body 247 have a predetermined angle E therebetween. An imaginary straight line joining the first driving link shaft 241 and the core link shaft 243 to each other and an imaginary straight line joining the core link shaft 243 and the second driving link shaft 242 to each other have a predetermined angle E therebetween. The angle E is greater than 90 degrees and less than 180 degrees.

[0240] The first driving link shaft 241 has a structure in which the driving link body 245 and the first vane 210 can be rotated relative thereto. In this embodiment, the first driving link shaft 241 is formed integrally with the driving link body

245. Unlike this embodiment, the first driving link shaft 241 may be manufactured integrally with the first vane 210 or the joint rib 214.

[0241] The core link shaft 243 has a structure in which the driving link body 245 and the module body (specifically, the link installation portion 404) can be rotated relative thereto. In this embodiment, the core link shaft 243 is formed integrally with the driving link body 245.

[0242] The second driving link shaft 242 has a structure in which the second vane link 260 and the driving link 240 can be rotated relative thereto. In this embodiment, the second driving link shaft 242 is formed integrally with the driving link body 245. Unlike this embodiment, the second driving link shaft 242 may be manufactured integrally with the second vane link 260.

[0243] In this embodiment, the second driving link shaft 242 is disposed at the second driving link body 247. The second driving link shaft 242 is disposed opposite the first driving link shaft 241 on the basis of the core link shaft 243.

<Construction of first vane link>

[0244] In this embodiment, the first vane link 250 is made of a strong material, and is formed in the shape of a straight line. Unlike this embodiment, the first vane link 250 may be curved.

[0245] The first vane link 250 includes a first vane link body 255 made of a strong material, a 1-1 vane link shaft 251 disposed at one side of the first vane link body 255, the 1-1 vane link shaft being assembled to the first vane 210 (specifically, a second joint portion 217), the 1-1 vane link shaft being configured to be rotated relative to the first vane 210, a 1-1 vane link shaft installation portion 253 disposed at one side of the first vane link body 255, the 1-1 vane link shaft installation portion being formed so as to extend from the first vane link body 255 toward the first vane 210, the 1-1 vane link shaft 251 being disposed at the 1-1 vane link shaft installation portion, a 1-2 vane link shaft 252 disposed at the other side of the first vane link body 255, the 1-2 vane link shaft being assembled to the module body 400 (specifically, the link installation portion 404), the 1-2 vane link shaft being configured to be rotated relative to the module body 400, and a 1-2 vane link shaft installation portion 254 disposed at the other side of the first vane link body 255, the 1-2 vane link shaft installation portion being formed so as to extend from the first vane link body 255 toward the module body 400 (specifically, the first vane link coupling portion 408), the 1-2 vane link shaft 252 being disposed at the 1-2 vane link shaft installation portion 253.

[0246] The 1-1 vane link shaft 251 protrudes toward the first vane 210. The 1-1 vane link shaft 251 may be assembled to the first vane 210, and may be rotated relative to the first vane 210.

[0247] The 1-2 vane link shaft 252 is assembled to the link installation portion 404 of the module body 400. Specifically, the 1-2 vane link shaft 252 may be assembled to the first vane link coupling portion 408, and may be rotated relative to the first vane link coupling portion 408.

[0248] The 1-1 vane link shaft 251 and the 1-2 vane link shaft 252 protrude in opposite directions. Consequently, the 1-1 vane link shaft installation portion 253 and the 1-2 vane link shaft installation portion 254 are disposed so as to face in opposite directions.

[0249] In this embodiment, the longitudinal direction of the first vane link body 255 and the disposition direction of the 1-1 vane link shaft installation portion 253 are perpendicular to each other, and the longitudinal direction of the first vane link body 255 and the disposition direction of the 1-2 vane link shaft installation portion 254 are perpendicular to each other.

[0250] The 1-1 vane link shaft installation portion 253 is formed in a disc shape. The 1-1 vane link shaft installation portion 253 is formed so as to be wider than the diameter of the 1-1 vane link shaft 251. The 1-1 vane link shaft installation portion 253 is in tight contact with the first vane 210, and may support the first vane 210.

[0251] The 1-1 vane link shaft 251 is an axial rotation structure for rotation with the first vane 210.

[0252] The 1-1 vane link shaft 251 includes a plurality of link shaft bodies 251a protruding from the 1-1 vane link shaft installation portion 253 toward the first vane 210 and a link shaft catching portion 251b protruding from each of the link shaft bodies 251a, the link shaft catching portion being configured to perform mutual catching with a second joint portion 217 of the first vane 210, a description of which will follow.

[0253] In this embodiment, three link shaft bodies 251a are provided, and the three link shaft bodies 251a are disposed so as to be spaced apart from each other. Each link shaft body 251a is formed so as to protrude from the 1-1 vane link shaft installation portion 253. The three link shaft bodies 251a constitute a cylindrical axial rotation structure.

[0254] The link shaft catching portion 251b is disposed at each link shaft body 251a. The link shaft catching portion 251b is disposed at the outer surface of the link shaft body 251a, and protrudes outwards. The link shaft catching portion 251b is disposed at the tip end of the link shaft body 251a.

[0255] A joint rib 214, a description of which will follow, is inserted between the link shaft catching portion 251b and the 1-1 vane link shaft installation portion 253.

[0256] When the 1-1 vane link shaft 251 and the joint rib 214 are assembled, the link shaft body 251a may be deformed and inserted into the second joint portion 217. After extending through the second joint portion 217, the link shaft body 251a returns to the original state thereof.

[0257] A protrusion 253a is formed on the 1-1 vane link shaft installation portion 253. The protrusion 253a is in tight contact with the outer surface of the joint rib 214, and supports the joint rib 214. The protrusion 253a may minimize an assembly error between the first vane 210 and the joint rib 214.

[0258] The construction of the 1-2 vane link shaft 252 is identical to the construction of the 1-1 vane link shaft 251, and therefore a detailed description thereof will be omitted.

[0259] The 1-2 vane link shaft 252 includes a plurality of link shaft bodies 252a protruding from the 1-2 vane link shaft installation portion 254 toward the link installation portion 404 (specifically, the first vane link coupling portion 408) and link shaft catching portions 252b protruding from the link shaft bodies 252a, the link shaft catching portions being configured to perform mutual catching with the first vane link coupling portion 408.

<Construction of second vane link>

[0260] In this embodiment, the second vane link 260 is made of a strong material, and is formed in the shape of a straight line. Unlike this embodiment, the first vane link 250 may be curved.

[0261] The second vane link 260 includes a second vane link body 265, a 2-1 vane link shaft 261 disposed at one side of the second vane link body 265, the 2-1 vane link shaft being assembled to the second vane 220, the 2-1 vane link shaft being configured to be rotated relative to the second vane 220, a 2-1 vane link shaft installation portion 263 extending from the second vane link body 265 toward the second vane 220, the 2-1 vane link shaft 261 being disposed at the 2-1 vane link shaft installation portion, and a 2-2 vane link journal 262 disposed at the other side of the second vane link body 265, the 2-2 vane link journal being assembled to the driving link 240 (specifically, the second driving link shaft 242), the 2-2 vane link journal being configured to be rotated relative to the driving link 240.

[0262] In this embodiment, the 2-2 vane link journal 262 is formed in the shape of a hole formed through the second vane link body 265. The 2-2 vane link journal 262 and the second driving link shaft 242 are assembled to each other to constitute a relatively rotatable axial rotation structure.

[0263] In the case in which one of the 2-2 vane link journal 262 and the second driving link shaft 242 is formed in the shape of a shaft, therefore, the other may be formed in the shape of a hole or boss having the center of rotation. Unlike this embodiment, therefore, the 2-2 vane link journal may be formed in the shape of a shaft, and the second driving link shaft may be formed in the shape of a hole.

[0264] In all constructions that can be coupled to the driving link, the first vane link, and the second vane link so as to be rotated relative thereto, substitution of the above construction is possible, and therefore a description of modifiable examples thereof will be omitted.

[0265] The 2-1 vane link shaft 261 protrudes toward the second vane 220. The 2-1 vane link shaft 261 may be assembled to the second vane 220, and may be rotated relative to the second vane 220.

[0266] In this embodiment, the longitudinal direction of the second vane link body 265 and the disposition direction of the 2-1 vane link shaft installation portion 263 are perpendicular to each other.

[0267] The 2-1 vane link shaft installation portion 263 is formed in a disc shape. The 2-1 vane link shaft installation portion 263 is formed so as to be wider than the diameter of the 2-1 vane link shaft 261. The 2-1 vane link shaft installation portion 263 is in tight contact with the second vane 220, and may support the second vane 220.

[0268] The 2-1 vane link shaft 261 is an axial rotation structure for rotation with the second vane 220. The 2-1 vane link shaft 261 is formed so as to have a cylindrical structure. A link shaft catching portion 261b is formed at the outer circumferential surface of the 2-1 vane link shaft 261. The link shaft catching portion 261b performs mutual catching with the second vane 220.

[0269] The 2-1 vane link shaft 261 extends through the second vane 220. A second joint rib 224 (specifically, a third joint portion 226) of the second vane 220 is located between the link shaft catching portion 261b and the 2-1 vane link shaft installation portion 263.

[0270] A protrusion 263a is formed on the 2-1 vane link shaft installation portion 263. The protrusion 263a is in tight contact with the outer surface of the second vane 220 (specifically, the second joint rib 224), and supports the outer surface of the second vane 220 (specifically, the second joint rib 224). The protrusion 263a may minimize an assembly error between the second vane 220 and the 2-1 vane link shaft installation portion 263.

[0271] In this embodiment, only a single link shaft catching portion 261b is formed. The link shaft catching portion 261b functions as a key. When the 2-1 vane link shaft 261 and the second vane 220 are assembled, the link shaft catching portion 261b must extend through a key recess 224b of the second joint rib 224 in order to assemble the second joint rib 224 and the 2-1 vane link shaft 261 to each other.

[0272] When the second vane link 260 and the second joint rib 224 are rotated relative to each other, the link shaft catching portion 261b and the key recess 224b are not aligned. The position at which the link shaft catching portion 261b and the key recess 224b are assembled deviates from the operational range of the second vane link 260.

[0273] In this embodiment, the 2-2 vane link journal 262 is formed in the shape of a hole formed through the second vane link body 265. The key recess 262b is formed in the longitudinal direction of the 2-2 vane link journal 262. When

the second driving link shaft 242 of the driving link 240 is assembled, the link shaft catching portion 242b of the driving link 240 extends through the key recess 262b.

[0274] When the link shaft catching portion 242b is rotated after extending through the key recess 262b, the second vane link 260 and the second driving link shaft 242 are assembled to each other, and separation of the second driving link shaft 242 in the insertion direction is prevented. That is, only when the link shaft catching portion 242b is aligned with the key recess 262b, the second driving link shaft 242 and the second vane link 260 may be separated from each other. The second driving link shaft 242 may be rotated relative to the 2-2 vane link journal 262 in the state of being assembled thereto.

<Construction of vane>

[0275] For description, the direction in which air is discharged is defined as the front, and the direction opposite thereto is defined as the rear. In addition, the ceiling side is defined as the upper side, and the floor is defined as the lower side.

[0276] In this embodiment, the first vane 210 and the second vane 220 are disposed in order to control the flow direction of air that is discharged from the discharge port 102. The relative disposition and relative angle between the first vane 210 and the second vane 220 are changed according to steps of the vane motor 230. In this embodiment, the first vane 210 and the second vane 220 provide six discharge steps P1, P2, P3, P4, P5, and P6 in pairs according to steps of the vane motor 230.

[0277] The discharge steps P1, P2, P3, P4, P5, and P6 are defined as states in which the first vane 210 and the second vane 220 are stationary, rather than moved. In this embodiment, on the other hand, moving steps may be provided. The moving steps result from a combination of the six discharge steps P1, P2, P3, P4, P5, and P6, and are defined as the current of air provided by the operation of the first vane 210 and the second vane 220.

<Construction of first vane>

[0278] The first vane 210 is disposed between the link installation portion 404 of the first module body 410 and the link installation portion 404 of the second module body 420.

[0279] When the indoor unit is not operated, the first vane 210 covers most of the discharge port 210. Unlike this embodiment, the first vane 210 may be manufactured so as to cover the entirety of the discharge port 210.

[0280] The first vane 210 is coupled to the driving link 240 and the first vane link 250.

[0281] The driving link 240 and the first vane link 250 are disposed at one side and the other side of the first vane 210, respectively.

[0282] The first vane 210 is rotated relative to the driving link 240 and the first vane link 250.

[0283] When it is necessary to distinguish between the positions of the driving link 240 and the first vane link 250, the driving link 240 coupled to the first module body 410 is defined as a first driving link, and the first vane link 250 coupled to the first module body 410 is defined as a 1-1 vane link. The driving link 240 coupled to the second module body 420 is defined as a second driving link, and the first vane link 250 coupled to the second module body 420 is defined as a 1-2 vane link.

[0284] The first vane 210 includes a first vane body 212 formed so as to extend long in the longitudinal direction of the discharge port 102 and a joint rib 214 protruding upwards from the first vane body 212, the driving link 240 and the first vane link 250 being coupled to the joint rib.

[0285] The first vane body 212 controls the direction of air that is discharged along the discharge channel 104. The discharged air collides with the upper surface or the lower surface of the first vane body 212, whereby the flow direction thereof may be guided. The discharge direction of air and the longitudinal direction of the first vane body 212 are perpendicular to or intersect each other.

[0286] The lower surface of the first vane body 212 is formed as a smooth flat or curved surface, various structures, including the joint rib 214, are disposed at the upper surface thereof. The flat surface of the first vane body 212 corresponds to the shape of the discharge port 102.

[0287] The joint rib 214 is an installation structure for coupling between the driving link 240 and the first vane link 250. The joint rib 214 is disposed at each of one side and the other side of the first vane 210.

[0288] The joint rib 214 is formed so as to protrude upwards from the upper surface of the first vane body 212. The joint rib 214 is formed in the flow direction of discharged air, and minimizes resistance to the discharged air. Consequently, the joint rib 214 is perpendicular to or intersects the longitudinal direction of the first vane body 212.

[0289] The joint rib 214 is formed such that the air discharge side (the front) of the joint rib is low and the air entrance side (the rear) of the joint rib is high. In this embodiment, the joint rib 214 is formed such that the side of the joint rib to which the driving link 240 is coupled is high and the side of the joint rib to which the first vane link 250 is coupled is low.

[0290] The joint rib 214 has a second joint portion 217 rotatably coupled with the driving link 240 and a first joint portion 216 rotatably coupled with the first vane link 250.

[0291] The joint rib 214 may be manufactured integrally with the first vane body 212.

[0292] In this embodiment, each of the first joint portion 216 and the second joint portion 217 is formed in the shape of a hole, and is formed through the joint rib 214.

[0293] Each of the first joint portion 216 and the second joint portion 217 is a structure in which axial coupling or hinge coupling is possible, and may be changed into any of various forms.

[0294] When viewed from the front, the second joint portion 217 is located higher than the first joint portion 216.

[0295] The second joint portion 217 is located further rearwards than the first joint portion 216. The first driving link shaft 241 is assembled to the second joint portion 217. The second joint portion 217 and the first driving link shaft 241 are assembled so as to be rotatable relative to each other. In this embodiment, the first driving link shaft 241 is assembled through the second joint portion 217.

[0296] The 1-1 vane link shaft 251 is assembled to the first joint portion 216.

[0297] The first joint portion 216 and the 1-1 vane link shaft 251 are assembled so as to be rotatable relative to each other. In this embodiment, the 1-1 vane link shaft 251 is assembled through the first joint portion 216.

[0298] When viewed in a top view, the driving link 250 and the first vane link 250 are disposed between the joint rib 214 and the link installation portion 404. In this embodiment, the distance between the first joint portion 216 and the second joint portion 217 is less than the distance between the core link shaft 243 and the 1-2 vane link shaft 252.

[0299] Two joint ribs 214 are disposed at the first vane 210. When it is necessary to distinguish between the two joint ribs 214 disposed at the first vane 210, the joint rib 214 disposed at the left side of the vane module is defined as a 1-1 joint rib 214-1, and the joint rib disposed at the right side of the vane module is defined as a 1-2 joint rib 214-2, when viewed from the front of the vane module.

[0300] The left joint portion 214-1 and the right joint portion 214-2 of the first vane 210 are disposed parallel to each other.

[0301] A concave recess 215-1 is formed outside the 1-1 joint rib 214-1 of the first vane 210, and a concave recess 215-2 is also formed outside the 1-2 joint rib 214-2 of the first vane.

[0302] The recess 215-1 extends long from the 1-1 joint rib 214-1 in the longitudinal direction of the first vane 210. The recess 215-2 extends long from the 1-2 joint rib 214-2 in the longitudinal direction of the first vane 210.

[0303] The recess 215-1 is located outside of the first joint portion 216 of the 1-1 joint rib 214-1, and the recess 215-2 is located outside of the first joint portion 216 of the 1-2 joint rib 214-1. The recesses 215-1 and 215-2 are disposed on the same line.

[0304] Interference between the first vane link 250 and the first vane body 212 may be avoided by the recesses 215-1 and 215-2.

[0305] An air guide 280 is disposed between the 1-1 joint rib 214-1 and the 1-2 joint rib 214-2. The air guide 280 is formed integrally with the first vane body 212. Unlike this embodiment, the air guide 280 may be separately manufactured and then assembled to the first vane body 212.

[0306] The air guide 280 extends in the longitudinal direction of the first vane body 212.

[0307] The air guide 280 includes a first connection guide 281 disposed at the 1-1 joint rib 214-1 side, the first connection guide extending upwards from the upper surface of the first vane body 212, a second connection guide 282 disposed at the 1-2 joint rib 214-2 side, the second connection guide extending upwards from the upper surface of the first vane body 212, a main guide 285 configured to connect the first connection guide 281 and the second connection guide 282 to each other, the main guide being disposed so as to be spaced apart from the upper surface of the first vane body 212, and a support guide 286 configured to connect the main guide 285 and the first vane body 212 to each other.

[0308] The air guide 280 is disposed between the 1-1 joint rib 214-1 and the 1-2 joint rib 214-2. The air guide 280 is located further forwards than the first joint portion 216.

[0309] The first connection guide 281 is curved in order to minimize air resistance. The first connection guide 281 is curved in the longitudinal direction of the first vane 210. The second connection guide 282 is also curved in the longitudinal direction of the first vane 210.

[0310] The first connection guide 281 and the second connection guide 282 are disposed so as to face each other.

[0311] The first connection guide 281 is disposed so as to face the 1-2 joint rib 214-2, and the second connection guide 282 is disposed so as to face the 1-1 joint rib 214-1.

[0312] The left side of the main guide 285 is connected to the first connection guide 281, and the right side of the main guide 285 is connected to the second connection guide 282. The main guide 285 is spaced apart from the upper surface of the first vane body 212. Discharged air may be guided between the main guide 285 and the upper surface of the first vane body 212.

[0313] The space between the main guide 285 and the first vane body 212 is defined as a guide space 283. The guide space 283 may extend long in the longitudinal direction of the first vane body 212.

[0314] The support guide 286 partitions the guide space 283 into left and right spaces. A plurality of support guides 286 is disposed, and the guide space 283 is partitioned into a plurality of spaces by the support guides 286.

[0315] The support guide 286 connects the upper surface of the first vane body 212 and the lower surface of the main guide 285 to each other. A plurality of support guides 286 is disposed in the longitudinal direction of the first vane body

210 so as to be spaced apart from each other by a predetermined distance.

[0316] In this embodiment, seven support guides 286 are disposed, and an odd number of support guides is disposed such that the number of left guide spaces 283 is equal to the number of right guide spaces. The left guide spaces and the right guide spaces are symmetrical with respect to the intermediate support guide 286.

[0317] The support guide 286 is disposed so as to be perpendicular to the first vane body 212.

[0318] The rear end of the support guide 286 may have a tail extending long toward the rear of the first vane 210 (in the direction opposite the discharge direction of air). This is defined as a support guide tail 287. The support guide tail 287 is disposed in the forward-rearward direction of the support guide 286, and is formed such that the height thereof gradually decreases from the upper side of the support guide 286 to the first vane body 212.

[0319] The rear end of the support guide tail 287 is located further rearwards than the rear edge 285b of the main guide 285.

[0320] The length from the support guide 286 to the support guide tail 287 is greater than the forward-rearward length of the main guide 285.

[0321] A recess line 218 is formed concave downwards from the upper surface of the first vane body 212. A plurality of recess lines 218 is disposed.

[0322] The recess line 218 is formed along the front end 212a of the first vane 210, and a plurality of recess lines is formed rearwards from the front end 212a of the first vane body in order to form a row. In this embodiment, the recess lines 218 are disposed in three rows.

[0323] The first row of the recess lines 218 is located the closest to the front end 212a of the first vane body, and has the largest length. The third row of the recess lines 218 is located farthest from the front end 212a of the first vane body, and has the smallest length. The second row of the recess lines 218 is shorter than the first row and longer than the third row.

[0324] The third row of the recess lines 218 is located further forwards than the front edge 285a of the main guide 285.

[0325] The plurality of recess lines 218 may improve flow of discharged air.

<Construction of second vane>

[0326] The second vane 220 is formed so as to have a smaller area than the first vane 210. When controlling the discharge direction of air, the second vane 220 has less influence than the first vane 210. In this embodiment, the first vane 210 serves as a main vane that controls the discharge direction of air, and the second vane 220 serves as a sub vane.

[0327] The second vane 220 is installed in the discharge channel 104, and is rotated about the second vane shaft 221. Depending on the rotational angle of the second vane 220, the front end 222a of the second vane 220 may be located outside the discharge port 102.

[0328] In this embodiment, the second vane 220 is made of a transparent or semitransparent material.

[0329] The second vane 220 includes a second vane body 222 formed so as to extend long in the longitudinal direction of the discharge port 102, a joint rib 224 protruding upwards from the second vane body 222, the joint rib being coupled to the second vane link 260 so as to be rotatable relative thereto, and a pair of second vane shafts 221 formed at one side and the other side of the second vane body 222, the second vane shafts being rotatably coupled to the link installation portion 404 (specifically, the second vane coupling portion 409).

[0330] The second joint rib 224 is coupled to the second vane link 260 so as to be rotatable relative thereto. In this embodiment, the third joint portion 226 and the second vane link 260 are axially coupled to each other so as to be rotatable relative thereto.

[0331] The second joint rib 224 is formed so as to protrude upwards from the upper surface of the second vane body 222. The second joint rib 224 is preferably formed in the flow direction of discharged air. Consequently, the second joint rib 224 is disposed so as to be perpendicular to or intersect the longitudinal direction of the second vane body 222.

[0332] The second vane shaft 221 includes a 2-1 vane shaft 221-1 and a 2-2 vane shaft 221-2. The 2-1 vane shaft 221-1 and the 2-2 vane shaft 221-2 are located on a straight line, and protrude in opposite directions.

[0333] The 2-1 vane shaft 221-1 protrudes to one side (leftwards), and the 2-2 vane shaft 221-2 protrudes to the other side (rightwards).

[0334] The second vane body 222 is formed so as to extend long in the longitudinal direction of the discharge port 102. The second vane body 222 includes a second vane body portion 223 formed so as to extend long in the longitudinal direction of the discharge port 102, a 2-1 vane shaft installation portion 225-1 protruding from the second vane body portion 223 to one side (leftwards), the 2-1 vane shaft 221-1 being formed at the 2-1 vane shaft installation portion, a 2-2 vane shaft installation portion 225-2 protruding from the second vane body portion 223 to the other side (rightwards), the 2-2 vane shaft 221-2 being formed at the 2-2 vane shaft installation portion, and a recess line 228 formed in the upper surface of the second vane body portion 223, the recess line being formed concave downwards from the upper surface thereof.

[0335] The second vane body portion 223 may be formed in any of various shapes. When viewed in a top view, the

second vane body portion 223 is approximately quadrangular.

[0336] The recess line 228 is formed in the upper surface of the second vane body portion 223. A plurality of recess lines 228 is provided. The recess line 228 adjacent to the front end 222a of the second vane 220 is the longest, and the recess line adjacent to the rear end 222b of the second vane is the shortest.

[0337] The recess line 228 includes a first side recess portion 228-1 disposed at the 2-1 vane shaft 221-1 side, the first side recess portion extending from the rear end 222b to the front end 222a of the second vane 220, a second side recess portion 228-2 disposed at the 2-2 vane shaft 221-2 side, the first side recess portion extending from the rear end 222b to the front end 222a of the second vane 220, and a main recess portion 228-3 configured to connect the first side recess portion 228-1 and the second side recess portion 228-2 to each other, the main recess portion being formed along the front end 222a of the second vane 220.

[0338] The first side recess portion 228-1, the second side recess portion 228-2, and the main recess portion 228-3 are connected integrally to each other. When viewed in a top view, the recess line 228 is formed in the shape of "n". In the case in which a plurality of recess lines 228 is provided, the "n" shape is repeated, and the rate thereof decreases inwards or rearwards. The plurality of recess lines 228 is formed such that the size thereof gradually increases in the discharge direction of air.

[0339] The joint rib 224 is a structure in which axial coupling or hinge coupling is possible, and may be changed into any of various forms. A hole formed in the second joint rib 224 and coupled to the second vane link 220 so as to be rotatable relative thereto is defined as a third joint portion 226.

[0340] In this embodiment, the third joint portion 226 is formed in the shape of a hole, and is formed through the joint rib 224. The third joint portion 226 is a structure in which axial coupling or hinge coupling is possible, and may be changed into any of various forms.

[0341] In the case in which it is necessary to distinguish between the joint rib 214 of the first vane and the joint 224 of the second vane, the joint rib of the first vane is defined as a first joint rib 214, and the joint rib of the second vane is defined as a second joint 224.

[0342] The second vane 220 may be rotated about the second joint rib 224, and may also be rotated about the second vane shaft 221. That is, the second vane 220 may be rotated relative to each of the second joint rib 224 and the second vane shaft 221.

[0343] When viewed in a top view, the second joint rib 224 is located further forwards than the second vane shaft 221. The second joint rib 224 is moved along a predetermined orbit about the second vane shaft 221.

[0344] Two second joint ribs 224 are disposed at the second vane 220. When it is necessary to distinguish between the two second joint ribs 224 disposed at the second vane 220, the joint rib 224 disposed at the left side of the vane module is defined as a 1-1 joint rib 224-1, and the joint rib disposed at the right side of the vane module is defined as a 1-2 joint rib 224-2, when viewed from the front of the vane module.

[0345] The third joint portion 226 is disposed at each of the 1-1 joint rib 224-1 and 1-2 joint rib 224-2.

[0346] The second vane body portion 223 is disposed between the 1-1 joint rib 224-1 and 1-2 joint rib 224-2.

[0347] The left edge 223a of the second vane body portion 223 is located outside the left joint portion 224-1. The right edge 223b of the second vane body portion 223 is located outside the right joint portion 224-2.

[0348] When viewed in a top view, the left edge 223a of the second vane body portion 223 is located between the left joint portion 214-1 of the first vane 210 and the left joint portion 224-1 of the second vane 220. When viewed in a top view, the right edge 223b of the second vane body portion 223 is located between the right joint portion 214-2 of the first vane 210 and the right joint portion 224-2 of the second vane 220.

[0349] The left joint portion 224-1 and the right joint portion 224-2 of the second vane 220 are disposed parallel to each other.

[0350] The lower surface of the second vane body 222 may be formed so as to be gently curved.

[0351] The second vane body 222 controls the direction of air that is discharged along the discharge channel 104. The discharged air collides with the upper surface or the lower surface of the second vane body 222, whereby the flow direction thereof is guided. The discharged air interacts with the recess line 228, whereby flow thereof is improved.

[0352] The flow direction of the discharged air and the longitudinal direction of the second vane body 222 are perpendicular to each other or intersect each other. The flow direction of the discharged air and the longitudinal direction of the main recess portion 228-3 are perpendicular to each other or intersect each other.

[0353] When viewed in a top view, the second vane body portion 223 is located between the 1-1 joint rib 214-1 and the 1-2 joint rib 214-2 of the first vane 210. This is necessary to prevent interference when the second vane 220 is located at the upper side of the first vane 210.

[0354] The 2-1 vane shaft installation portion 225-1 protrudes from the second vane body portion 223 to one side (leftwards). The 2-2 vane shaft installation portion 225-2 protrudes from the second vane body portion 223 to the other side (rightwards). The 2-1 vane shaft installation portion 225-1 and the 2-2 vane shaft installation portion 225-2 are disposed in a line, and protrude in opposite directions.

[0355] The 2-1 vane shaft 221-1 is disposed at the 2-1 vane shaft installation portion 225-1, and the 2-2 vane shaft

221-2 is disposed at the 2-2 vane shaft installation portion 225-2.

[0356] In this embodiment, a first vane shaft support portion 227-1 is disposed between the 2-1 vane shaft installation portion 225-1 and the 2-1 vane shaft 221-1, and a second vane shaft support portion 227-2 is disposed between the 2-2 vane shaft installation portion 225-2 and the 2-2 vane shaft 221-2.

[0357] The first vane shaft support portion 227-1 limits the insertion depth of the 2-1 vane shaft 221-1 when the 2-1 vane shaft 221-1 and the second vane coupling portion 409 are assembled. The second vane shaft support portion 227-2 limits the insertion depth of the 2-2 vane shaft 221-2 when the 2-2 vane shaft 221-2 and the second vane coupling portion 409 are assembled.

[0358] The first vane shaft support portion 227-1 is perpendicular to the protruding direction of the 2-1 vane shaft 221-1, and the second vane shaft support portion 227-2 is perpendicular to the protruding direction of the 2-2 vane shaft 221-2.

[0359] A protrusion 227a is formed on the first vane shaft support portion 227-1. The protrusion 227a may reduce friction with the second vane coupling portion 409, and may support the second vane coupling portion 409. A protrusion 227a is also formed on the second vane shaft support portion 227-2. The protrusion 227a protrudes toward the second vane coupling portion 409.

[0360] The second vane shaft 221 is located further rearwards than the second joint rib 224. The second vane link 260, the driving link 240, and the first vane line 250 are sequentially disposed in front of the second vane shaft 221.

[0361] In addition, the driving link coupling portion 407 and the first vane link coupling portion 408 are sequentially disposed in front of the second vane coupling portion 409.

<Disposition of vane module and suction grill>

[0362] The coupling structure and the separation structure of the vane module will be described in more detail with reference to FIGS. 1 to 4 and 15 to 17.

[0363] When the suction grill 320 is separated in the state of FIG. 1, four vane modules 200 are exposed, as shown in FIG. 15. The suction grill 320 is separably assembled to the front body 310.

[0364] The suction grill 320 may be separated from the front body 310 using various methods.

[0365] The suction grill 320 may be separated using a method of separating and rotating one edge of the suction grill on the basis of the other edge of the suction grill. In another method, the suction grill 320 may be separated from the front body 310 through release of catching in the state of being caught by the front body. In a further method, coupling between the suction grill 200 and the front body 310 may be maintained by magnetic force.

[0366] In this embodiment, the suction grill 320 may be moved in the upward-downward direction by an elevator 500 installed at the front body 310. The elevator 500 is connected to the suction grill 320 via a wire (not shown). The wire may be wound or unwound by operation of the elevator 500, whereby the suction grill 320 may be moved downwards or upwards.

[0367] A plurality of elevators 500 is disposed, and the elevators 500 simultaneously move opposite sides of the suction grill 320.

[0368] When the suction grill 320 is moved downwards, the first module body 410 and the second module body 420, hidden by the suction grill 320, are exposed.

[0369] In the state in which the suction grill 320 is assembled to the front body 310, at least one of the first vane 210 or the second vane 220 of the vane module 200 may be exposed.

[0370] When the indoor unit is not operated, only the first vane 210 is exposed to the user. When the indoor unit is operated and air is discharged, the second vane 220 may be selectively exposed to the user.

[0371] In the state in which the suction grill 320 is assembled to the front body 310, the first module body 410 and the second module body 420 of the vane module 200 are hidden by the suction grill 320.

[0372] Since the fastening holes 403 are disposed at the first module body 410 and the second module body 420, the fastening holes 403 are hidden by the suction grill 320 so as not to be visible to the user.

[0373] Since the first module body 410 and the second module body 420 are located at the upper side of the grill corner portion 327 constituting the suction grill 320, the grill corner portion 327 prevents the first module body 410 and the second module body 420 from being exposed outside.

[0374] The grill corner portion 327 also prevents the fastening holes 403 formed in the first module body 410 and the second module body 420 from being exposed outside. Since the grill corner portion 327 is located at the lower side of the fastening holes 403, the fastening holes 403 are hidden by the grill corner portion 327.

[0375] More specifically, the suction grill 320 includes a grill body 322 disposed at the lower side of the suction port 101, the grill body communicating with the suction port 101 through a plurality of grill holes 321, the grill body being formed in a quadrangular shape, and a first grill corner portion 327-1, a second grill corner portion 327-2, a third grill corner portion 327-3, and a fourth grill corner portion 327-4 formed at the corners of the grill body 322 so as to extend in the diagonal direction.

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5 **[0376]** The vane module 200 includes a first vane module 201 disposed outside one edge of the suction grill 320, the first vane module being disposed between the first grill corner portion 327-1 and the second grill corner portion 327-2, a second vane module 202 disposed outside one edge of the suction grill 320, the second vane module being disposed between the second grill corner portion 327-2 and the third grill corner portion 327-3, a third vane module 203 disposed outside one edge of the suction grill 320, the third vane module being disposed between the third grill corner portion 327-3 and the fourth grill corner portion 327-4, and a fourth vane module 204 disposed outside one edge of the suction grill 320, the fourth vane module being disposed between the fourth grill corner portion 327-4 and the first grill corner portion 327-1.

10 **[0377]** The first module body 410 and the second module body 420 disposed between the first vane module 201 and the second vane module 202 are located at the upper side of the first grill corner portion 327-1, and are hidden by the first grill corner portion 327-1. Specifically, the second module body of the first vane module and the first module body of the second vane module are disposed at the upper side of the first grill corner portion.

15 **[0378]** The first module body and the second module body disposed between the second vane module 202 and the third vane module 203 are located at the upper side of the second grill corner portion 327-2, and are hidden by the second grill corner portion 327-2. Specifically, the second module body of the second vane module and the first module body of the third vane module are disposed at the upper side of the second grill corner portion.

20 **[0379]** The first module body and the second module body disposed between the third vane module 203 and the fourth vane module 204 are located at the upper side of the third grill corner portion 327-3, and are hidden by the third grill corner portion 327-3. Specifically, the second module body of the third vane module and the first module body of the fourth vane module are disposed at the upper side of the third grill corner portion.

25 **[0380]** The first module body and the second module body disposed between the fourth vane module 204 and the first vane module 201 are located at the upper side of the fourth grill corner portion 327-4, and are hidden by the fourth grill corner portion 327-4. Specifically, the second module body of the fourth vane module and the first module body of the first vane module are disposed at the upper side of the fourth grill corner portion.

30 **[0381]** Referring to FIG. 15, the vane module 200 disposed in the 12 o'clock direction is defined as a first vane module 201, the vane module 200 disposed in the 3 o'clock direction is defined as a second vane module 202, the vane module 200 disposed in the 6 o'clock direction is defined as a third vane module 203, and the vane module 200 disposed in the 9 o'clock direction is defined as a fourth vane module 204.

[0382] The first vane module 201, the second vane module 202, the third vane module 203, and the fourth vane module 204 are disposed at intervals of 90 degrees about the center C of the front panel 300.

[0383] The first vane module 201 and the third vane module 203 are disposed parallel to each other, and the second vane module 202 and the fourth vane module 204 are disposed parallel to each other.

35 **[0384]** Four side covers 314 are disposed at the front body 310. For convenience of description, the side cover 314 disposed outside the first vane module 201 is defined as a first side cover 314-1, the side cover 314 disposed outside the second vane module 202 is defined as a second side cover 314-2, the side cover 314 disposed outside the third vane module 203 is defined as a third side cover 314-3, and the side cover 314 disposed outside the fourth vane module 204 is defined as a fourth side cover 314-4.

[0385] Each side cover 314 is assembled to one edge of the front frame 312, is located at the lower side of the front frame 312, is exposed outside, and is disposed outside a corresponding vane module 202.

40 **[0386]** The corner cover 316 disposed between the first vane module 201 and second vane module 202 is defined as a first corner cover 316-1. The corner cover 316 disposed between the second vane module 202 and the third vane module 203 is defined as a second corner cover 316-2. The corner cover 316 disposed between the third vane module 203 and the fourth vane module 204 is defined as a third corner cover 316-3. The corner cover 316 disposed between the fourth vane module 204 and the first vane module 201 is defined as a fourth corner cover 316-4.

45 **[0387]** The first corner cover 316-1 is assembled to one corner of the front frame 312, is located at the lower side of the front frame 312, is located between the first side cover 314-1 and the second side cover 314-2, and is exposed outside.

[0388] The second corner cover 316-2 is assembled to one corner of the front frame 312, is located at the lower side of the front frame 312, is located between the second side cover 314-2 and the third side cover 314-3, and is exposed outside.

50 **[0389]** The third corner cover 316-3 is assembled to one corner of the front frame 312, is located at the lower side of the front frame 312, is located between the third side cover 314-3 and the fourth side cover 314-4, and is exposed outside.

[0390] The fourth corner cover 316-4 is assembled to one corner of the front frame 312, is located at the lower side of the front frame 312, is located between the fourth side cover 314-4 and the first side cover 314-1, and is exposed outside.

55 **[0391]** The first corner cover 316-1 and the third corner cover 316-3 are disposed about the center C of the front panel 300 in the diagonal direction, and are disposed so as to face each other. The second corner cover 316-2 and the fourth corner cover 316-4 are disposed about the center C of the front panel 300 in the diagonal direction, and are disposed so as to face each other.

[0392] Imaginary diagonal lines passing through the center of the front panel 300 are defined as P1 and P2. P1 is an

imaginary line joining the first corner cover 316-1 and the third corner cover 316-3 to each other, and P2 is an imaginary line joining the second corner cover 316-2 and the fourth corner cover 316-4 to each other.

[0393] A first grill corner portion 327-1, a second grill corner portion 327-2, a third grill corner portion 327-3, and a fourth grill corner portion 327-4 formed so as to extend towards corners are disposed at the suction panel 320.

[0394] On the basis of the grill corner portions, the first vane module 201 is disposed outside one edge of the suction grill 320, and is disposed between the first grill corner portion 327-1 and the second grill corner portion 327-2.

[0395] The second vane module 202 is disposed outside one edge of the suction grill, and is disposed between the second grill corner portion 327-2 and the third grill corner portion 327-3.

[0396] The third vane module 203 is disposed outside one edge of the suction grill, and is disposed between the third grill corner portion 327-3 and the fourth grill corner portion 327-4.

[0397] The fourth vane module 204 is disposed outside one edge of the suction grill, and is disposed between the fourth grill corner portion 327-4 and the first grill corner portion 327-1.

[0398] The first grill corner portion 327-1 is formed so as to extend toward the first corner cover 316-1, and has a surface continuously connected to the outer surface of the first corner cover 316-1.

[0399] The grill corner border 326 of the first grill corner portion 327-1 is opposite the corner decoration inner border 317 of the first corner cover 316-1, and defines a corner decoration inner border gap 317a.

[0400] The grill corner borders 326 of the other grill corner portions 327 are opposite the corner decoration inner borders 317 of the other corner cover 316, and define corner decoration inner border gaps 317a.

[0401] The first module body 410 and the second module body 420 are located inside the corner cover 316 (specifically, at the center C side of the front panel). In particular, the first module body 410 and the second module body 420 are disposed so as to face each other on the basis of the imaginary diagonal lines P1 and P2.

[0402] Specifically, the first module body 410 of the first vane module 201 and the second module body 420 of the fourth vane module 204 are disposed so as to face each other on the basis of the imaginary diagonal line P2.

[0403] The first module body 410 of the second vane module 202 and the second module body 420 of the first vane module 201 are disposed so as to face each other on the basis of the imaginary diagonal line P1.

[0404] The first module body 410 of the third vane module 201 and the second module body 420 of the second vane module 202 are disposed so as to face each other on the basis of the imaginary diagonal line P2.

[0405] The first module body 410 of the fourth vane module 204 and the second module body 420 of the third vane module 203 are disposed so as to face each other on the basis of the imaginary diagonal line P1.

[0406] Meanwhile, the suction grill 320 is located at the lower side of the first module bodies 410 and the second module bodies 420, and conceals the first module bodies 410 and the second module bodies 420 so as not to be exposed. That is, in the case in which the suction grill 320 is in tight contact with the front body 310, the first module bodies 410 and the second module bodies 420 are hidden by the suction grill 320 and thus are not exposed to the user.

[0407] Since the first module bodies 410 and the second module bodies 420 are hidden, the fastening holes 403 formed in the first module bodies 410 and the second module bodies 420 are hidden by the suction grill 320 and thus are not exposed to the user.

[0408] The suction grill 320 has four grill corner portions 327 disposed so as to face the respective corner covers 316. Each grill corner portion 327 is disposed so as to be opposite a corresponding one of the corner covers 316.

[0409] The grill corner portion 327 disposed so as to be opposite the first corner cover 316-1 is defined as a first grill corner portion 327-1, the grill corner portion 327 disposed so as to be opposite the second corner cover 316-2 is defined as a second grill corner portion 327-2, the grill corner portion 327 disposed so as to be opposite the third corner cover 316-3 is defined as a third grill corner portion 327-3, and the grill corner portion 327 disposed so as to be opposite the fourth corner cover 316-4 is defined as a fourth grill corner portion 327-4.

[0410] When viewed in a bottom view, the plurality of module bodies 400 is located at the upper side of the grill corner portion 327, and is hidden by the grill corner portion 327.

[0411] In particular, the grill side border 325 defining the edge of the grill corner portion 327 is disposed so as to face the corner decoration inner border 317 defining the inner edge of the corner cover 316, and the curved shapes thereof correspond to each other.

[0412] In the same manner, the grill corner border 326 defining the edge of the grill corner portion 327 is disposed so as to face the inner edge of the first vane 210, and the curved shapes thereof correspond to each other.

[0413] Meanwhile, in this embodiment, a permanent magnet 318 and a magnetic force fixing portion 328 are disposed in order to maintain the state in which the suction grill 320 is in tight contact with the front body 310.

[0414] One of the permanent magnet 318 and the magnetic force fixing portion 328 may be disposed at the front body 310, and the other of the magnetic force fixing portion 328 and the permanent magnet 318 may be disposed at the upper surface of each grill corner portion 327.

[0415] The permanent magnet 318 and the magnetic force fixing portion 328 are located at the upper side of each grill corner portion 327, and are hidden by each grill corner portion 327. Since the permanent magnet 318 and the magnetic force fixing portion 328 are located outside each corner of the suction grill 320, the distance between the

suction grill 320 and the front body 310 may be minimized.

[0416] In the case in which the suction grill 320 and the front body 310 are spaced apart from each other, pressure in the suction channel 103 is reduced.

[0417] In this embodiment, the permanent magnet 318 is disposed at the front body 310. Specifically, the permanent magnet is disposed at the corner frame 313.

[0418] The magnetic force fixing portion 328 is made of a metal material capable of generating attractive force through interaction with the permanent magnet 318. The magnetic force fixing portion 328 is disposed at the upper surface of the suction grill 320. Specifically, the magnetic force fixing portion 328 is disposed at the upper surface of the grill corner portion 327.

[0419] When the suction grill 320 is moved upwards and approaches the permanent magnet 318, the permanent magnet 318 attracts the magnetic force fixing portion 328 to fix the suction grill 320. Magnetic force of the permanent magnet 318 is less than weight of the suction grill 320. When the suction grill 320 is not pulled by the elevator 500, therefore, coupling between the permanent magnet 318 and the magnetic force fixing portion 328 is released.

[0420] When viewed in a top view or a bottom view, the permanent magnet 318 is disposed on the imaginary diagonal lines P1 and P2. The permanent magnet 318 is located inside the corner cover 316.

[0421] When viewed in a top view or a bottom view, one of four permanent magnets 318 is disposed between the first module body 410 of the first vane module 201 and the second module body 420 of the fourth vane module 204. The other three permanent magnets are also disposed between the first module bodies 410 and the second module bodies 420 of the respective vane modules.

[0422] The permanent magnet 318 and the magnetic force fixing portion 328 are located at the upper side of each grill corner portion 327, and are hidden by each grill corner portion 327.

<Discharge step based on operation of vane motor>

[0423] In this embodiment, when the indoor unit is not operated (the indoor blowing fan is not operated), in each vane module 200, as shown, the second vane 220 is located at the upper side of the first vane 210, and the first vane 210 covers the discharge port 102. The lower surface of the first vane 210 forms a continuous surface with the lower surface of the suction grill 320 and the lower surface of the side cover 314.

[0424] When the indoor unit is not operated, the second vane 220 is concealed when viewed from the outside, since the second vane is located at the upper side of the first vane 210. Only when the indoor unit is operated, the second vane 220 is exposed to the user. When the indoor unit is not operated, therefore, the second vane 220 is located in the discharge channel 104, and the first vane 210 covers most of the discharge port 102.

[0425] Although the first vane 210 covers most of the discharge port 102 in this embodiment, the first vane 210 may be formed so as to cover the entirety of the discharge port 102 depending on design.

[0426] When the indoor blowing fan is operated in the state in which the second vane 220 is received, the vane motor 230 is operated, and the first vane 210 and the second vane 220 may provide one of the six discharge steps P1, P2, P3, P4, P5, and P6.

[0427] The state in which the indoor unit is stopped and thus the vane module 200 is not operated is defined as a stop step P0.

<Stop step P0>

[0428] In stop step P0, the vane module 200 is not operated. When the indoor unit is not operated, the vane module 200 is maintained in stop step P0.

[0429] In stop step P0, in the vane module 200, the vane motor 230 maximally rotates the driving link 240 in a first direction (in the clockwise direction in the figures of this embodiment).

[0430] At this time, the second driving link body 247 constituting the driving link 240 is supported by one end 271 of the stopper 270, whereby further rotation of the driving link in the first direction is limited.

[0431] In order to prevent excessive rotation of the driving link 240, the second driving link body 247 and the other end 270b of the stopper 270 interfere with each other in stop step P0. The second driving link body 247 is supported by the stopper 270, whereby further rotation of the driving link is limited.

[0432] The driving link 240 is rotated about the core link shaft 243 in the first direction, and the first vane link 250 is rotated about the 1-2 vane link shaft 252 in the first direction.

[0433] The first vane 210 is rotated while being restrained by the driving link 240 and the first vane link 250, and is located in the discharge port 102. The lower surface of the first vane 210 forms a continuous surface with the suction panel 320 and the side cover 314.

[0434] In stop step P0, the second vane 220 is located at the upper side of the first vane 210. When viewed from above, the second vane 220 is located between the first joints 214, and is located at the upper side of the first vane body

212.

[0435] In stop step P0, the driving link 240, the first vane link 250, and the second vane link 260 are located at the upper side of the first vane 210. The driving link 240, the first vane link 250, and the second vane link 260 are hidden by the first vane 210 and thus are not visible from the outside. That is, in stop step P0, the first vane 210 covers the discharge port 102, and prevents parts constituting the vane module 200 from being exposed outside.

[0436] In stop step P0, the driving link 240 is maximally rotated in the clockwise direction, and the second vane line 260 is maximally moved upwards.

[0437] When the indoor unit is not operated, the second vane 220 is concealed when viewed from the outside, since the second vane is located at the upper side of the first vane 210. Only when the indoor unit is operated, the second vane 220 is exposed to the user.

[0438] The positional relationship between the shafts forming the centers of rotation of the respective links in stop step P0 will be described.

[0439] First, the first joint portion 216 and the second joint portion 217 of the first vane 210 are disposed approximately horizontally. The second joint rib 224 of the second vane 220 is located at the upper side of the first joint rib 214.

[0440] When viewed from the side, the second joint rib 224 is located at the upper side of the second joint portion 217 and the first joint portion 216, and is located between the first joint portion 216 and the second joint portion 217.

[0441] Since the 2-1 vane link shaft 261 is coupled to the second joint rib 224, the 2-1 vane link shaft 261 is also located at the upper side of the second joint portion 217 and the first joint portion 216.

[0442] The first joint portion 216 and the second joint portion 217 are located at the upper side of the first vane body 212, and are located at the lower side of the second vane body 222.

[0443] The 2-2 vane link journal 262 is located at the upper side of the 2-1 vane link shaft 261, and is located at the upper side of the core link shaft 243.

[0444] Next, relative positions and directions of the respective links in stop step P0 will be described.

[0445] The first vane link 250 and the second vane link 260 are disposed in the same direction. The upper end of each of the first vane link 250 and the second vane link 260 is located at the front side in the discharge direction of air, and the rear end thereof is located at the rear side in the discharge direction of air.

[0446] Specifically, the 1-2 vane link shaft 252 of the first vane link 250 is located at the front side, and the 1-1 vane link shaft 251 of the first vane link 250 is located at the rear side. The 1-2 vane link shaft 252 of the first vane link 250 is located higher than the 1-1 vane link shaft 251. The first vane link 250 is disposed so as to be inclined rearwards and downwards from the 1-2 vane link shaft 252.

[0447] In the same manner, the 2-2 vane link journal 262 of the second vane link 260 is located at the front side, and the 2-1 vane link shaft 261 of the second vane link 260 is located at the rear side. The 2-2 vane link journal 262 of the second vane link 260 is located higher than the 2-1 vane link shaft 261. The second vane link 260 is disposed so as to be inclined rearwards and downwards from the 2-2 vane link journal 262.

[0448] The first driving link body 246 of the driving link 240 is disposed in the same direction as the first vane link 250 and the second vane link 260, and the second driving link body 247 intersects the disposition direction of the first vane link 250 and the second vane link 260.

<Discharge step P1>

[0449] In stop step P0, the driving link 240 is rotated in a second direction (in the counterclockwise direction in the figures of this embodiment), which is opposite the first direction, to provide discharge step P1.

[0450] In discharge step P1, the vane module 200 may provide horizontal wind.

[0451] In the state of the horizontal wind, air discharged from the discharge port 102 may be guided by the first vane 210 and the second vane 220 and may flow in the direction parallel with the ceiling or the floor.

[0452] In the case in which the discharged air flows as the horizontal wind, it is possible to maximize the flow distance of the air.

[0453] In discharge step P1, the upper surfaces of the first vane 210 and the second vane 220 may form a continuous surface. In discharge step P1, the first vane 210 and the second vane 220 are connected to each other like a single vane, and guide the discharged air.

[0454] In this embodiment, the first vane 210 is located at the front side in the flow direction of the discharged air, and the second vane 220 is located at the rear side in the flow direction of the discharged air. The front end 222a of the second vane 220 may be adjacent to or may contact the rear end 212b of the first vane 210. In discharge step P1, the distance S1 between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 may be minimized.

[0455] In discharge step P1, the front end 222a of the second vane 220 is located higher than the rear end 212b of the first vane 210.

[0456] In the case in which the front end 222a and the rear end 212b are adjacent to or contact each other, leakage

of the discharged air between the first vane 210 and the second vane 220 may be minimized.

[0457] In this embodiment, the front end 222a and the rear end 212b are adjacent to each other, but do not contact each other.

[0458] When the vane module 200 forms the horizontal wind in discharge step P1, intensity of the horizontal wind may be increased, since the first vane 210 and the second vane 220 are connected to each other and operated like a single vane. That is, since the discharged air is guided along the upper surface of the second vane 220 and the upper surface of the first vane 210 in the horizontal direction, directivity of the discharged air may be further improved than the case in which the horizontal wind is formed using a single vane.

[0459] When forming the horizontal wind, the second vane 220 is disposed so as to be further inclined in the upward-downward direction than the first vane 210.

[0460] In the state of the horizontal wind, it is advantageous that the first vane 210 be located lower than the discharge port 102 and the second vane 220 be disposed so as to overlap the discharge port 102, when viewed from the side.

[0461] In discharge step P1, the second vane 220 is rotated in place about the second vane shaft 221; however, the first vane 210 is turned (swung) in the discharge direction of air, since the first vane is assembled to the driving link 240 and the first vane link 250.

[0462] When P0 is switched to P1, the second vane 220 is rotated about the second vane shaft 221, the first vane 210 is moved downwards while advancing in the discharge direction of air, and the front end 212a of the first vane is turned in the first direction (the clockwise direction in the figures).

[0463] Through rotation of the driving link 240 and the first vane link 250, the first vane 210 may be moved to the lower side of the discharge port 102, and the first vane 210 may be disposed approximately horizontally. Since a vane of a conventional indoor unit is rotated in place, it is not possible to realize disposition of the first vane 210 in this embodiment.

[0464] When the vane motor 230 rotates the driving link 240 in the second direction (the counterclockwise direction) in stop step P0, the second vane link 260 coupled to the driving link 240 is rotated in response to the driving link 240.

[0465] Specifically, when stop step P0 is switched to discharge step P1, the driving link 240 is rotated in the counterclockwise direction, the first vane link 210 is rotated in the counterclockwise direction in response to rotation of the driving link 240, and the second vane link 220 is moved downwards while being rotated relative thereto.

[0466] Since the second vane 220 is assembled to the second vane shaft 221 and the second vane link 260 so as to be rotatable relative thereto, the second vane is rotated about the second vane shaft 221 in the clockwise direction due to downward movement of the second vane link 220.

[0467] When stop step P0 is switched to discharge step P1 in order to form the horizontal wind, the first vane 210 and the second vane 220 are rotated in opposite directions.

[0468] In discharge step P1, the vane motor 230 is rotated 73 degrees (P1 rotational angle), and the first vane 210 has an inclination of about 13 degrees (first vane P1 inclination) and the second vane 220 has an inclination of about 52 degrees (second vane P1 inclination) by rotation of the vane motor 230.

[0469] The positional relationship between the shafts forming the centers of rotation of the respective links in discharge step P1 will be described.

[0470] First, the second joint portion 217 and the first joint portion 216 of the first vane 210 are disposed so as to be inclined forwards in the discharge direction of air, unlike P0. When viewed from the side, the third joint portion 226 of the second vane 220 is disposed at the rearmost side, the first joint portion 216 is disposed at the frontmost side, and the second joint portion 217 is disposed between the first joint portion 216 and the third joint portion 226.

[0471] In P1, the third joint portion 226, the second joint portion 217, and the first joint portion 216 are disposed in a line, and are disposed so as to face forwards and downwards in the discharge direction of air. In some embodiments, the third joint portion 226, the second joint portion 217, and the first joint portion 216 may not be disposed in a line.

[0472] In addition, the second vane shaft 221 may also be disposed in a line with the third joint portion 226, the second joint portion 217, and the first joint portion 216. In this case, the second vane shaft 221 is located at the rear side of the third joint portion 226.

[0473] In P1, the first vane 210 and the second vane 220 provide horizontal wind. The horizontal wind does not mean that the discharge direction of air is exactly horizontal. The horizontal wind means an angle by which discharged air can flow farthest in the horizontal direction through connection between the first vane 210 and the second vane 220 in the state in which the first vane 210 and the second vane 220 are connected to each other like a single vane.

[0474] In discharge step P1, the distance S1 between the front end 221 of the second vane 220 and the rear end 212b of the first vane 210 may be minimized.

[0475] In the state of the horizontal wind, air guided by the second vane 220 is guided to the first vane 210. In the case in which the discharged air flows as the horizontal wind in P1, it is possible to maximize the flow distance of the air.

[0476] Since the discharge channel 104 is formed in the upward-downward direction, the inclination of the second vane 220 adjacent to the suction port 101 is steeper than the inclination of the first vane 210.

[0477] In discharge step P1, the 1-1 vane link shaft 251 of the first vane link 250 is located at the lower side of the 1-2 vane link shaft 252.

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[0478] In discharge step P1, the 2-1 vane link shaft 261 of the second vane link 260 is located at the lower side of the 2-2 vane link journal 262.

[0479] In discharge step P1, the first driving link shaft 241 of the driving link 240 is located at the lower side of the second driving link shaft 242 and the core link shaft 243.

[0480] In discharge step P1, in the upward-downward direction, the third joint portion 226 is located at the uppermost side, the first joint portion 216 is located at the lowermost side, and the second joint portion 217 is located therebetween.

[0481] In discharge step P1, the first joint portion 216 and the second joint portion 217 are located between the core link shaft 243 and the 1-2 vane link shaft 252.

[0482] In discharge step P1, the first driving link shaft 241 and the 1-1 vane link shaft 251 are located at the lower side of the suction panel 320. In discharge step P1, the first driving link shaft 241 and the 1-1 vane link shaft 251 are located at the lower side of the discharge port 102. The 2-1 vane link shaft 261 is located over the border of the discharge port 102.

[0483] Due to the above disposition, the first vane 210 is located at the lower side of the discharge port 102 in discharge step P1. In discharge step P1, the front end 222a of the second vane 220 is located at the lower side of the discharge port 102, and the rear end 222b thereof is located at the upper side of the discharge port 102.

[0484] Next, relative positions and directions of the respective links in discharge step P1 will be described.

[0485] The longitudinal direction of the first driving link body 246 is defined as D-D'. The longitudinal direction of the first vane link 250 is defined as L1-L1'. The longitudinal direction of the second vane link 260 is defined as L2-L2'.

[0486] In discharge step P1, the first vane link 250, the second vane link 260, and the first driving link body 246 are disposed in the same direction. In this embodiment, the first vane link 250, the second vane link 260, and the first driving link body 246 are all disposed in the upward-downward direction in discharge step P1.

[0487] Specifically, L1-L1' of the first vane link 250 is disposed almost vertically, and L2-L2' of the second vane link 260 is disposed almost vertically. D-D' of the first driving link body 246 is disposed so as to face downwards in the discharge direction of air.

[0488] In discharge step P1, the first vane 210 is located at the lower side of the discharge port 102, and the front end 222a of the second vane 220 is located at the lower side of the discharge port 102. That is, in the state of the horizontal wind, only a portion of the second vane 220 is located outside the discharge port 102, and the entirety of the first vane 210 is located outside the discharge port 102.

[0489] In discharge step P1, the front end 212a of the first vane 210 is located further forwards than the front edge 102a of the discharge port 102 on the basis of the discharge port 102.

<Discharge step P2>

[0490] In the state of the horizontal wind of discharge step P1, the driving link 240 may be rotated in the second direction (in the counterclockwise direction in the figures of this embodiment), which is opposite the first direction, to provide discharge step P2.

[0491] In discharge step P2, the vane module 200 may provide inclined wind. The inclined wind is defined as a discharge step between horizontal wind and vertical wind. In this embodiment, the inclined wind means discharge steps P2, P3, P4, and P5.

[0492] In the state of the inclined wind, air is discharged further downwards than in the state of the horizontal wind of discharge step P1. In discharge step P2, both the first vane 210 and the second vane 220 are adjusted so as to face further downwards than in discharge step P1.

[0493] In discharge step P2, the distance S2 between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 is greater than the distance S1 in discharge step P1.

[0494] That is, when discharge step P1 is switched to P2, the distance between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 further increases. In discharge step P2, the first vane 210 and the second vane 220 are disposed further vertically than in P1.

[0495] When discharge step P1 is switched to discharge step P2, the front end 222a of the second vane 220 is moved downwards, and the rear end 212b of the first vane 210 is moved upwards.

[0496] In discharge step P2, the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 are located at similar heights.

[0497] When discharge step P1 is switched to discharge step P2, the second vane 220 is rotated in place about the second vane shaft 221; however, the first vane 210 is turned (swung), since the first vane is assembled to the driving link 240 and the first vane link 250.

[0498] In particular, when P1 is switched to P2, the first vane 210 further advances in the discharge direction of air, and the front end 212a of the first vane is further turned in the first direction (the clockwise direction in the figures).

[0499] Since the second vane 220 is assembled to the second vane shaft 221 and the second vane link 260 so as to be rotatable relative thereto, the second vane is further rotated about the second vane shaft 221 in the clockwise direction due to rotation of the second vane link 220.

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[0500] The front end 222a of the second vane 220 is further rotated in the second direction (the clockwise direction in the figures) .

[0501] When discharge step P1 is switched to discharge step P2, the first vane 210 and the second vane 220 are rotated in opposite directions.

5 **[0502]** In discharge step P2, the vane motor 230 is rotated 78 degrees (P2 rotational angle), and the first vane 210 has an inclination of about 16 degrees (first vane P2 inclination) and the second vane 220 has an inclination of about 56 degrees (second vane P2 inclination) by rotation of the vane motor 230.

[0503] The positional relationship between the shafts forming the centers of rotation of the respective links in discharge step P2 will be described.

10 **[0504]** In discharge step P2, the second joint portion 217 and the first joint portion 216 of the first vane 210 are disposed so as to be inclined forwards in the discharge direction of air, similarly to P1.

[0505] When viewed from the side, the third joint portion 226 of the second vane 220 is disposed at the rearmost side, the first joint portion 216 is disposed at the frontmost side, and the second joint portion 217 is disposed between the first joint portion 216 and the third joint portion 226.

15 **[0506]** In P2, the third joint portion 226, the second joint portion 217, and the first joint portion 216 are disposed so as to face forwards and downwards in the discharge direction of air, when viewed from the side of vane module 200.

[0507] In discharge step P2, the third joint portion 226 is moved further downwards, and the first joint portion 216 and the second joint portion 217 are moved further forwards. That is, the distance between the second vane 220 and the first vane 210 increases.

20 **[0508]** In discharge step P2, the disposition of the first vane link 250, the second vane link 260, and the driving link 240 is similar to that in discharge step P1.

[0509] In discharge step P2, the 1-1 vane link shaft 251 of the first vane link 250 is located at the lower side of the 1-2 vane link shaft 252. In discharge step P2, the 2-1 vane link shaft 261 of the second vane link 260 is located at the lower side of the 2-2 vane link journal 262. In discharge step P2, the first driving link shaft 241 of the driving link 240 is located

25 at the lower side of the second driving link shaft 242 and the core link shaft 243.

[0510] In discharge step P2, the second vane shaft 221 is located at the uppermost side, the third joint portion 226 is located at the lower side of the second vane shaft 221, the second joint portion 217 is located at the lower side of the third joint portion 226, and the first joint portion 216 is located at the lower side of the second joint portion 217.

30 **[0511]** In discharge step P2, the second joint portion 217 is further rotated about the core link shaft 243 toward the 1-2 vane link shaft 252.

[0512] In discharge step P2, the entirety of the first vane 210 is located at the lower side of the discharge port 102 on the basis of the suction panel 320 or the discharge panel 102. In discharge step P2, the front end 222a of the second vane 220 is located at the lower side of the discharge port 102, and the rear end 222b thereof is located at the upper side of the discharge port 102.

35 **[0513]** In discharge step P2, therefore, the first driving link shaft 241 and the 1-1 vane link shaft 251 are located at the lower side of the suction panel 320. In discharge step P2, the first driving link shaft 241 and the 1-1 vane link shaft 251 are located at the lower side of the discharge port 102. The 2-1 vane link shaft 261 is located over the border of the discharge port 102.

[0514] Next, relative positions and directions of the respective links in discharge step P2 will be described.

40 **[0515]** In discharge step P2, the first vane link 250 and the second vane link 260 are disposed in approximately the same direction, and the first driving link body 246 is disposed so as to be inclined forwards and downwards. Particularly, in discharge step P2, the first vane link 250 and the second vane link 260 are disposed approximately vertically.

[0516] Specifically, when discharge step P1 is switched to discharge step P2, L1-L1' of the first vane link 250 is further rotated in the discharge direction of air. When discharge step P1 is switched to discharge step P2, L2-L2' of the second vane link 260 is further rotated in the direction opposite the discharge direction of air. When discharge step P1 is switched to discharge step P2, D-D' of the first driving link body 246 is further rotated in the discharge direction of air.

[0517] In discharge step P2, the entirety of the first vane 210 is located at the lower side of the discharge port 102, and only the front end 222a of the second vane 220 is located at the lower side of the discharge port 102.

50 **[0518]** When discharge step P1 is switched to discharge step P2, the front end 212a of the first vane 210 is moved further forwards than the front edge 102a of the discharge port 102 on the basis of the discharge port 102.

<Discharge step P3>

55 **[0519]** In discharge step P2, the driving link 240 may be rotated in the second direction (in the counterclockwise direction in the figures of this embodiment), which is opposite the first direction, to provide discharge step P3.

[0520] In discharge step P3, the vane module 200 may provide inclined wind that is discharged further downwards than in discharge step P2.

[0521] In the state of the inclined wind of discharge step P3, air is discharged further downwards than in the state of

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the inclined wind of discharge step P2. In discharge step P3, both the first vane 210 and the second vane 220 are adjusted so as to face further downwards than in discharge step P2.

[0522] In discharge step P3, the distance S3 between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 is greater than the distance S2 in discharge step P2.

[0523] That is, when discharge step P2 is switched to P3, the distance between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 further increases. In discharge step P3, the first vane 210 and the second vane 220 are disposed further vertically than in P2.

[0524] When discharge step P2 is switched to discharge step P3, the front end 222a of the second vane 220 is moved further downwards, and the rear end 212b of the first vane 210 is moved further upwards.

[0525] In discharge step P3, the front end 222a of the second vane 220 is located lower than the rear end 212b of the first vane 210.

[0526] When discharge step P2 is switched to discharge step P3, the second vane 220 is rotated in place about the second vane shaft 221; however, the first vane 210 is turned (swung), since the first vane is assembled to the driving link 240 and the first vane link 250.

[0527] When discharge step P2 is switched to discharge step P3, the first vane 210 is located almost in place, and is rotated in the first direction (the clockwise direction). When discharge step P2 is switched to discharge step P3, the second vane 220 is further rotated in the first direction (the clockwise direction).

[0528] When discharge step P2 is switched to discharge step P3, the first vane 210 is located in place in the first direction (the clockwise direction), rather than advancing in the discharge direction.

[0529] When discharge step P2 is switched to discharge step P3, the front end 222a of the second vane 220 is further rotated in the first direction (the clockwise direction) due to downward movement of the second vane link 220.

[0530] When discharge step P2 is switched to discharge step P3, the first vane 210 and the second vane 220 are rotated in opposite directions.

[0531] In discharge step P3, the vane motor 230 is rotated 95 degrees (P3 rotational angle), and the first vane 210 has an inclination of about 29 degrees (first vane P3 inclination) and the second vane 220 has an inclination of about 67 degrees (second vane P3 inclination) by rotation of the vane motor 230.

[0532] The positional relationship between the shafts forming the centers of rotation of the respective links in discharge step P3 will be described.

[0533] In discharge step P3, the second joint portion 217 and the first joint portion 216 of the first vane 210 are disposed so as to be inclined forwards in the discharge direction of air, similarly to P2.

[0534] When viewed from the side, the third joint portion 226 of the second vane 220 is disposed at the rearmost side, the first joint portion 216 is disposed at the frontmost side, and the second joint portion 217 is disposed between the first joint portion 216 and the third joint portion 226.

[0535] In discharge step P3, the third joint portion 226 is moved further downwards. In discharge step P3, the first joint portion 216 and the second joint portion 217 are moved upwards due to rotation of the first vane link 250 and the first driving link body 246 in the second direction.

[0536] Since the length of the first driving link body 246 is less than the length of the first vane link 250, the upper side of the second joint portion 217 is higher.

[0537] In discharge step P3, the disposition of the shafts at the driving link 240, the first vane link 250, and the second vane link 260 is similar to that in discharge step P2.

[0538] However, relative heights of the first driving link shaft 241, the 1-1 vane link shaft 251, and the 2-1 vane link shaft 261 rotated by operation of the driving link 240, the first vane link 250, and the second vane link 260 are varied.

[0539] In discharge step P3, the first driving link shaft 241 is moved upwards, and the 2-1 vane link shaft 261 is moved downwards, whereby these shafts are located at similar heights in the upward-downward direction.

[0540] When discharge step P2 is switched to discharge step P3, the second joint portion 217 is further rotated about the core link shaft 243 toward the 1-2 vane link shaft 252, and the second joint portion 217 is spaced further apart from the 2-1 vane link shaft 261.

[0541] In discharge step P3, the 2-2 vane link journal 262 is located lower than the core link shaft 243.

[0542] When discharge step P2 is switched to discharge step P3, the 2-1 vane link shaft 261 is moved further rearwards than the 2-2 vane link journal 262.

[0543] On the basis of the suction panel 320 or the discharge port 102, the position of the first vane 210 and the second vane 220 in discharge step P3 is similar to that in discharge step P2.

[0544] In discharge step P3, therefore, the first driving link shaft 241 and the 1-1 vane link shaft 251 are located at the lower side of the suction panel 320 and the discharge port 102. The 2-1 vane link shaft 261 is located over the border of the discharge port 102.

[0545] Next, relative positions and directions of the respective links in discharge step P3 will be described.

[0546] In discharge step P3, the first vane link 250 and the second vane link 260 are disposed in opposite directions.

[0547] In discharge step P3, the first driving link body 246 and the first vane link 250 are disposed so as to be inclined

forwards and downwards. In discharge step P3, the second driving link body 247 is disposed so as to face rearwards, and the second vane link 260 is disposed so as to face rearwards and downwards.

[0548] Specifically, when discharge step P2 is switched to discharge step P3, L1-L1' of the first vane link 250 is further rotated in the discharge direction of air. When discharge step P2 is switched to discharge step P3, L2-L2' of the second vane link 260 is further rotated in the direction opposite the discharge direction of air. When discharge step P2 is switched to discharge step P3, D-D' of the first driving link body 246 is further rotated in the discharge direction of air.

[0549] When discharge step P2 is switched to discharge step P3, both the first vane 210 and the second vane 220 are turned or rotated further vertically downwards on the basis of the discharge port 102.

<Discharge step P4>

[0550] In discharge step P3, the driving link 240 may be rotated in the second direction (in the counterclockwise direction in the figures of this embodiment), which is opposite the first direction, to provide discharge step P4. In discharge step P4, the vane module 200 may provide inclined wind that is discharged further downwards than in discharge step P3. In the state of the inclined wind of discharge step P4, air is discharged further downwards than in the state of the inclined wind of discharge step P3.

[0551] In discharge step P4, both the first vane 210 and the second vane 220 are adjusted so as to face further downwards than in discharge step P3.

[0552] In discharge step P4, the distance S4 between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 is greater than the distance S3 in discharge step P3.

[0553] When discharge step P3 is switched to P4, the distance between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 further increases. In discharge step P4, the first vane 210 and the second vane 220 are disposed further vertically than in P3.

[0554] When discharge step P3 is switched to discharge step P4, the front end 222a of the second vane 220 is moved further downwards, and the rear end 212b of the first vane 210 is moved further upwards.

[0555] In discharge step P4, the front end 222a of the second vane 220 is located lower than in discharge step P3, and the rear end 212b of the first vane 210 is located higher than in discharge step P3.

[0556] When discharge step P3 is switched to discharge step P4, the second vane 220 is rotated in place about the second vane shaft 221. When discharge step P3 is switched to discharge step P4, the first joint portion 216 of the first vane 210 stays almost in place, and the second joint portion 217 is rotated about the first joint portion 216 in the first direction (the clockwise direction).

[0557] That is, when discharge step P3 is switched to discharge step P4, the first vane 210 is hardly moved, and is rotated in place. When discharge step P3 is switched to discharge step P4, the first vane 210 is rotated about the first joint portion 216 in the first direction (the clockwise direction).

[0558] When discharge step P3 is switched to discharge step P4, the second vane 220 is further rotated in the first direction (the clockwise direction).

[0559] When discharge step P3 is switched to discharge step P4, the front end 222a of the second vane 220 is further rotated in the first direction (the clockwise direction) due to downward movement of the second vane link 220.

[0560] When discharge step P3 is switched to discharge step P4, the first vane 210 and the second vane 220 are rotated in the same direction.

[0561] When discharge step P3 is switched to discharge step P4, the 1-1 vane link shaft 251 may be located further forwards than the 1-2 vane link shaft 252.

[0562] In discharge step P4, the vane motor 230 is rotated 100 degrees (P4 rotational angle), and the first vane 210 has an inclination of about 35 degrees (first vane P4 inclination) and the second vane 220 has an inclination of about 70 degrees (second vane P4 inclination) by rotation of the vane motor 230.

[0563] The positional relationship between the shafts forming the centers of rotation of the respective links in discharge step P4 will be described.

[0564] In discharge step P4, the second joint portion 217 and the first joint portion 216 of the first vane 210 are disposed so as to be inclined forwards in the discharge direction of air, similarly to P3.

[0565] When viewed from the side, the third joint portion 226 of the second vane 220 is disposed at the rearmost side, the first joint portion 216 is disposed at the frontmost side, and the second joint portion 217 is disposed between the first joint portion 216 and the third joint portion 226.

[0566] In discharge step P4, the third joint portion 226 is moved further downwards. In discharge step P4, the first joint portion 216 of the first vane link 250 is slightly moved upwards in the second direction (the counterclockwise direction) or is located almost in place, and the second joint portion 217 is rotated about the first joint portion 216 in the first direction (the clockwise direction).

[0567] When the first vane 210 is further rotated than in discharge step P4, the first vane 210 is moved in the direction opposite the advancing direction up to now. In discharge step P1 to discharge step P4, the first vane 210 is moved in

the discharge direction of air, and is rotated about the second joint portion 217 in the first direction (the clockwise direction).

[0568] In discharge step P4, the disposition of the shafts at the driving link 240, the first vane link 250, and the second vane link 260 is similar to that in discharge step P3. In discharge step P4, however, the second joint portion 217 and the first joint portion 216 are disposed in a line in the longitudinal direction of the first driving link body 246.

[0569] Relative heights of the first driving link shaft 241, the 1-1 vane link shaft 251, and the 2-1 vane link shaft 261 rotated by operation of the driving link 240, the first vane link 250, and the second vane link 260 are varied.

[0570] In discharge step P4, the first driving link shaft 241 is moved upwards, and the 2-1 vane link shaft 261 is moved downwards, whereby the first driving link shaft 241 is located slightly higher than the 2-1 vane link shaft 261.

[0571] When discharge step P3 is switched to discharge step P4, the second joint portion 217 is further rotated about the core link shaft 243 toward the 1-2 vane link shaft 252, and the core link shaft 243, the first driving link shaft 241, and the 1-1 vane link shaft 251, each of which is formed in the shape of a straight line, may be disposed in a line.

[0572] In discharge step P4, the 2-2 vane link journal 262 is located lower than the core link shaft 243.

[0573] When discharge step P3 is switched to discharge step P4, the 2-1 vane link shaft 261 is moved further rearwards than the 2-2 vane link journal 262.

[0574] On the basis of the suction panel 320 or the discharge port 102, the position of the first vane 210 and the second vane 220 in discharge step P4 is similar to that in discharge step P3.

[0575] Next, relative positions and directions of the respective links in discharge step P4 will be described.

[0576] When discharge step P3 is switched to discharge step P4, the first vane link 250 and the second vane link 260 are disposed so as to face in opposite directions. When discharge step P3 is switched to discharge step P4, the first vane link 250 is hardly rotated, and only the second vane link 260 may be rotated rearwards.

[0577] In this embodiment, there is no separate construction capable of limiting motion of the first vane link 250. In this embodiment, motion of the first vane link 250 may be limited through the coupling relationship between the first vane link 250, the first vane 210, and the first driving link body 246.

[0578] In discharge step P4, the first driving link body 246 and the first vane link 250 are disposed so as to be inclined forwards and downwards. In discharge step P4, the second driving link body 247 is disposed so as to face rearwards, and the second vane link 260 is disposed so as to face rearwards and downwards.

[0579] In this embodiment, when discharge step P3 is switched to discharge step P4, L1-L1' of the first vane link 250 may be further rotated in the discharge direction of air. When discharge step P3 is switched to discharge step P4, L2-L2' of the second vane link 260 is further rotated in the direction opposite the discharge direction of air. When discharge step P3 is switched to discharge step P4, D-D' of the first driving link body 246 is further rotated in the discharge direction of air. An imaginary straight line joining the first joint portion 216 and the second joint portion 217 to each other is defined as B-B'.

[0580] In discharge step P4, D-D' and B-B' are connected to each other as a straight line, and have an angle of 180 degrees therebetween.

[0581] D-D' and B-B' have an angle of less than 180 degrees therebetween in discharge step P1 to discharge step P3, an angle of less than 180 degrees therebetween in discharge step P4, and an angle of greater than 180 degrees therebetween in discharge step P5 and discharge step P5.

<Discharge step P5>

[0582] In discharge step P4, the driving link 240 may be rotated in the second direction (in the counterclockwise direction in the figures of this embodiment), which is opposite the first direction, to provide discharge step P5.

[0583] In discharge step P5, the vane module 200 may provide inclined wind that is discharged further downwards than in discharge step P4. In the state of the inclined wind of discharge step P5, air is discharged further downwards than in the state of the inclined wind of discharge step P4.

[0584] In discharge step P5, both the first vane 210 and the second vane 220 are adjusted so as to face further downwards than in discharge step P4.

[0585] In discharge step P5, the distance S5 between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 is greater than the distance S4 in discharge step P4.

[0586] When discharge step P4 is switched to P5, the distance between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 further increases. In discharge step P5, the first vane 210 and the second vane 220 are disposed further vertically than in P4.

[0587] When discharge step P4 is switched to discharge step P5, the front end 222a of the second vane 220 is moved further downwards, and the rear end 212b of the first vane 210 is moved further upwards.

[0588] In discharge step P5, the front end 222a of the second vane 220 is located lower than in discharge step P4, and the rear end 212b of the first vane 210 is located higher than in discharge step P4.

[0589] When discharge step P4 is switched to discharge step P5, the second vane 220 is rotated in place about the second vane shaft 221. When discharge step P4 is switched to discharge step P5, the first joint portion 216 of the first

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vane 210 stays almost in place, and the second joint portion 217 is further rotated about the first joint portion 216 in the first direction (the clockwise direction).

[0590] That is, when discharge step P4 is switched to discharge step P5, the first vane 210 is hardly moved, and is rotated in place about the first joint 216.

[0591] When discharge step P4 is switched to discharge step P5, the first vane 210 is further rotated about the first joint portion 216 in the first direction (the clockwise direction). When discharge step P4 is switched to discharge step P5, the second vane 220 is further rotated in the first direction (the clockwise direction).

[0592] When discharge step P4 is switched to discharge step P5, the front end 222a of the second vane 220 is further rotated in the first direction (the clockwise direction) due to downward movement of the second vane link 220.

[0593] When discharge step P4 is switched to discharge step P5, the first vane 210 and the second vane 220 are rotated in the same direction.

[0594] When discharge step P4 is switched to discharge step P5, the 1-1 vane link shaft 251 may be located further forwards than the 1-2 vane link shaft 252.

[0595] In discharge step P5, the vane motor 230 is rotated 105 degrees (P5 rotational angle), and the first vane 210 has an inclination of about 44 degrees (first vane P5 inclination) and the second vane 220 has an inclination of about 72 degrees (second vane P5 inclination) by rotation of the vane motor 230.

[0596] The positional relationship between the shafts forming the centers of rotation of the respective links in discharge step P5 will be described.

[0597] In discharge step P5, the second joint portion 217 and the first joint portion 216 of the first vane 210 are disposed so as to be inclined forwards in the discharge direction of air, similarly to discharge step P4.

[0598] When viewed from the side, the third joint portion 226 of the second vane 220 is disposed at the rearmost side, the first joint portion 216 is disposed at the frontmost side, and the second joint portion 217 is disposed between the first joint portion 216 and the third joint portion 226.

[0599] In discharge step P5, the third joint portion 226 is moved further downwards, and the second joint portion 217 of the first vane link 250 is rotated about the first joint portion 216 in the first direction (the clockwise direction).

[0600] In discharge step P5, the second joint portion 217 is located so as to protrude toward the 1-2 vane link shaft 252 on the basis of an imaginary straight line joining the core link shaft 243 and the first joint portion 216 to each other.

[0601] In discharge step P5, the disposition of the shafts at the driving link 240, the first vane link 250, and the second vane link 260 is similar to that in discharge step P4.

[0602] Relative heights of the first driving link shaft 241, the 1-1 vane link shaft 251, and the 2-1 vane link shaft 261 rotated by operation of the driving link 240, the first vane link 250, and the second vane link 260 are varied.

[0603] When discharge step P4 is switched to discharge step P5, the first driving link shaft 241 is moved upwards, and the 2-1 vane link shaft 261 is moved downwards. In discharge step P5, therefore, the first driving link shaft 241 is located slightly higher than the 2-1 vane link shaft 261.

[0604] When discharge step P4 is switched to discharge step P5, the second joint portion 217 is rotated about the core link shaft 243, and the second joint portion 217 is further rotated toward the 1-2 vane link shaft 252.

[0605] In discharge step P5, the core link shaft 243, the first driving link shaft 241, and the 1-1 vane link shaft 251 are disposed in a line. In discharge step P5, the core link shaft 243, the first driving link shaft 241, and the 1-1 vane link shaft 251 form an obtuse angle of 180 degrees or more (on the basis of D-D').

[0606] In discharge step P5, the 2-2 vane link journal 262 is located lower than the core link shaft 243. When discharge step P1 is switched to discharge step P6, the angle formed by the core link shaft 243, the 2-2 vane link journal 262, and the third joint portion 226 gradually increases.

[0607] When discharge step P1 is switched to discharge step P6, however, the angle formed by the core link shaft 243, the 2-2 vane link journal 262, and the third joint portion 226 is less than 180 degrees.

[0608] When discharge step P4 is switched to discharge step P5, the 2-1 vane link shaft 261 is moved further rearwards than the 2-2 vane link journal 262, and is located between the third joint portion 226 and the core link shaft 243.

[0609] On the basis of the suction panel 320 or the discharge port 102, the position of the first vane 210 and the second vane 220 in discharge step P5 is similar to that in discharge step P4.

[0610] Next, relative positions and directions of the respective links in discharge step P5 will be described.

[0611] When discharge step P4 is switched to discharge step P5, the first vane link 250 and the second vane link 260 are disposed so as to face in opposite directions. When discharge step P4 is switched to discharge step P5, the first vane link 250 is hardly rotated, and only the second vane link 260 may be further rotated rearwards.

[0612] In discharge step P5, the disposition of the first driving link body 246, the first vane link 250, the second vane link 260 is similar to that in discharge step P4.

[0613] In this embodiment, when discharge step P4 is switched to discharge step P5, L1-L1' of the first vane link 250 may be rotated in the direction opposite the discharge direction of air. When discharge step P4 is switched to discharge step P5, L2-L2' of the second vane link 260 is further rotated in the direction opposite the discharge direction of air. When discharge step P4 is switched to discharge step P5, D-D' of the first driving link body 246 is rotated in the discharge

direction of air.

[0614] In discharge step P5, D-D' and B-B' have an obtuse angle therebetween.

[0615] When discharge step P1 is switched to discharge step P4, the front end 212a of the first vane is moved in the discharge direction of air (forwards). When discharge step P4 is switched to discharge step P6, however, the front end 212a of the first vane is moved in the direction opposite the discharge direction of air (rearwards).

[0616] When discharge step P4 is switched to discharge step P6, therefore, the first vane 210 may be disposed further vertically.

<Discharge step P6>

[0617] In this embodiment, the state of the module vane 200 in discharge step P6 is defined as vertical wind.

[0618] The vertical wind does not mean that the first vane 210 and the second vane 220 constituting the module vane 200 are disposed vertically. This means that air discharged from the discharge port 102 is discharged downwards from the discharge port 102.

[0619] In discharge step P5, the driving link 240 may be rotated in the second direction (in the counterclockwise direction in the figures of this embodiment), which is opposite the first direction, to provide discharge step P6. In discharge step P6, the flow of the discharged air in the horizontal direction is minimized, and the flow of the discharged air in the vertical direction is maximized. In the state of the vertical wind of discharge step P6 air is discharged further downwards than in the state of the inclined wind of discharge step P5.

[0620] In discharge step P6, both the first vane 210 and the second vane 220 are adjusted so as to face further downwards than in discharge step P5.

[0621] In discharge step P6, the distance S6 between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 is greater than the distance S5 in discharge step P5.

[0622] When discharge step P5 is switched to P6, the distance between the front end 222a of the second vane 220 and the rear end 212b of the first vane 210 further increases. In discharge step P6, the first vane 210 and the second vane 220 are disposed further vertically than in P5.

[0623] When discharge step P5 is switched to discharge step P6, the front end 222a of the second vane 220 is moved further downwards, and the rear end 212b of the first vane 210 is moved further upwards.

[0624] In discharge step P6, the front end 222a of the second vane 220 is located lower than in discharge step P5, and the rear end 212b of the first vane 210 is located higher than in discharge step P5.

[0625] When discharge step P5 is switched to discharge step P6, the second vane 220 is rotated in place about the second vane shaft 221. When discharge step P5 is switched to discharge step P6, the first joint portion 216 of the first vane 210 stays almost in place, and the second joint portion 217 is further rotated about the first joint portion 216 in the first direction (the clockwise direction).

[0626] That is, when discharge step P5 is switched to discharge step P6, the first vane 210 may be moved rearwards. When discharge step P5 is switched to discharge step P6, the front end 212a of the first vane 210 is moved rearwards, since the first vane 210 is further rotated about the first joint portion 216 in the first direction (the clockwise direction).

[0627] When discharge step P5 is switched to discharge step P6, the second vane 220 is further rotated in the first direction (the clockwise direction). When discharge step P5 is switched to discharge step P6, the front end 222a of the second vane 220 is further rotated in the first direction (the clockwise direction) due to downward movement of the second vane link 220.

[0628] When discharge step P5 is switched to discharge step P6, the first vane 210 and the second vane 220 are rotated in the same direction.

[0629] In discharge step P6, the vane motor 230 is rotated 110 degrees (P5 rotational angle), and the first vane 210 has an inclination of about 56 degrees (first vane P6 inclination) and the second vane 220 has an inclination of about 74 degrees (second vane P6 inclination) by rotation of the vane motor 230.

[0630] The positional relationship between the shafts forming the centers of rotation of the respective links in discharge step P6 will be described.

[0631] In discharge step P6, the second joint portion 217 and the first joint portion 216 of the first vane 210 are disposed so as to be inclined forwards in the discharge direction of air, similarly to discharge step P5.

[0632] When viewed from the side, the third joint portion 226 of the second vane 220 is disposed at the rearmost side, the first joint portion 216 is disposed at the frontmost side, and the second joint portion 217 is disposed between the first joint portion 216 and the third joint portion 226.

[0633] In discharge step P6, the third joint portion 226 is moved further downwards, and the second joint portion 217 of the first vane link 250 is rotated about the first joint portion 216 in the first direction (the clockwise direction).

[0634] In discharge step P6, the second joint portion 217 is located so as to further protrude toward the 1-2 vane link shaft 252 on the basis of an imaginary straight line joining the core link shaft 243 and the first joint portion 216 to each other.

[0635] In discharge step P6, the disposition of the shafts at the driving link 240, the first vane link 250, and the second

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vane link 260 is similar to that in discharge step P5.

[0636] Relative heights of the first driving link shaft 241, the 1-1 vane link shaft 251, and the 2-1 vane link shaft 261 rotated by operation of the driving link 240, the first vane link 250, and the second vane link 260 are varied.

[0637] When discharge step P5 is switched to discharge step P6, the first driving link shaft 241 is moved upwards, and the 2-1 vane link shaft 261 is moved downwards. In discharge step P6, therefore, the first driving link shaft 241 is located higher than the 2-1 vane link shaft 261.

[0638] When discharge step P5 is switched to discharge step P6, the second joint portion 217 is rotated about the core link shaft 243, and the second joint portion 217 is further rotated toward the 1-2 vane link shaft 252.

[0639] When viewed from the side, in discharge step P6, at least a portion of the second joint portion 217 may overlap the first vane link body 255. Since the second joint portion 217 is moved to the position at which the second joint portion overlaps the first vane link body 255, it is possible to further vertically dispose the first vane 210.

[0640] In discharge step P6, however, the second joint portion 217 is not moved forwards over L1-L1'. The second joint portion 217 is not moved further forwards than the first vane link body 255. In the case in which the second joint portion 217 is excessively moved forwards, the second joint portion may not return to the original position thereof even when the vane motor is rotated in the first direction (the clockwise direction).

[0641] In order to prevent excessive rotation of the driving link 240, the first driving link body 246 and one end 270a of the stopper 270 interfere with each other in discharge step P6. The first driving link body 246 is supported by the stopper 270, whereby further rotation of the driving link is limited.

[0642] In discharge step P6, the core link shaft 243, the first driving link shaft 241, and the 1-1 vane link shaft 251 form an obtuse angle of 180 degrees or more (on the basis of D-D').

[0643] When discharge step P5 is switched to discharge step P6, the 1-1 vane link shaft 251 may be located further forwards than the 1-2 vane link shaft 252.

[0644] In discharge step P6, the 2-2 vane link journal 262 is located at the lower side of the core link shaft 243, the second joint portion 217 is located at the lower side of the 2-2 vane link journal 262, the third joint portion 226 is located at the lower side of the second joint portion 217, and the first joint portion 216 is located at the lower side of the third joint portion 226.

[0645] When discharge step P5 is switched to discharge step P6, the 2-1 vane link shaft 261 is moved further rearwards than the 2-2 vane link journal 262, and is located between the third joint portion 226 and the core link shaft 243.

[0646] Next, relative positions and directions of the respective links in discharge step P6 will be described.

[0647] When discharge step P5 is switched to discharge step P6, the first vane link 250 and the second vane link 260 are disposed so as to face in opposite directions. When discharge step P5 is switched to discharge step P6, the first vane link 250 is hardly rotated, and only the second vane link 260 may be further rotated rearwards.

[0648] In discharge step P6, the disposition of the first driving link body 246, the first vane link 250, the second vane link 260 is similar to that in discharge step P5.

[0649] In this embodiment, when discharge step P5 is switched to discharge step P6, L1-L1' of the first vane link 250 may be further rotated in the direction opposite the discharge direction of air. When discharge step P5 is switched to discharge step P6, L2-L2' of the second vane link 260 is further rotated in the direction opposite the discharge direction of air. When discharge step P5 is switched to discharge step P6, D-D' of the first driving link body 246 is further rotated in the direction opposite the discharge direction of air.

[0650] In discharge step P6, the angle between D-D' and B-B', which is an obtuse angle, is greater than the angle between D-D' and B-B', which is an obtuse angle, in discharge step P5.

[0651] When discharge step P1 is switched to discharge step P4, the front end 212a of the first vane is moved in the discharge direction of air (forwards).

[0652] When discharge step P1 is switched to discharge step P4, the first vane link 250 is rotated in the second direction (the counterclockwise direction). When discharge step P4 is switched to discharge step P6, however, the first vane link 250 is rotated in the first direction (the clockwise direction).

[0653] When discharge step P1 is switched to discharge step P4, therefore, the front end 212s of the first vane is rotated in the second direction and is moved upwards. When discharge step P4 is switched to discharge step P6, however, the front end 212s of the first vane is rotated in the first direction and is moved downwards. That is, motion of the first vane 210 is changed on the basis of discharge step P4.

[0654] When discharge step P4 is switched to discharge step P6, the first vane 210 may be disposed further vertically. In discharge step P6, the rear end 212b of the first vane 210 is located further forwards than the core link shaft 243.

[0655] When the vane module 200 forms the vertical wind in the discharge step P6, the first vane 210 and the second vane 220 are maximally spaced apart from each other.

[0656] In discharge step P6, at least one of the second joint portion 217 or the first drive link shaft 241 overlaps the first vane link 250, when viewed from the side of the vane module 200.

[0657] In discharge step P6, at least one of the second joint portion 217 or the first drive link shaft 241 is located on or behind L1-L1 of the first vane link 250, when viewed from the side of the vane module 200.

[0658] In discharge step P6, the rear end 212b of the first vane 210 is located inside the discharge port 102 and is located higher than the outer surface of the side cover 314, when viewed from the side of the vane module 200. Since the rear end 212b of the first vane 210 is located inside the discharge port 102, it is possible to guide air discharged from the discharge port 102 in the vertical direction.

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<Correlation between links constituting vane module and centers of rotation thereof>

[0659] The relative lengths of the links and the centers of rotation of the links must be appropriately disposed in order to simultaneously control the first vane 210 and the second vane 220 using only driving force provided to the driving link 240. In the case in which a motor that controls the first vane and a motor that controls the second vane are separately provided, the relative position as in the present disclosure is not necessary.

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[0660] In the present disclosure, the following conditions are necessary to simultaneously control two vanes 210 and 220 using a single driving link 240. Particularly, in the case in which both the first vane and the second vane are rotated in place, the structure as in the present disclosure is not necessary.

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[0661] In this embodiment, the first vane 210 is moved along a predetermined orbit while being rotated, and the second vane 220 is rotated in place. Since the first vane and the second vane are operated in different modes, as described above, the following disposition is necessary.

[0662] The distance between the axial center of the core link shaft 243 and the axial center of the first driving link shaft 241 is defined as C1, and the distance between the axial center of the core link shaft 243 and the axial center of the second driving link shaft 242 is defined as C2.

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[0663] The distance between the axial center of the 1-1 vane link shaft 251 and the axial center of the 1-2 vane link shaft 252 is defined as A1, and the distance between the 2-1 vane link shaft 261 and the axial center of the 2-2 vane link journal 262 is defined as A2.

[0664] The distance C1 between the core link shaft 243 and the first driving link shaft 241 is greater than the distance C2 between the core link shaft 243 and the second driving link shaft 242 and is less than the distance A1 between the 1-1 vane link shaft 251 and the 1-2 vane link shaft 252.

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[0665] The distance A2 between the 2-1 vane link shaft 261 and the 2-2 vane link journal 262 is greater than the distance C2 between the core link shaft 243 and the second driving link shaft 242 and is less than the distance C1 between the core link shaft 243 and the first driving link shaft 241.

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[0666] The distance C1 between the core link shaft 243 and the first driving link shaft 241 is greater than the distance C2 between the core link shaft 243 and the second driving link shaft 242 and is less than the distance C1 between the core link shaft 243 and the first driving link shaft 241.

[0667] The distance between the driving link coupling portion 407 and the first vane link coupling portion 408 is defined as R1, the distance between the driving link coupling portion 407 and the second vane coupling portion 409 is defined as R2, and the distance between the first joint portion 216 and the second joint portion 217 is defined as B1.

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[0668] The distance R1 between the driving link coupling portion 407 and the first vane link coupling portion 408 is less than the distance R2 between the driving link coupling portion 407 and the second vane coupling portion 409.

[0669] The distance B1 between the first joint portion 216 and the second joint portion 217 is less than the distance R1 between the driving link coupling portion 407 and the first vane link coupling portion 408.

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[0670] The distance A1 between the 1-1 vane link shaft 251 and the 1-2 vane link shaft 252 is greater than the distance R1 between the driving link coupling portion 407 and the first vane link coupling portion 408.

[0671] While the embodiments of the present disclosure have been described with reference to the accompanying drawings, the present disclosure is not limited to the embodiments and may be embodied in various different forms, and those skilled in the art will appreciate that the present disclosure may be embodied in specific forms other than those set forth herein without departing from the technical idea and essential characteristics of the present disclosure. The disclosed embodiments are therefore to be construed in all aspects as illustrative and not restrictive.

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[Description of Reference Numerals]

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[0672]

100:	Case	101:	Suction port
102:	Discharge port	103:	Suction channel
104:	Discharge channel	110:	Case housing
120:	Front panel	130:	Indoor heat exchanger
140:	Indoor blowing fan	200:	Vane module
210:	First vane	212a:	Front end of first vane

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(continued)

	212b: Rear end of first vane		
	216: First joint portion	217: Second joint portion	
5	220: Second vane	222a: Front end of second vane	
	222b: Rear end of second vane		
	226: Third joint portion	230: Vane motor	
	240: Driving link	241: First driving link shaft	
10	242: Second driving link shaft	243: Core link shaft	
	245: Driving link body	246: First driving link body	
	247: Second driving link body	248: Core body	
	250: First vane link	260: Second vane link	
	251: 1-1 vane link shaft	252: 1-2 vane link shaft	
15	261: 2-1 vane link shaft	262: 2-2 vane link shaft	
	300: Front panel	310: Front body	
	320: Suction grill	330: Pre-filter	
	400: Module body	404: Link installation portion	
	407: Driving link coupling portion	408: First vane link coupling portion	
20	409: Second vane coupling portion	410: First module body	
	420: Second module body	500: Elevator	

Claims

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1. A ceiling type indoor unit of an air conditioner, the ceiling type indoor unit comprising:

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a case (100) installed at a ceiling of a room so as to be suspended therefrom, the case having a suction port (101) and a discharge port (102) formed at a lower surface thereof;

a module body (400) installed at the case (100), at least a portion of the module body being exposed to the discharge port; and

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a vane motor (230) assembled to the module body (400), the vane motor being configured to provide driving force; a driving link (240) assembled to the module body so as to be rotatable relative thereto, the driving link being coupled to the vane motor (230), the driving link being configured to be rotated by the driving force of the vane motor, the driving link (240) comprising a first driving link body (246) and a second driving link body (247) having a predetermined angle (E) therebetween;

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a first vane link (250) located further forwards in a discharge direction of air discharged from the discharge port (102) than the driving link (240), the first vane link (250) being assembled to the module body (400) so as to be rotatable relative thereto;

a second vane link (260) assembled to the second driving link body (247) so as to be rotatable relative thereto;

a first vane (210) disposed at the discharge port (102), the first vane being disposed forwards in the discharge direction of air discharged from the discharge port (102), the first vane (210) being assembled to each of the first driving link body (246) and the first vane link (250) so as to be rotatable relative thereto; and

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a second vane (220) disposed at the discharge port (102), the second vane (220) being assembled to the module body so as to be rotatable relative thereto by the second vane shaft, the second vane being assembled to the second vane link so as to be rotatable relative thereto, wherein

the driving link (240) comprises: a core link shaft (243) protruding toward the vane motor (230) for coupling with the vane motor (230);

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a first driving link shaft (241) protruding from the first driving link body (246) toward the first vane for assembly with the first vane (210); and

a second driving link shaft (242) protruding from the second driving link body (247) toward the second vane link (260) for assembly with the second vane link,

wherein the first driving link shaft (241) and the second driving link shaft (242) protrude in an identical direction, and

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the core link shaft (243) protrudes in a direction opposite the first driving link shaft (241) and the second driving link shaft (242).

2. The ceiling type indoor unit according to claim 1, wherein

the driving link (240) comprises: a core body (248); the core link shaft (243) disposed at the core body (248),
 the core link shaft (243) being rotatably coupled to the module body (400), the core link shaft (243) protruding
 toward the vane motor (230), the core link shaft (243) being coupled to the vane motor (230); the first driving link
 body (246) extending from the core body (248);
 the first driving link shaft (241) protruding toward a first vane body (212), the first driving link shaft (241) being
 rotatably coupled to the first vane (210);
 the second driving link body (247) extending from the core body (248) ; and
 the second driving link shaft (242) being rotatably couple to the second vane link (260),
 the first vane link (250) comprises: a first vane link body (255); a first vane link shaft (251) disposed at one side
 of the first vane link body (255), the first vane link shaft (251) being assembled to the first vane (210), the first
 vane link shaft (251) being configured to be rotated relative to the first vane (210); and a second vane link shaft
 (252) disposed at the other side of the first vane link body (255), the second vane link shaft (252) being assembled
 to the module body (400), the second vane link shaft (252) being configured to be rotated relative to the module
 body (400), and
 the second vane link (260) comprises: a second vane link body (265); a third vane link shaft (261) disposed at
 one side of the second vane link body (265), the third vane link shaft (261) being assembled to the second vane
 (220), the third vane link shaft (261) being configured to be rotated relative to the second vane (220); and a
 fourth vane link journal (262) disposed at the other side of the second vane link body (265), the fourth vane link
 journal (262) being assembled to the driving link (240), the fourth vane link journal (262) being configured to be
 rotated relative to the driving link (240).

3. The ceiling type indoor unit according to claim 2, wherein a distance (C1) between the core link shaft (243) and the
 first driving link shaft (241) is greater than a distance (C2) between the core link shaft (243) and the second driving
 link shaft (242) and is less than a distance (A1) between the first vane link shaft (251) and the second vane link
 shaft (252).

4. The ceiling type indoor unit according to claim 2 or 3, wherein a distance (A2) between the third vane link shaft (261)
 and the fourth vane link journal (262) is greater than a distance (C2) between the core link shaft (243) and the
 second driving link shaft (242) and is less than a distance (C1) between the core link shaft (243) and the first driving
 link shaft (241).

5. The ceiling type indoor unit according to any one of claims 2 to 4, wherein

the module body (400) comprises: a module body portion (402) coupled to the case (100); and a link installation
 portion (404) formed so as to extend upwards from the module body portion (402), the link installation portion
 (404) being exposed to the discharge port (102),
 the link installation portion (404) comprises:

a driving link coupling portion (407) to which the core link shaft (243) is assembled, the driving link coupling
 portion (407) providing a center of rotation of the core link shaft (243); a first vane link coupling portion (408)
 to which the second vane link shaft (252) is assembled, the first vane link coupling portion (408) providing
 a center of rotation of the second vane link shaft (252); and a second vane coupling portion (409) to which
 the fourth vane link shaft (262) is assembled, the second vane coupling portion (409) providing a center of
 rotation of the fourth vane link shaft (262), and
 a distance (R1) between the driving link coupling portion (407) and the first vane link coupling portion (408)
 is less than a distance (R2) between the driving link coupling portion (407) and the second vane coupling
 portion (409) .

6. The ceiling type indoor unit according to claim 5, wherein

a distance (C1) between the core link shaft (243) and the first driving link shaft (241) is greater than a distance
 (C2) between the core link shaft (243) and the second driving link shaft (242) and is less than a distance (A1)
 between the first vane link shaft (251) and the second vane link shaft (252), and
 a distance (A2) between the third vane link shaft (261) and the fourth vane link journal (262) is greater than the
 distance (C2) between the core link shaft (243) and the second driving link shaft (242) and is less than the
 distance (C1) between the core link shaft (243) and the first driving link shaft (241).

7. The ceiling type indoor unit according to claim 5 or 6, wherein

the first vane (210) comprises: a first vane body (212) formed so as to extend long in a longitudinal direction of the discharge port (102); and a first joint rib (214) protruding upwards from the first vane body (212), the driving link (240) and the first vane link (250) being coupled to the first joint rib (214) so as to be rotatable relative thereto, the first joint rib (214) comprises: a first joint portion (216) assembled to the first vane link shaft (251) so as to be rotatable relative thereto; and a second joint portion (217) assembled to the first driving link shaft (241) so as to be rotatable relative thereto, and a distance (B1) between the first joint portion (216) and the second joint portion (217) is less than the distance (R1) between the driving link coupling portion (407) and the first vane link coupling portion (408).

8. The ceiling type indoor unit according to any one of claims 5 to 7, wherein a distance (A1) between the first vane link shaft (251) and the second vane link shaft (252) is greater than the distance (R1) between the driving link coupling portion (407) and the first vane link coupling portion (408).

9. The ceiling type indoor unit according to any one of claims 2 to 8, wherein

the first driving link body (246) extends from the core body (248) and is disposed so as to be perpendicular to the core link shaft (243), and the second driving link body (247) extends from the core body (248) and is disposed so as to be perpendicular to the core link shaft (243).

10. The ceiling type indoor unit according to any one of claims 1 to 9, wherein

the first vane (210) comprises: a first vane body (212) formed so as to extend long in a longitudinal direction of the discharge port (102); and a first joint rib (214) protruding upwards from the first vane body (212), the first driving link shaft and the first vane link (250) being coupled to the first joint rib (214) so as to be rotatable relative thereto, and the ceiling type indoor unit further comprises a first driving link shaft installation portion (246b) disposed at an end of the first driving link body (246), the first driving link shaft installation portion (246b) and the first joint rib (214) being opposite each other, the first driving link shaft (241) being perpendicular to the first joint rib (214) .

11. The ceiling type indoor unit according to claim 10, wherein the first driving link shaft (241) comprises:

a plurality of link shaft bodies (251a) protruding from the first driving link shaft installation portion (246b) toward the first vane (210); and a link shaft catching portion (251b) protruding from each of the link shaft bodies (251a), the link shaft catching portion (251b) being configured to perform mutual catching with the first joint rib (214).

12. The ceiling type indoor unit according to claim 10 or 11, wherein

the first joint rib (214) further comprises a first joint portion (216) configured to allow the first driving link shaft (241) to extend therethrough, the first joint rib (214) is located between the link shaft catching portion (251b) and the first driving link shaft installation portion (246b), and the link shaft catching portion (251b) is configured to perform mutual catching with the first joint rib (214) in a direction opposite an extending-through direction of the first driving link shaft (241).

13. The ceiling type indoor unit according to any one of claims 1 to 12, wherein

the second driving link body (247) comprises: a third driving link body portion (247-1) disposed so as to be perpendicular to the core link shaft (243); a fourth driving link body (247-2) protruding from the third driving link body portion in an identical direction to the first driving link shaft (241); and a second driving link shaft installation portion (247b) disposed at an end of the second driving link body (247), the second driving link shaft (242) being disposed at the second driving link shaft installation portion (247b), and the second driving link shaft (242) protrudes from the fourth driving link body (247-2) in the identical direction to the first driving link shaft (241).

14. The ceiling type indoor unit according to any one of claims 1 to 13, wherein the angle (E) between the first driving link body (246) and the second driving link body (247) is greater than 90 degrees and less than 180 degrees.

15. The ceiling type indoor unit according to claim 5, wherein

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the first vane (210) comprises: a first vane body (212) formed so as to extend long in a longitudinal direction of the discharge port (102); and a first joint rib (214) protruding upwards from the first vane body (212), the driving link (240) and the first vane link (250) being coupled to the first joint rib (214) so as to be rotatable relative thereto, the first joint rib (214) comprises: a first joint portion (216) assembled to the first vane link shaft (251) so as to be rotatable relative thereto; and a second joint portion (217) assembled to the first driving link shaft (241) so as to be rotatable relative thereto,

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a distance (C1) between the core link shaft (243) and the first driving link shaft (241) is greater than a distance (C2) between the core link shaft (243) and the second driving link shaft (242) and is less than a distance (A1) between the first vane link shaft (251) and the second vane link shaft (252),

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a distance (A2) between the third vane link shaft (261) and the fourth vane link journal (262) is greater than the distance (C2) between the core link shaft (243) and the second driving link shaft (242) and is less than the distance (C1) between the core link shaft (243) and the first driving link shaft (241),

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a distance (B1) between the first joint portion (216) and the second joint portion (217) is less than the distance (R1) between the driving link coupling portion (407) and the first vane link coupling portion (408), and

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the distance (A1) between the first vane link shaft (251) and the second vane link shaft (252) is greater than the distance (R1) between the driving link coupling portion (407) and the first vane link coupling portion (408).

Patentansprüche

25

1. Deckeninnenraumeinheit einer Klimaanlage, wobei die Deckeninnenraumeinheit aufweist:

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ein Gehäuse (100), das an einer Decke eines Raums installiert ist, so dass es davon herunterhängt, wobei das Gehäuse eine Ansaugöffnung (101) und eine Abgabeöffnung (102) hat, die an seiner unteren Oberfläche ausgebildet sind;

35

einen Modulkörper (400), der an dem Gehäuse (100) installiert ist, wobei wenigstens ein Abschnitt des Modulkörpers zu der Abgabeöffnung freiliegt; und

einen Flügelzellenmotor (230), der an dem Modulkörper (400) montiert ist, wobei der Flügelzellenmotor konfiguriert ist, um eine Antriebskraft bereitzustellen;

40

ein Antriebsglied (240), das an den Modulkörper montiert ist, so dass es relativ dazu drehbar ist, wobei das Antriebsglied mit dem Flügelzellenmotor (230) gekoppelt ist, wobei das Antriebsglied konfiguriert ist, um durch die Antriebskraft des Flügelzellenmotors gedreht zu werden, wobei das Antriebsglied (240) einen ersten Antriebsgliedkörper (246) und einen zweiten Antriebsgliedkörper (247) mit einem vorgegebenen Winkel (E) dazwischen aufweist;

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eine erste Flügelverbindung (250), die in einer Abgaberichtung von Luft, die von der Abgabeöffnung (102) abgegeben wird, weiter vorn als das Antriebsglied (240) angeordnet ist, wobei die erste Flügelverbindung (250) an dem Modulkörper (400) montiert ist, so dass sie relativ dazu drehbar ist;

eine zweite Flügelverbindung (260), die an den zweiten Antriebsgliedkörper (247) montiert ist, so dass sie relativ dazu drehbar ist;

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einen ersten Flügel (210), der an der Abgabeöffnung (102) angeordnet ist, wobei der erste Flügel in der Abgaberichtung von Luft, die von der Abgabeöffnung (102) abgegeben wird, vorwärts angeordnet ist, wobei der erste Flügel (210) jeweils an dem ersten Antriebsgliedkörper (246) und der ersten Flügelverbindung (250) montiert ist, so dass er relativ dazu drehbar ist; und

einen zweiten Flügel (220), der an der Abgabeöffnung (102) angeordnet ist, wobei der zweite Flügel (220) an dem Modulkörper montiert ist, so dass er durch die zweite Flügelwelle relativ dazu drehbar ist, wobei der zweite Flügel an der zweiten Flügelverbindung montiert ist, so dass er relativ dazu drehbar ist, wobei

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das Antriebsglied (240) aufweist: eine Kernverbindungswelle (243), die in Richtung des Flügelzellenmotors (230) vorsteht, zur Kopplung mit dem Flügelzellenmotor (230);

eine erste Antriebsgliedwelle (241), die von dem ersten Antriebsgliedkörper (246) in Richtung des ersten Flügels vorsteht, zur Montage mit dem ersten Flügel (210); und

eine zweite Antriebsgliedwelle (242), die von dem zweiten Antriebsgliedkörper (247) in Richtung der zweiten Flügelverbindung (260) vorsteht, zur Montage mit der zweiten Flügelverbindung;

wobei die erste Antriebsgliedwelle (241) und die zweite Antriebsgliedwelle (242) in einer identischen Richtung

vorstehen, und

wobei die Kernverbindungswelle (243) in eine zu der ersten Antriebsgliedwelle (241) und der zweiten Antriebsgliedwelle (242) entgegengesetzten Richtung vorsteht.

5 **2.** Deckeninnenraumeinheit nach Anspruch 1, wobei

das Antriebsglied (240) aufweist: einen Kernkörper (248); die Kernverbindungswelle (243), die an dem Kernkörper (248) angeordnet ist, wobei die Kernverbindungswelle (243) mit dem Modulkörper (400) drehbar gekoppelt ist, wobei die Kernverbindungswelle (243) in Richtung des Flügelzellenmotors (230) vorsteht, wobei die Kernverbindungswelle (243) mit dem Flügelzellenmotor (230) gekoppelt ist; wobei sich der erste Antriebsgliedkörper (246) vom Kernkörper (248) erstreckt; wobei die erste Antriebsgliedwelle (241) in Richtung eines ersten Flügelkörpers (212) vorsteht, wobei die erste Antriebsgliedwelle (241) mit dem ersten Flügel (210) drehbar gekoppelt ist; wobei sich der zweite Antriebsgliedkörper (247) vom Kernkörper (248) erstreckt; und wobei die zweite Antriebsgliedwelle (242) drehbar mit der zweiten Flügelverbindung (260) gekoppelt ist,
 15 die erste Flügelverbindung (250) aufweist: einen ersten Flügelverbindungskörper (255), eine erste Flügelverbindungswelle (251), die an einer Seite des ersten Flügelverbindungskörpers (255) angeordnet ist, wobei die erste Flügelverbindungswelle (251) an dem ersten Flügel (210) montiert ist, wobei die erste Flügelverbindungswelle (251) konfiguriert ist, um relativ zu dem ersten Flügel (210) gedreht zu werden; und eine zweite Flügelverbindungswelle (252), die an der anderen Seite des ersten Flügelverbindungskörpers (255) angeordnet ist,
 20 wobei die zweite Flügelverbindungswelle (252) an dem Modulkörper (400) montiert ist, wobei die zweite Flügelverbindungswelle (252) konfiguriert ist, um relativ zu dem Modulkörper (400) gedreht zu werden, und die zweite Flügelverbindung (260) aufweist: einen zweiten Flügelverbindungskörper (265), eine dritte Flügelverbindungswelle (261), die an einer Seite des zweiten Flügelverbindungskörpers (265) angeordnet ist, wobei die dritte Flügelverbindungswelle (261) an dem zweiten Flügel (220) montiert ist, wobei die dritte Flügelverbindungswelle (261) konfiguriert ist, um relativ zu dem zweiten Flügel (220) gedreht zu werden; und einen vierten Flügelverbindungszapfen (262), der an der anderen Seite des zweiten Flügelverbindungskörpers (265) angeordnet ist, wobei der vierte Flügelverbindungszapfen (262) an dem Antriebsglied (240) montiert ist, wobei der vierte Flügelverbindungszapfen (262) konfiguriert ist, um relativ zu dem Antriebsglied (240) gedreht zu werden.

30 **3.** Deckeninnenraumeinheit nach Anspruch 2, wobei ein Abstand (C1) zwischen der Kernverbindungswelle (243) und der ersten Antriebsgliedwelle (241) größer als ein Abstand (C2) zwischen der Kernverbindungswelle (243) und der zweiten Antriebsgliedwelle (242) ist und kleiner als ein Abstand (A1) zwischen der ersten Flügelverbindungswelle (251) und der zweiten Flügelverbindungswelle (252) ist.

35 **4.** Deckeninnenraumeinheit nach Anspruch 2 oder 3, wobei ein Abstand (A2) zwischen der dritten Flügelverbindungswelle (261) und dem vierten Flügelverbindungszapfen (262) größer als ein Abstand (C2) zwischen der Kernverbindungswelle (243) und der zweiten Antriebsgliedwelle (242) ist und kleiner als ein Abstand (C1) zwischen der Kernverbindungswelle (243) und der ersten Antriebsgliedwelle (241) ist.

40 **5.** Deckeninnenraumeinheit nach einem der Ansprüche 2 bis 4, wobei

der Modulkörper (400) aufweist: einen Modulkörperabschnitt (402), der mit dem Gehäuse (100) gekoppelt ist; und einen Verbindungsinstallationsabschnitt (404), der derart ausgebildet ist, dass er sich von dem Modulkörperabschnitt (402) aufwärts erstreckt, wobei der Verbindungsinstallationsabschnitt (404) zu der Abgabeöffnung (102) freiliegt,
 45 wobei der Verbindungsinstallationsabschnitt (404) aufweist:

einen Antriebsgliedkopplungsabschnitt (407), an dem die Kernverbindungswelle (243) montiert ist, wobei der Antriebsgliedkopplungsabschnitt (407) eine Drehmitte der Kernverbindungswelle (243) bereitstellt; einen ersten Flügelverbindungskopplungsabschnitt (408), an dem die zweite Flügelverbindungswelle (252) montiert ist, wobei der erste Flügelverbindungskopplungsabschnitt (408) eine Drehmitte der zweiten Flügelverbindungswelle (252) bereitstellt; und einen zweiten Flügelkopplungsabschnitt (409), an dem die vierte Flügelverbindungswelle (262) montiert ist, wobei der zweite Flügelkopplungsabschnitt (409) eine Drehmitte der vierten Flügelverbindungswelle (262) bereitstellt, und
 55 wobei ein Abstand (R1) zwischen dem Antriebsgliedkopplungsabschnitt (407) und dem ersten Flügelverbindungskopplungsabschnitt (408) kleiner als ein Abstand (R2) zwischen dem Antriebsgliedkopplungsabschnitt (407) und dem zweiten Flügelkopplungsabschnitt (409) ist.

6. Deckeninnenraumeinheit nach Anspruch 5, wobei

ein Abstand (C1) zwischen der Kernverbindungswelle (243) und der ersten Antriebsgliedwelle (241) größer als ein Abstand (C2) zwischen der Kernverbindungswelle (243) und der zweiten Antriebsgliedwelle (242) ist und kleiner als ein Abstand (A1) zwischen der ersten Flügelverbindungswelle (251) und der zweiten Flügelverbindungswelle (252) ist, und ein Abstand (A2) zwischen der dritten Flügelverbindungswelle (261) und dem vierten Flügelverbindungszapfen (262) größer als der Abstand (C2) zwischen der Kernverbindungswelle (243) und der zweiten Antriebsgliedwelle (242) ist und kleiner als der Abstand (C1) zwischen der Kernverbindungswelle (243) und der ersten Antriebsgliedwelle (241) ist.

7. Deckeninnenraumeinheit nach Anspruch 5 oder 6, wobei

der erste Flügel (210) aufweist: einen ersten Flügelkörper (212), der derart ausgebildet ist, dass er sich in einer Längsrichtung der Abgabeöffnung (102) lang erstreckt; und eine erste verbundene Rippe (214), die von dem ersten Flügelkörper (212) aufwärts vorsteht, wobei das Antriebsglied (240) und die erste Flügelverbindung (250) mit der ersten verbundenen Rippe (214) gekoppelt sind, so dass sie relativ dazu drehbar sind, die erste verbundene Rippe (214) aufweist: einen ersten verbundenen Abschnitt (216), der an die erste Flügelverbindungswelle (251) montiert ist, so dass er relativ dazu drehbar ist; und einen zweiten verbundenen Abschnitt (217), der an die erste Antriebsgliedwelle (241) montiert ist, so dass er relativ dazu drehbar ist, und ein Abstand (B1) zwischen dem ersten verbundenen Abschnitt (216) und dem zweiten verbundenen Abschnitt (217) kleiner als der Abstand (R1) zwischen dem Antriebsgliedkopplungsabschnitt (407) und dem ersten Flügelverbindungskopplungsabschnitt (408) ist.

8. Deckeninnenraumeinheit nach einem der Ansprüche 5 bis 7, wobei ein Abstand (A1) zwischen der ersten Flügelverbindungswelle (251) und der zweiten Flügelverbindungswelle (252) größer als der Abstand (R1) zwischen dem Antriebsgliedkopplungsabschnitt (407) und dem ersten Flügelverbindungskopplungsabschnitt (408) ist.

9. Deckeninnenraumeinheit nach einem der Ansprüche 2 bis 8, wobei

der erste Antriebsgliedkörper (246) sich von dem Kernkörper (248) erstreckt und derart angeordnet ist, dass er senkrecht zu der Kernverbindungswelle (243) ist, und der zweite Antriebsgliedkörper (247) sich von dem Kernkörper (248) erstreckt und derart angeordnet ist, dass er senkrecht zu der Kernverbindungswelle (243) ist.

10. Deckeninnenraumeinheit nach einem der Ansprüche 1 bis 9, wobei

der erste Flügel (210) aufweist: einen ersten Flügelkörper (212), der derart ausgebildet ist, dass er sich in einer Längsrichtung der Abgabeöffnung (102) lang erstreckt; und eine erste verbundene Rippe (214), die von dem ersten Flügelkörper (212) aufwärts vorsteht, wobei das erste Antriebsglied und die erste Flügelverbindung (250) mit der ersten verbundenen Rippe (214) gekoppelt sind, so dass sie relativ dazu drehbar sind, und die Deckeninnenraumeinheit ferner einen ersten Antriebsgliedwellen-Installationsabschnitt (246b), der an dem Ende des ersten Antriebsgliedkörpers (246) angeordnet ist, aufweist, wobei der erste Antriebsgliedwellen-Installationsabschnitt (246b) und die erste verbundene Rippe (214) entgegengesetzt zueinander sind, wobei die erste Antriebsgliedwelle (241) senkrecht zu der ersten verbundenen Rippe (214) ist.

11. Deckeninnenraumeinheit nach Anspruch 10, wobei die erste Antriebsgliedwelle (241) aufweist:

mehrere Verbindungswellenkörper (251a), die von dem ersten Antriebsgliedwellen-Installationsabschnitt (246b) in Richtung des ersten Flügels (210) vorstehen; und einen Verbindungswelleneinrastabschnitt (251b), der von jedem der Verbindungswellenkörper (251a) vorsteht, wobei der Verbindungswelleneinrastabschnitt (251b) konfiguriert ist, um das wechselseitige Einrasten mit der ersten verbundenen Rippe (214) durchzuführen.

12. Deckeninnenraumeinheit nach Anspruch 10 oder 11, wobei

die erste verbundene Rippe (214) ferner einen ersten verbundenen Abschnitt (216) aufweist, der konfiguriert ist, um zu ermöglichen, dass sich die erste Antriebsgliedwelle (241) durch ihn hindurch erstreckt,

die erste verbundene Rippe (214) zwischen dem Verbindungswelleneinrastabschnitt (251b) und dem ersten Antriebsgliedwellen-Installationsabschnitt (246b) angeordnet ist, und der Verbindungswelleneinrastabschnitt (251b) konfiguriert ist, um das wechselseitige Einrasten mit der ersten verbundenen Rippe (214) in einer Richtung entgegengesetzt zu der einer Hindurch-Erstreckungsrichtung der ersten Antriebsgliedwelle (241) durchzuführen.

13. Deckeninnenraumeinheit nach einem der Ansprüche 1 bis 12, wobei

der zweite Antriebsgliedkörper (247) aufweist: einen dritten Antriebsgliedkörperabschnitt (247-1), der derart angeordnet ist, dass er senkrecht zu der Kernverbindungswelle (243) ist; einen vierten Antriebsgliedkörper (247-2), der von dem dritten Antriebsgliedkörperabschnitt in einer zu der ersten Antriebsgliedwelle (241) identischen Richtung vorsteht; und einen zweiten Antriebsgliedwellen-Installationsabschnitt (247b), der an einem Ende des zweiten Antriebsgliedkörpers (247) angeordnet ist, wobei die zweite Antriebsgliedwelle (242) an dem zweiten Antriebsgliedwellen-Installationsabschnitt (247b) angeordnet ist, und die zweite Antriebsgliedwelle (242) von dem vierten Antriebsgliedkörper (247-2) in die zu der ersten Antriebsgliedwelle (241) identische Richtung vorsteht.

14. Deckeninnenraumeinheit nach einem der Ansprüche 1 bis 13, wobei der Winkel (E) zwischen dem ersten Antriebsgliedkörper (246) und dem zweiten Antriebsgliedkörper (247) größer als 90 Grad und kleiner als 180 Grad ist.

15. Deckeninnenraumeinheit nach Anspruch 5, wobei

der erste Flügel (210) aufweist: einen ersten Flügelkörper (212), der derart ausgebildet ist, dass er sich in einer Längsrichtung der Abgabeöffnung (102) lang erstreckt; und eine erste verbundene Rippe (214), die von dem ersten Flügelkörper (212) aufwärts vorsteht, wobei das Antriebsglied (240) und die erste Flügelverbindung (250) mit der ersten verbundenen Rippe (214) gekoppelt sind, so dass sie relativ dazu drehbar sind, die erste verbundene Rippe (214) aufweist: einen ersten verbundenen Abschnitt (216), der an die erste Flügelverbindungswelle (251) montiert ist, so dass er relativ dazu drehbar ist; und einen zweiten verbundenen Abschnitt (217), der an die erste Antriebsgliedwelle (241) montiert ist, so dass er relativ dazu drehbar ist, ein Abstand (C1) zwischen der Kernverbindungswelle (243) und der ersten Antriebsgliedwelle (241) größer als ein Abstand (C2) zwischen der Kernverbindungswelle (243) und der zweiten Antriebsgliedwelle (242) ist und kleiner als ein Abstand (A1) zwischen der ersten Flügelverbindungswelle (251) und der zweiten Flügelverbindungswelle (252) ist, ein Abstand (A2) zwischen der dritten Flügelverbindungswelle (261) und dem vierten Flügelverbindungszapfen (262) größer als der Abstand (C2) zwischen der Kernverbindungswelle (243) und der zweiten Antriebsgliedwelle (242) ist und kleiner als der Abstand (C1) zwischen der Kernverbindungswelle (243) und der ersten Antriebsgliedwelle (241) ist, ein Abstand (B1) zwischen dem ersten verbundenen Abschnitt (216) und dem zweiten verbundenen Abschnitt (217) kleiner als der Abstand (R1) zwischen dem Antriebsgliedkopplungsabschnitt (407) und dem ersten Flügelverbindungskopplungsabschnitt (408) ist, und ein Abstand (A1) zwischen der ersten Flügelverbindungswelle (251) und der zweiten Flügelverbindungswelle (252) größer als der Abstand (R1) zwischen dem Antriebsgliedkopplungsabschnitt (407) und dem ersten Flügelverbindungskopplungsabschnitt (408) ist.

Revendications

1. Unité intérieure de type plafonnier d'un climatiseur, l'unité intérieure de type plafonnier comprenant:

un boîtier (100) installé au plafond d'une pièce de manière à y être suspendu, le boîtier ayant un orifice d'aspiration (101) et un orifice d'évacuation (102) formés au niveau d'une surface inférieure de celui-ci; un corps de module (400) installé au niveau du boîtier (100), au moins une partie du corps de module étant exposée à l'orifice d'évacuation; et un moteur d'aube (230) assemblé au corps de module (400), le moteur d'aube étant configuré pour fournir une force d'entraînement; une biellette d'entraînement (240) assemblée au corps de module de manière à pouvoir tourner par rapport à celui-ci, la biellette d'entraînement étant couplée au moteur d'aube (230), la biellette d'entraînement étant configurée pour être entraînée en rotation par la force d'entraînement du moteur d'aube, la biellette d'entraî-

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nement (240) comprenant un premier corps de biellette d'entraînement (246) et un second corps de biellette d'entraînement (247) ayant un angle (E) prédéterminé entre eux;

une première biellette d'aube (250) située plus en avant dans une direction d'évacuation de l'air évacué de l'orifice d'évacuation (102) que la biellette d'entraînement (240), la première biellette d'aube (250) étant assemblée au corps de module (400) de manière à pouvoir tourner par rapport à celui-ci;

une seconde biellette d'aube (260) assemblée au second corps de biellette d'entraînement (247) de manière à pouvoir tourner par rapport à celui-ci;

une première aube (210) disposée au niveau de l'orifice d'évacuation (102), la première aube étant disposée vers l'avant dans la direction d'évacuation de l'air évacué de l'orifice d'évacuation (102), la première aube (210) étant assemblée à chacun du premier corps de biellette d'entraînement (246) et de la première biellette d'aube (250) de manière à pouvoir tourner par rapport à ceux-ci; et

une seconde aube (220) disposée au niveau de l'orifice d'évacuation (102), la seconde aube (220) étant assemblée au corps de module de manière à pouvoir tourner par rapport à celui-ci par le second arbre d'aube, la seconde aube étant assemblée à la seconde biellette d'aube de manière à pouvoir tourner par rapport à celle-ci, où

la biellette d'entraînement (240) comprend: un arbre de biellette central (243) faisant saillie vers le moteur d'aube (230) pour le couplage avec le moteur d'aube (230);

un premier arbre de biellette d'entraînement (241) faisant saillie du premier corps de biellette d'entraînement (246) vers la première aube pour l'assemblage avec la première aube (210); et

un second arbre de biellette d'entraînement (242) faisant saillie du second corps de biellette d'entraînement (247) vers la seconde biellette d'aube (260) pour l'assemblage avec la seconde biellette d'aube, où le premier arbre de biellette d'entraînement (241) et le second arbre de biellette d'entraînement (242) font saillie dans une direction identique, et

l'arbre de biellette central (243) fait saillie dans une direction opposée au premier arbre de biellette d'entraînement (241) et au second arbre de biellette d'entraînement (242).

2. Unité intérieure de type plafonnier selon la revendication 1, où

la biellette d'entraînement (240) comprend: un corps central (248);

l'arbre de biellette central (243) disposé au niveau du corps central (248), l'arbre de biellette central (243) étant couplé en rotation au corps de module (400), l'arbre de biellette central (243) faisant saillie vers le moteur d'aube (230), l'arbre de biellette central (243) étant couplé au moteur d'aube (230); le premier corps de biellette d'entraînement (246) s'étendant depuis le corps central (248); le premier arbre de biellette d'entraînement (241) faisant saillie vers un premier corps d'aube (212), le premier arbre de biellette d'entraînement (241) étant couplé en rotation à la première aube (210); le second corps de biellette d'entraînement (247) s'étendant depuis le corps central (248), le second arbre de biellette d'entraînement (242) étant couplé en rotation à la seconde biellette d'aube (260),

la première biellette d'aube (250) comprend: un premier corps de biellette d'aube (255); un premier arbre de biellette d'aube (251) disposé sur un côté du premier corps de biellette d'aube (255), le premier arbre de biellette d'aube (251) étant assemblé à la première aube (210), le premier arbre de biellette d'aube (251) étant configuré de manière à être entraîné en rotation par rapport à la première aube (210); et un second arbre de biellette d'aube (252) disposé de l'autre côté du premier corps de biellette d'aube (255), le second arbre de biellette d'aube (252) étant assemblé au corps de module (400), le second arbre de biellette d'aube (252) étant configuré de manière à être entraîné en rotation par rapport au corps de module (400), et

la seconde biellette d'aube (260) comprend: un second corps de biellette d'aube (265); un troisième arbre de biellette d'aube (261) disposé sur un côté du second corps de biellette d'aube (265), le troisième arbre de biellette d'aube (261) étant assemblé à la seconde aube (220), le troisième arbre de biellette d'aube (261) étant configuré de manière à être entraîné en rotation par rapport à la seconde aube (220); et un quatrième tourillon de biellette d'aube (262) disposé de l'autre côté du second corps de biellette d'aube (265), le quatrième tourillon de biellette d'aube (262) étant assemblé à la biellette d'entraînement (240), le quatrième tourillon de biellette d'aube (262) étant configuré de manière à être entraîné en rotation par rapport à la biellette d'entraînement (240).

3. Unité intérieure de type plafonnier selon la revendication 2, où une distance (C1) entre l'arbre de biellette central (243) et le premier arbre de biellette d'entraînement (241) est supérieure à une distance (C2) entre l'arbre de biellette central (243) et le second arbre de biellette d'entraînement (242) et est inférieure à une distance (A1) entre le premier arbre de biellette d'aube (251) et le second arbre de biellette d'aube (252).

4. Unité intérieure de type plafonnier selon la revendication 2 ou 3, où une distance (A2) entre le troisième arbre de

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biellette d'aube (261) et le quatrième tourillon de biellette d'aube (262) est supérieure à une distance (C2) entre l'arbre de biellette central (243) et le second arbre de biellette d'entraînement (242) et est inférieure à une distance (C1) entre l'arbre de biellette central (243) et le premier arbre de biellette d'entraînement (241).

5 **5.** Unité intérieure de type plafonnier selon l'une quelconque des revendications 2 à 4, où

le corps de module (400) comprend: une partie de corps de module (402) couplée au boîtier (100); et une partie d'installation de biellette (404) formée de manière à s'étendre vers le haut depuis la partie de corps de module (402), la partie d'installation de biellette (404) étant exposée à l'orifice d'évacuation (102),
10 la partie d'installation de biellette (404) comprend:

une partie de couplage de biellette d'entraînement (407) à laquelle l'arbre de biellette central (243) est assemblé, la partie de couplage de biellette d'entraînement (407) fournissant un centre de rotation de l'arbre de biellette central (243); une première partie de couplage de biellette d'aube (408) à laquelle le second
15 arbre de biellette d'aube (252) est assemblé, la première partie de couplage de biellette d'aube (408) fournissant un centre de rotation du second arbre de biellette d'aube (252); et une seconde partie de couplage d'aube (409) à laquelle le quatrième arbre de biellette d'aube (262) est assemblé, la seconde partie de couplage d'aube (409) fournissant un centre de rotation du quatrième arbre de biellette d'aube (262), et

20 une distance (R1) entre la partie de couplage de biellette d'entraînement (407) et la première partie de couplage de biellette d'aube (408) est inférieure à une distance (R2) entre la partie de couplage de biellette d'entraînement (407) et la seconde partie de couplage d'aube (409).

25 **6.** Unité intérieure de type plafonnier selon la revendication 5, où

une distance (C1) entre l'arbre de biellette central (243) et le premier arbre de biellette d'entraînement (241) est supérieure à une distance (C2) entre l'arbre de biellette central (243) et le second arbre de biellette d'entraînement (242) et est inférieure à une distance (A1) entre le premier arbre de biellette d'aube (251) et le second arbre de biellette d'aube (252), et

30 une distance (A2) entre le troisième arbre de biellette d'aube (261) et le quatrième tourillon de biellette d'aube (262) est supérieure à la distance (C2) entre l'arbre de biellette central (243) et le second arbre de biellette d'entraînement (242) et est inférieure à la distance (C1) entre l'arbre de biellette central (243) et le premier arbre de biellette d'entraînement (241).

35 **7.** Unité intérieure de type plafonnier selon la revendication 5 ou 6, où

la première aube (210) comprend: un premier corps d'aube (212) formé de manière à s'étendre en longueur dans une direction longitudinale de l'orifice d'évacuation (102); et une première nervure de joint (214) faisant saillie vers le haut du premier corps d'aube (212), la biellette d'entraînement (240) et la première biellette d'aube (250) étant couplées à la première nervure de joint (214) de manière à pouvoir tourner par rapport à celle-ci,
40 la première nervure de joint (214) comprend: une première partie de joint (216) assemblée au premier arbre de biellette d'aube (251) de manière à pouvoir tourner par rapport à celui-ci; et une seconde partie de joint (217) assemblée au premier arbre de biellette d'entraînement (241) de manière à pouvoir tourner par rapport à celui-ci, et

45 une distance (B1) entre la première partie de joint (216) et la seconde partie de joint (217) est inférieure à la distance (R1) entre la partie de couplage de biellette d'entraînement (407) et la première partie de couplage de biellette d'aube (408).

50 **8.** Unité intérieure de type plafonnier selon l'une quelconque des revendications 5 à 7, où une distance (A1) entre le premier arbre de biellette d'aube (251) et le second arbre de biellette d'aube (252) est supérieure à la distance (R1) entre la partie de couplage de biellette d'entraînement (407) et la première partie de couplage de biellette d'aube (408).

55 **9.** Unité intérieure de type plafonnier selon l'une quelconque des revendications 2 à 8, où

le premier corps de biellette d'entraînement (246) s'étend depuis le corps central (248) et est disposé de manière à être perpendiculaire à l'arbre de biellette central (243), et
le second corps de biellette d'entraînement (247) s'étend depuis le corps central (248) et est disposé de manière

à être perpendiculaire à l'arbre de biellette central (243).

10. Unité intérieure de type plafonnier selon l'une quelconque des revendications 1 à 9, où

5 la première aube (210) comprend: un premier corps d'aube (212) formé de manière à s'étendre en longueur dans une direction longitudinale de l'orifice d'évacuation (102); et une première nervure de joint (214) faisant saillie vers le haut du premier corps d'aube (212), le premier arbre de biellette d'entraînement et la première biellette d'aube (250) étant couplés à la première nervure de joint (214) de manière à pouvoir tourner par rapport à celle-ci, et
10 l'unité intérieure de type plafonnier comprend en outre une première partie d'installation d'arbre de biellette d'entraînement (246b) disposée à une extrémité du premier corps de biellette d'entraînement (246), la première partie d'installation d'arbre de biellette d'entraînement (246b) et la première nervure de joint (214) étant opposées l'une à l'autre, le premier arbre de biellette d'entraînement (241) étant perpendiculaire à la première nervure de joint (214).

15 11. Unité intérieure de type plafonnier selon la revendication 10, où le premier arbre de biellette d'entraînement (241) comprend:

20 une pluralité de corps d'arbre de biellette (251a) faisant saillie de la première partie d'installation d'arbre de biellette d'entraînement (246b) vers la première aube (210); et
une partie d'accrochage d'arbre de biellette (251b) faisant saillie de chacun des corps d'arbre de biellette (251a), la partie d'accrochage d'arbre de biellette (251b) étant configurée pour effectuer un accrochage mutuel avec la première nervure de joint (214).

25 12. Unité intérieure de type plafonnier selon la revendication 10 ou 11, où

la première nervure de joint (214) comprend en outre une première partie de joint (216) configurée pour permettre au premier arbre de biellette d'entraînement (241) de s'étendre à travers celle-ci,
30 la première nervure de joint (214) est située entre la partie d'accrochage d'arbre de biellette (251b) et la première partie d'installation d'arbre de biellette d'entraînement (246b), et
la partie d'accrochage d'arbre de biellette (251b) est configurée pour effectuer un accrochage mutuel avec la première nervure de joint (214) dans une direction opposée à une direction d'extension du premier arbre de biellette d'entraînement (241).

35 13. Unité intérieure de type plafonnier selon l'une quelconque des revendications 1 à 12, où

le second corps de biellette d'entraînement (247) comprend: une troisième partie de corps de biellette d'entraînement (247-1) disposée de manière à être perpendiculaire à l'arbre de biellette central (243); un quatrième corps de biellette d'entraînement (247-2) faisant saillie de la troisième partie de corps de biellette d'entraînement dans une direction identique au premier arbre de biellette d'entraînement (241); et une seconde partie d'installation d'arbre de biellette d'entraînement (247b) disposée à une extrémité du second corps de biellette d'entraînement (247), le second arbre de biellette d'entraînement (242) étant disposé au niveau de la seconde partie d'installation d'arbre de biellette d'entraînement (247b), et
40 le second arbre de biellette d'entraînement (242) fait saillie du quatrième corps de biellette d'entraînement (247-2) dans une direction identique au premier arbre de biellette d'entraînement (241).

45 14. Unité intérieure de type plafonnier selon l'une quelconque des revendications 1 à 13, où l'angle (E) entre le premier corps de biellette d'entraînement (246) et le second corps de biellette d'entraînement (247) est supérieur à 90 degrés et inférieur à 180 degrés.

50 15. Unité intérieure de type plafonnier selon la revendication 5, où

la première aube (210) comprend: un premier corps d'aube (212) formé de manière à s'étendre en longueur dans une direction longitudinale de l'orifice d'évacuation (102); et une première nervure de joint (214) faisant saillie vers le haut du premier corps d'aube (212), la biellette d'entraînement (240) et la première biellette d'aube (250) étant couplées à la première nervure de joint (214) de manière à pouvoir tourner par rapport à celle-ci,
55 la première nervure de joint (214) comprend: une première partie de joint (216) assemblée au premier arbre de biellette d'aube (251) de manière à pouvoir tourner par rapport à celui-ci; et une seconde partie de joint (217)

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assemblée au premier arbre de bielle d'entraînement (241) de manière à pouvoir tourner par rapport à celui-ci, une distance (C1) entre l'arbre de bielle central (243) et le premier arbre de bielle d'entraînement (241) est supérieure à une distance (C2) entre l'arbre de bielle central (243) et le second arbre de bielle d'entraînement (242) et est inférieure à une distance (A1) entre le premier arbre de bielle d'aube (251) et le second arbre de bielle d'aube (252),

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une distance (A2) entre le troisième arbre de bielle d'aube (961) et le quatrième tourillon de bielle d'aube (262) est supérieure à la distance (C2) entre l'arbre de bielle central (243) et le second arbre de bielle d'entraînement (242) et est inférieure à la distance (C1) entre l'arbre de bielle central (243) et le premier arbre de bielle d'entraînement (241),

10

une distance (B1) entre la première partie de joint (216) et la seconde partie de joint (217) est inférieure à la distance (R1) entre la partie de couplage de bielle d'entraînement (407) et la première partie de couplage de bielle d'aube (408), et

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la distance (A1) entre le premier arbre de bielle d'aube (251) et le second arbre de bielle d'aube (252) est supérieure à la distance (R1) entre la partie de couplage de bielle d'entraînement (407) et la première partie de couplage de bielle d'aube (408).

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Fig. 1

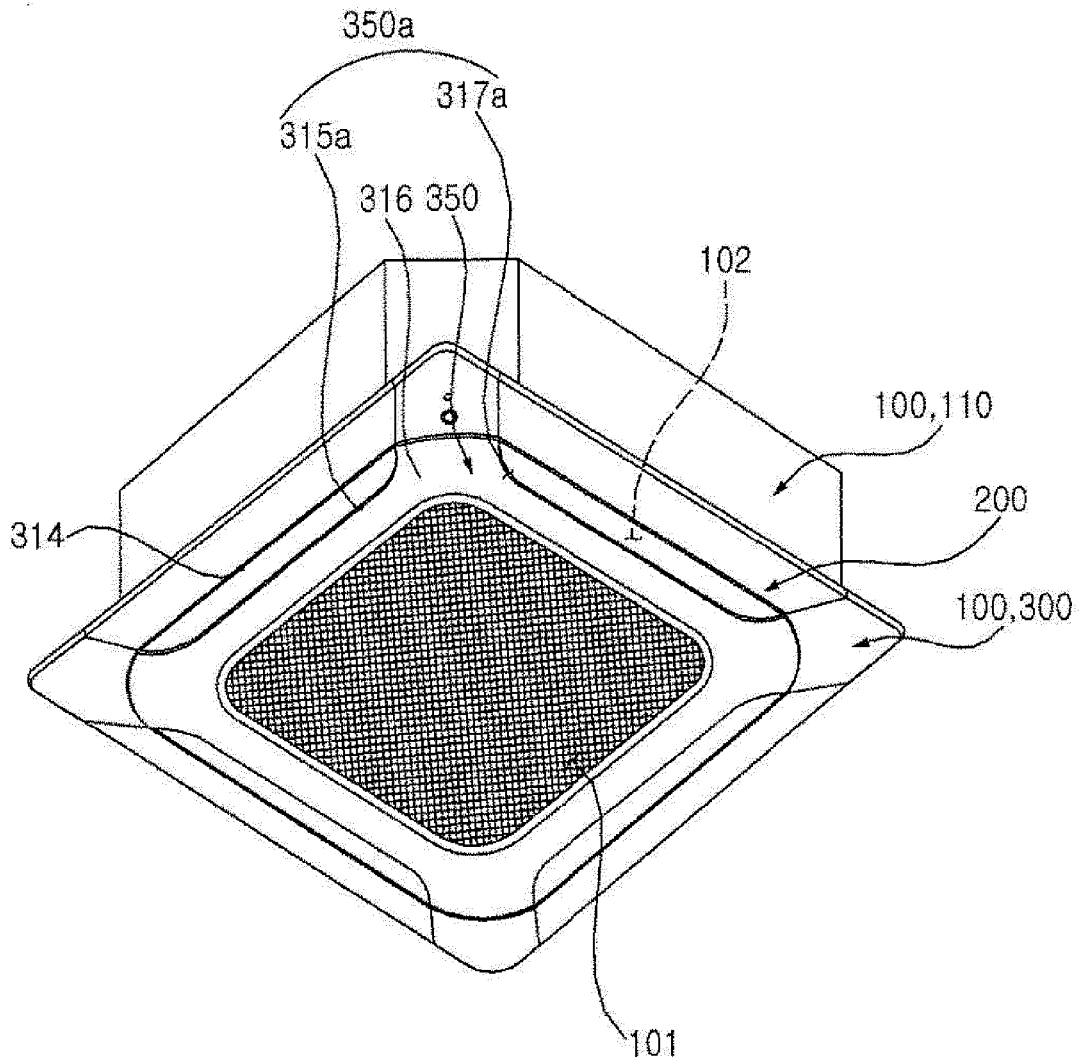


Fig. 2

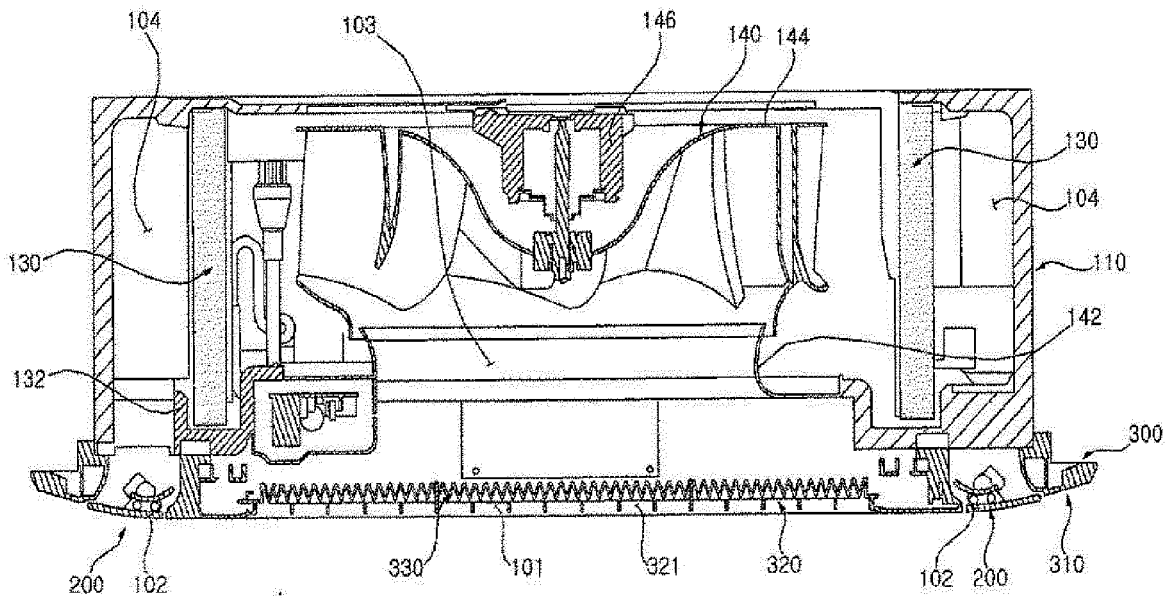


Fig. 3

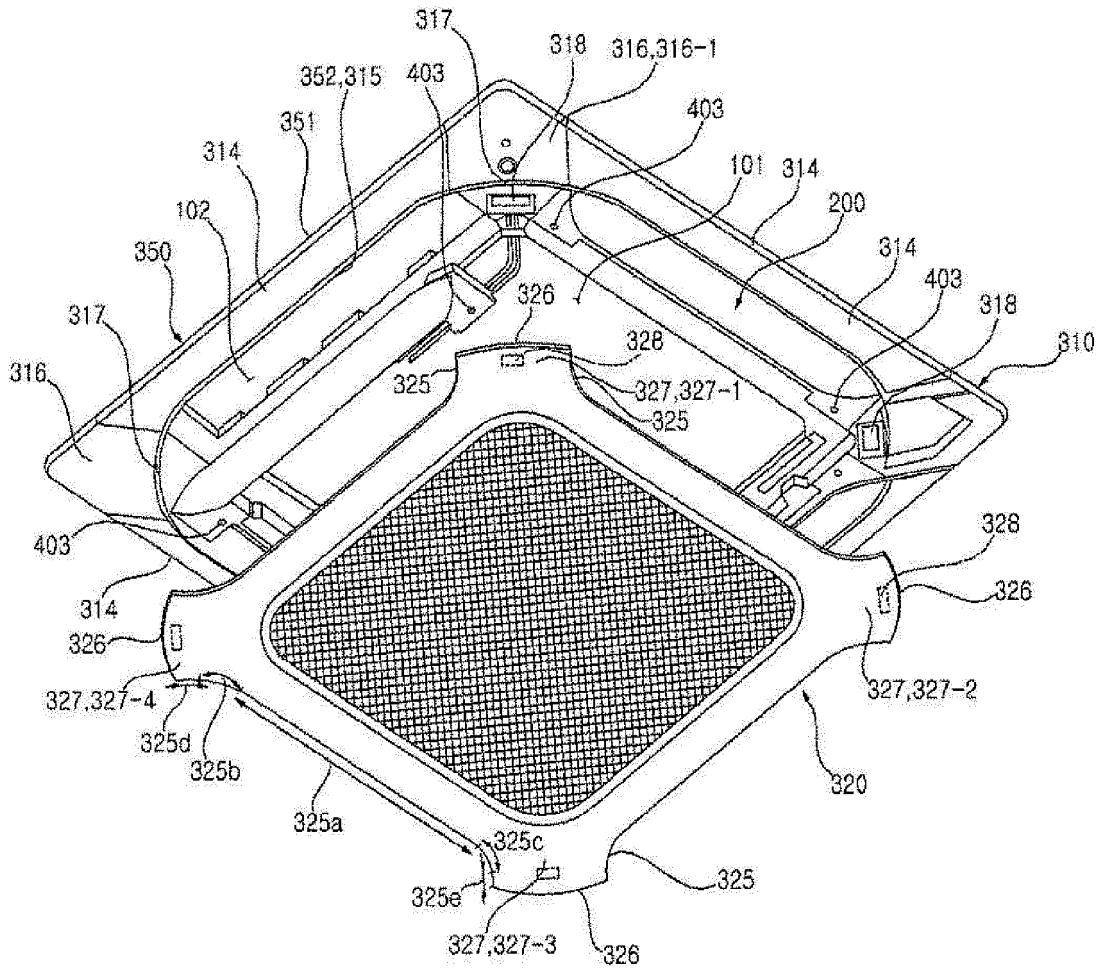


Fig. 4

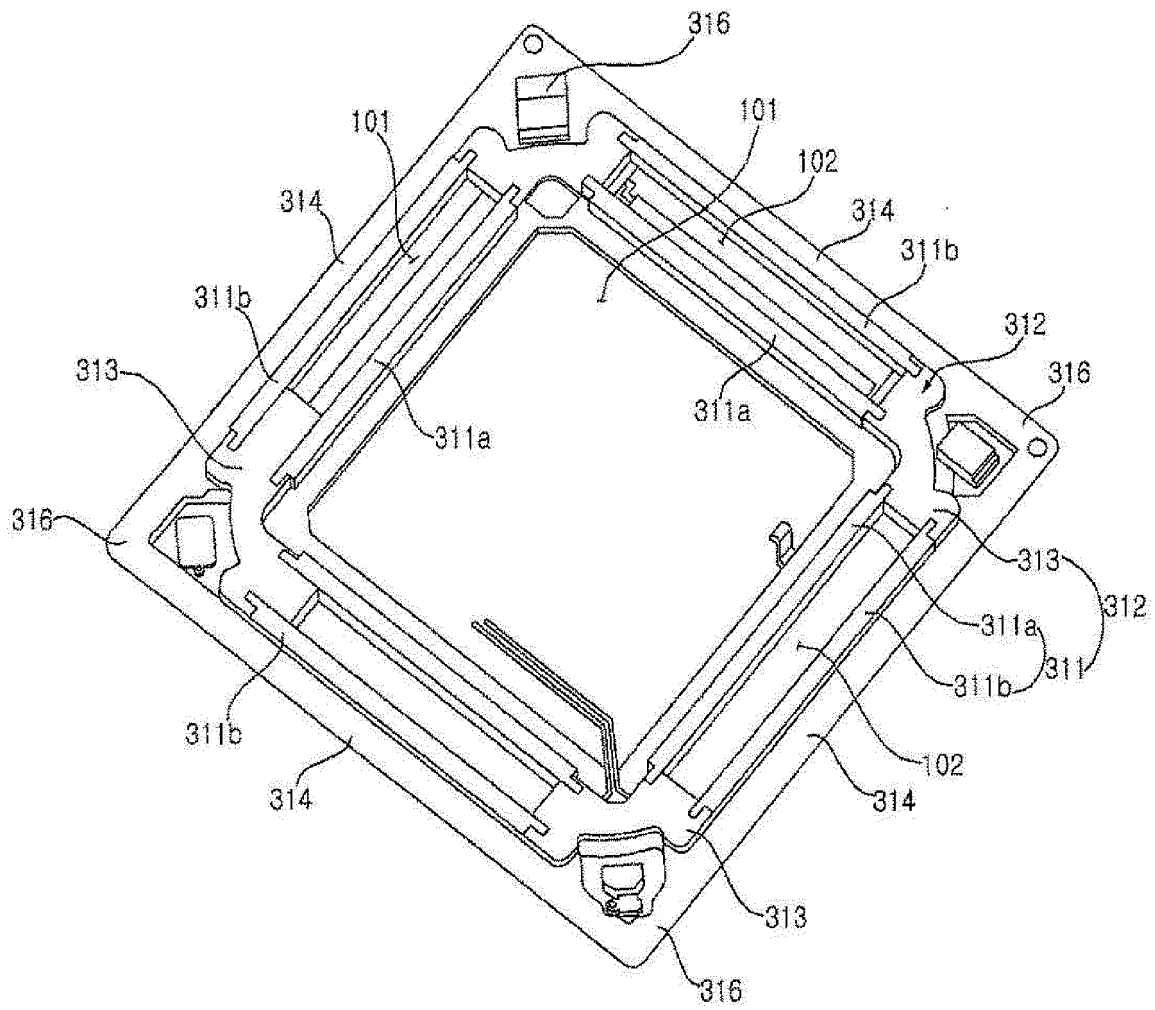


Fig. 5

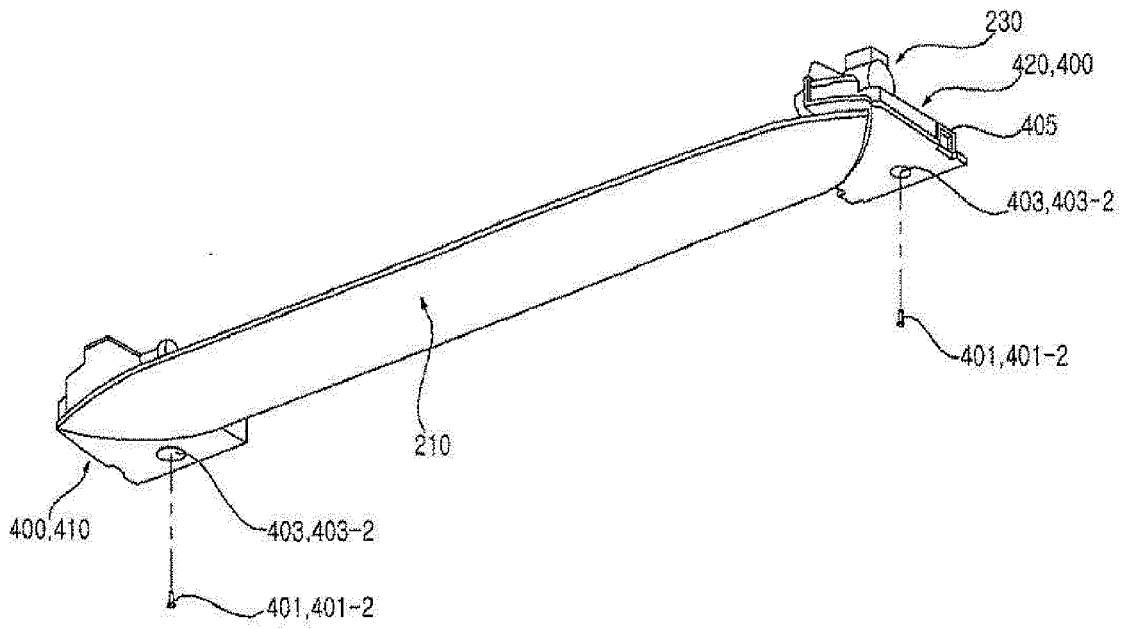


Fig. 6

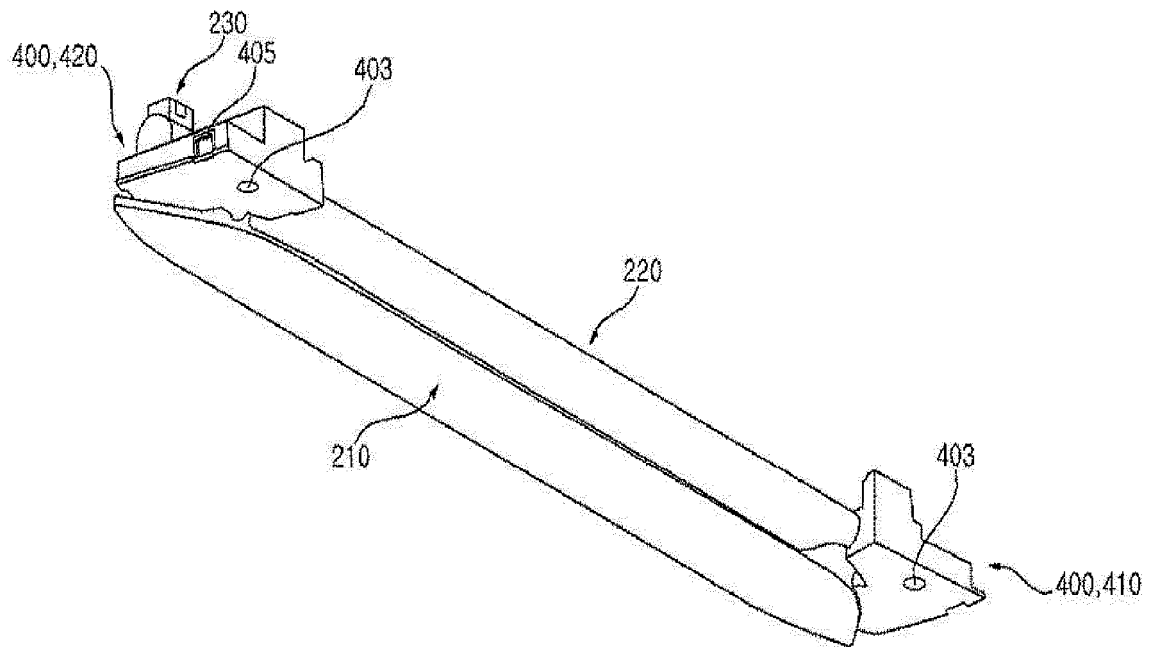


Fig. 7

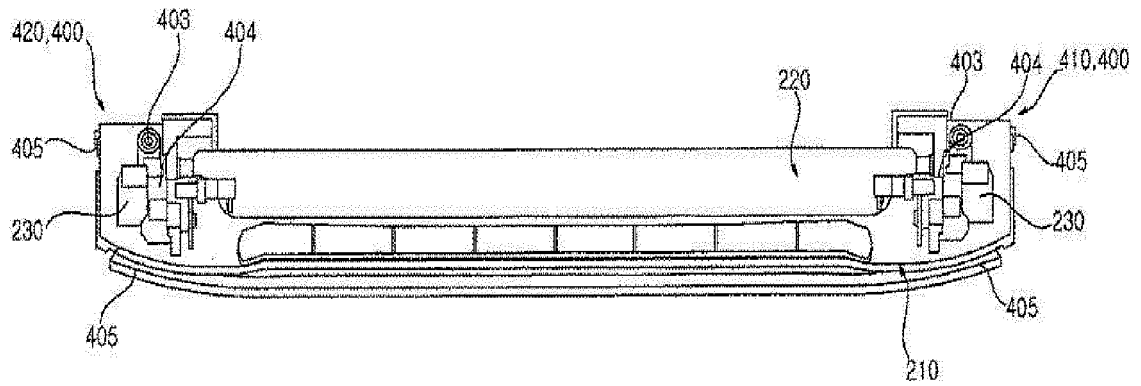


Fig. 8

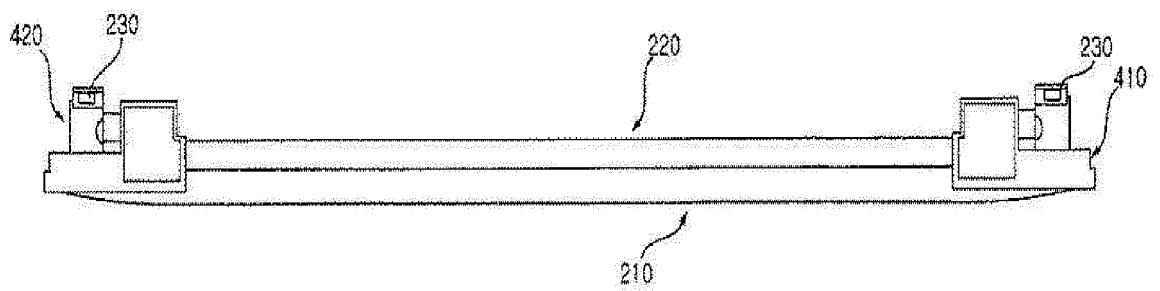


Fig. 9

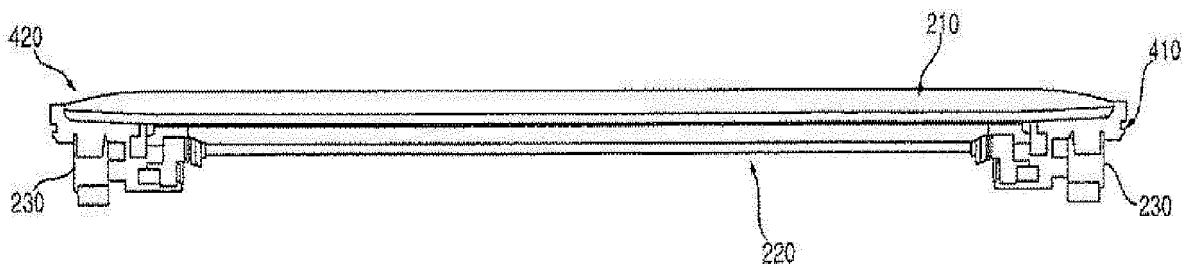


Fig. 10

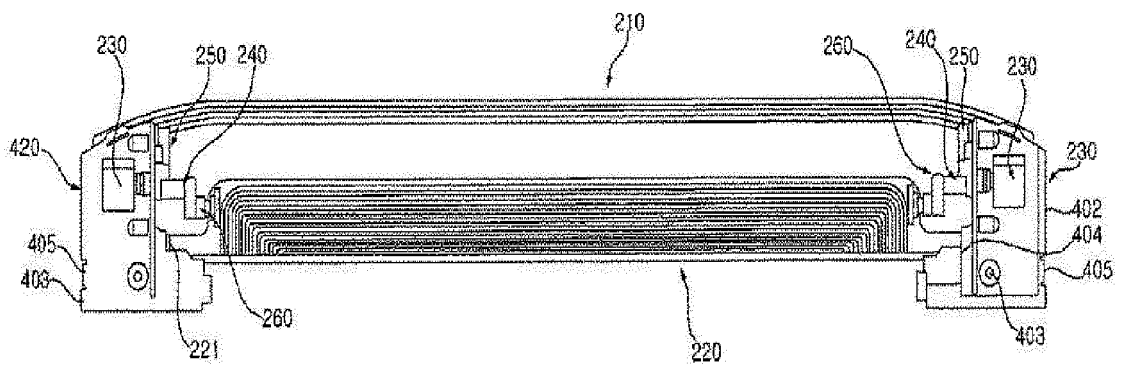


Fig. 11

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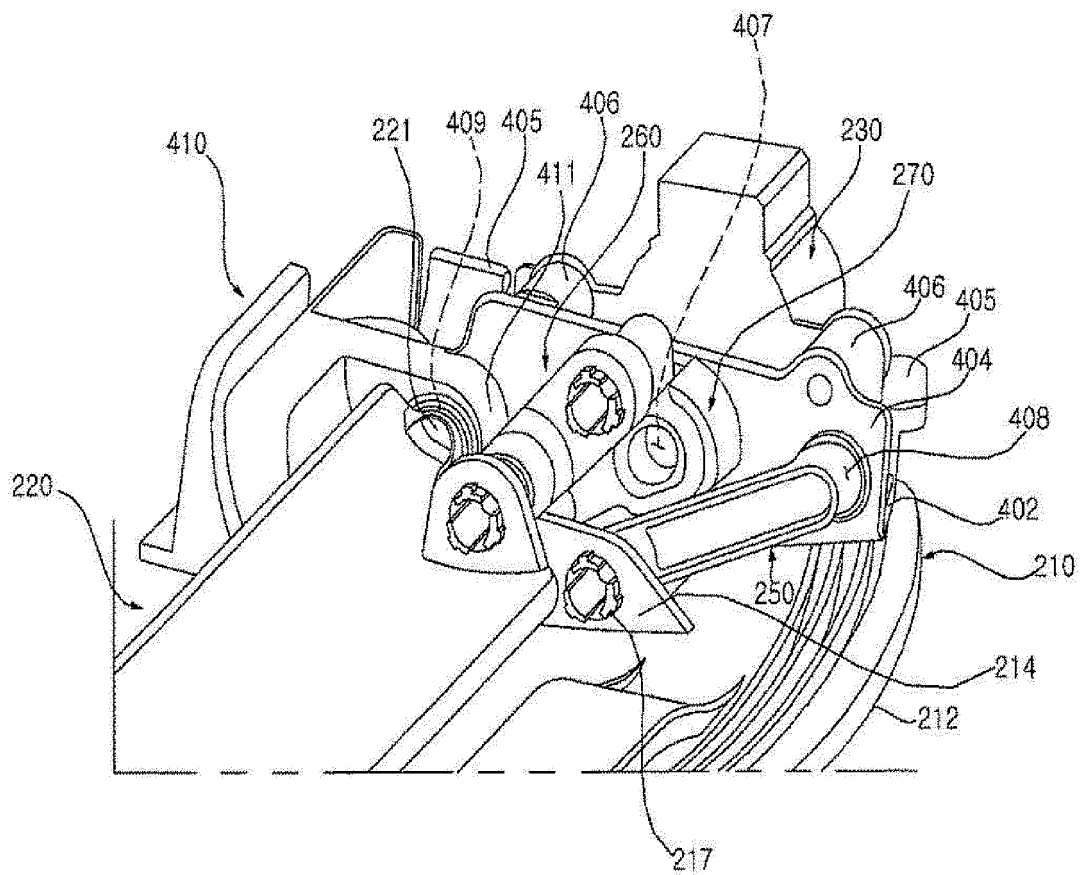


Fig. 12

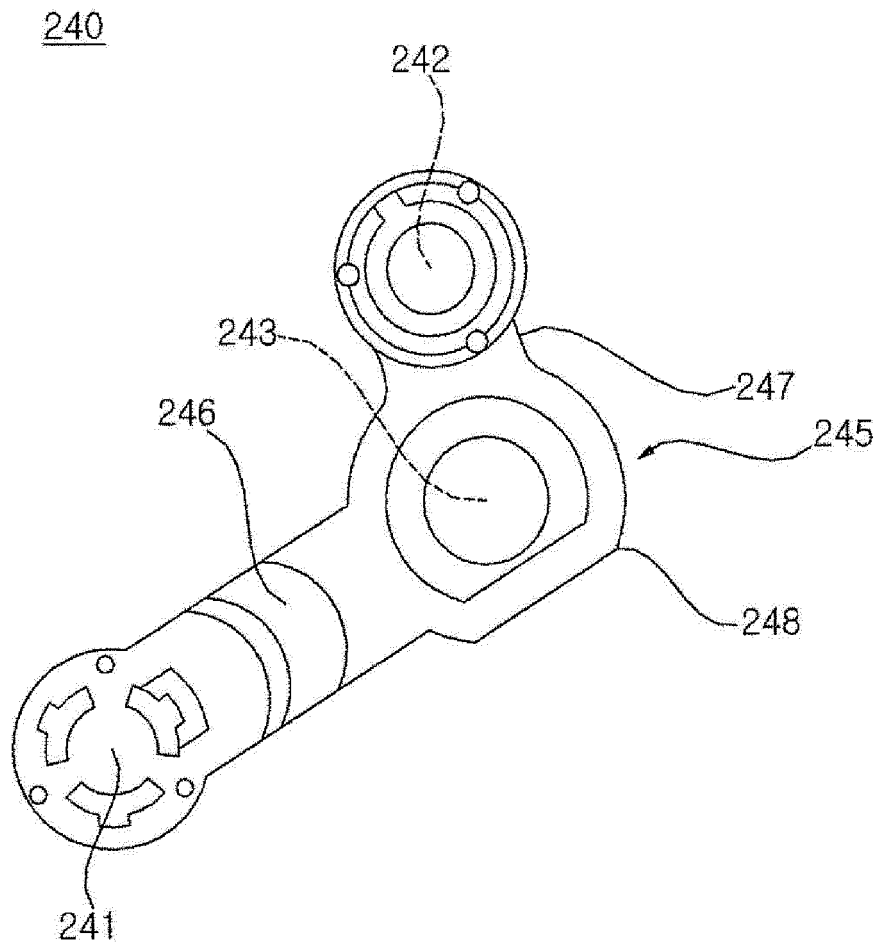


Fig. 13

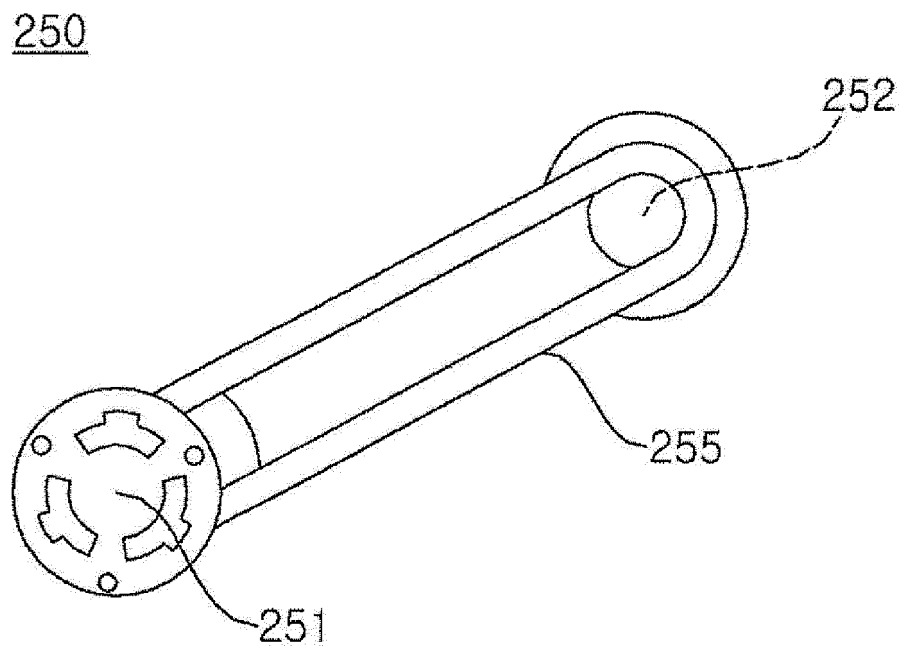


Fig. 14

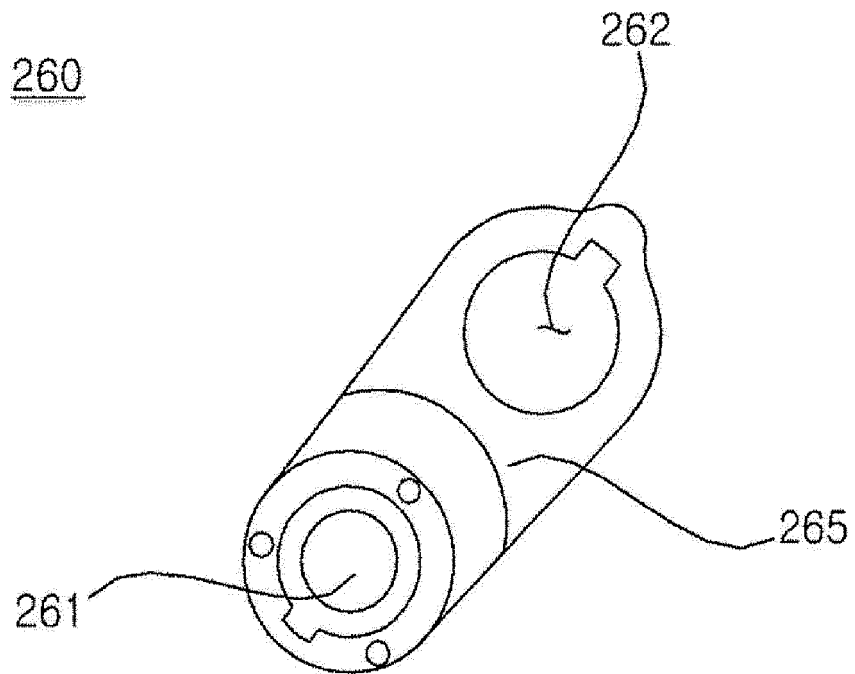


Fig. 15

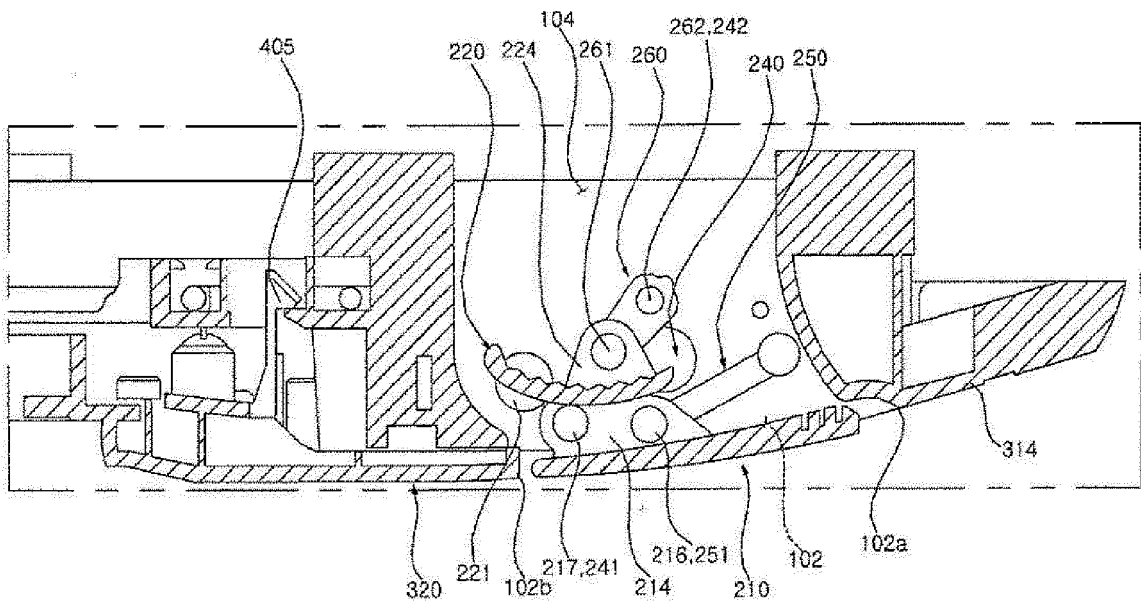


Fig. 16

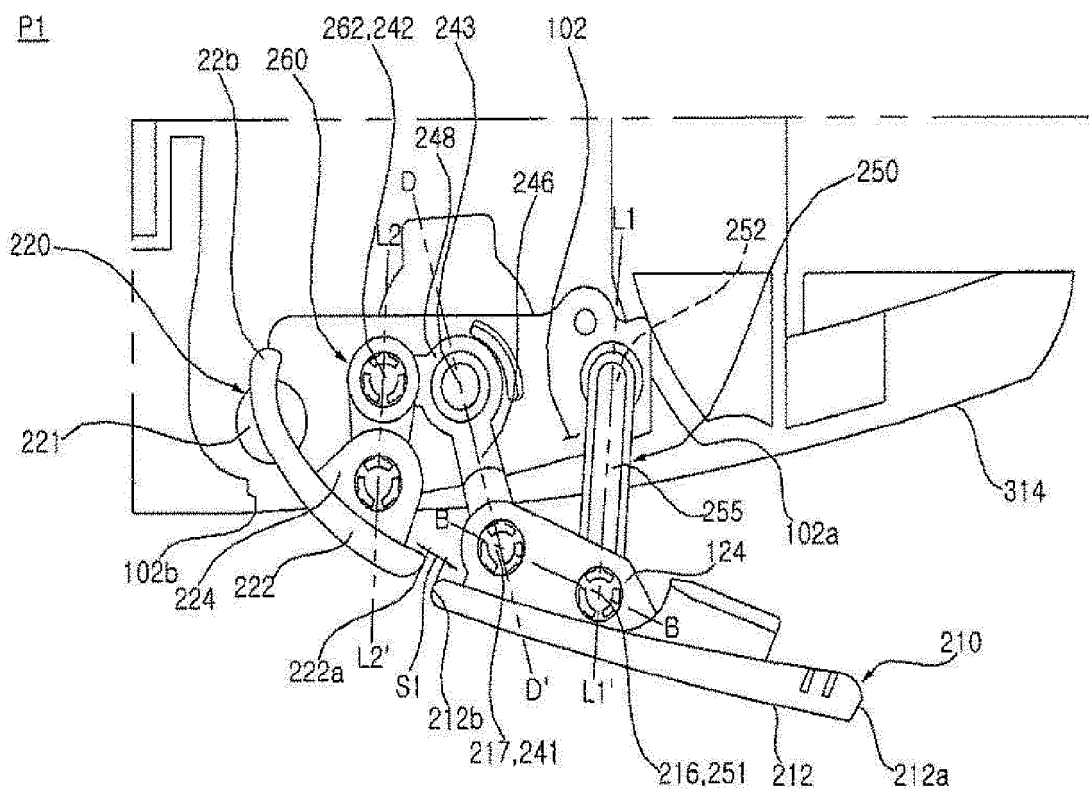


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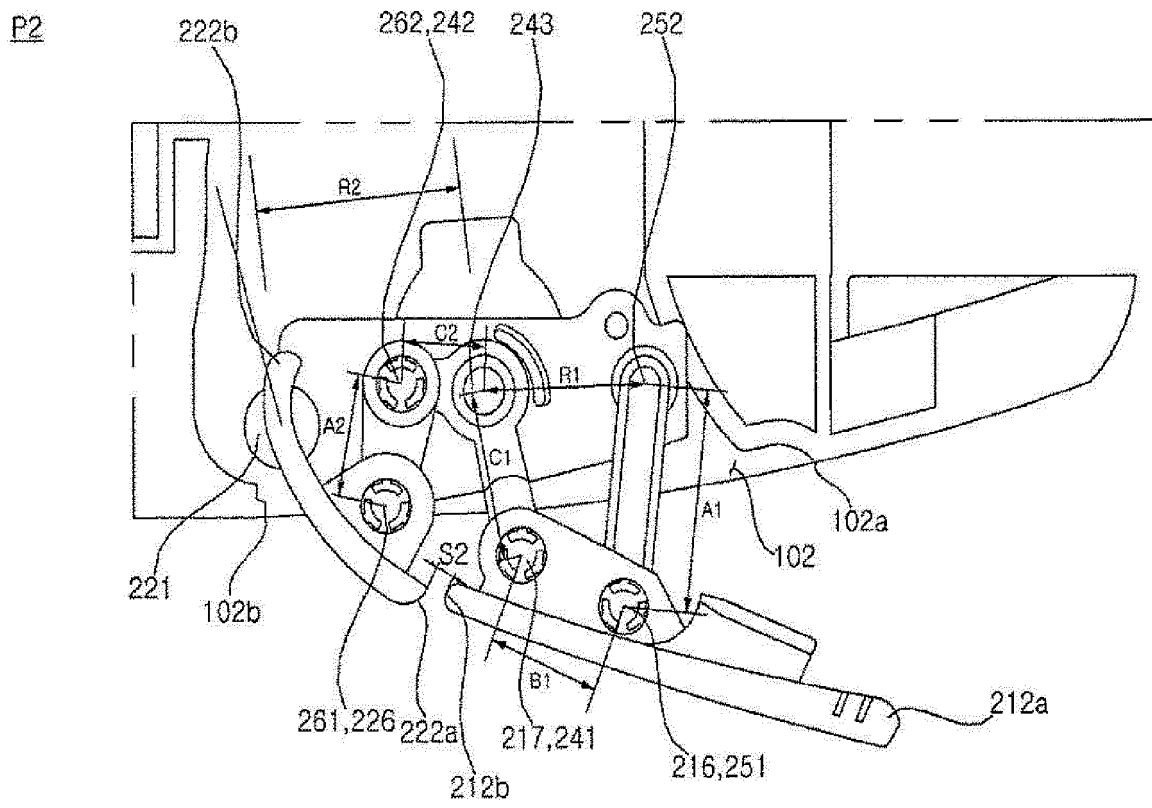


Fig. 18

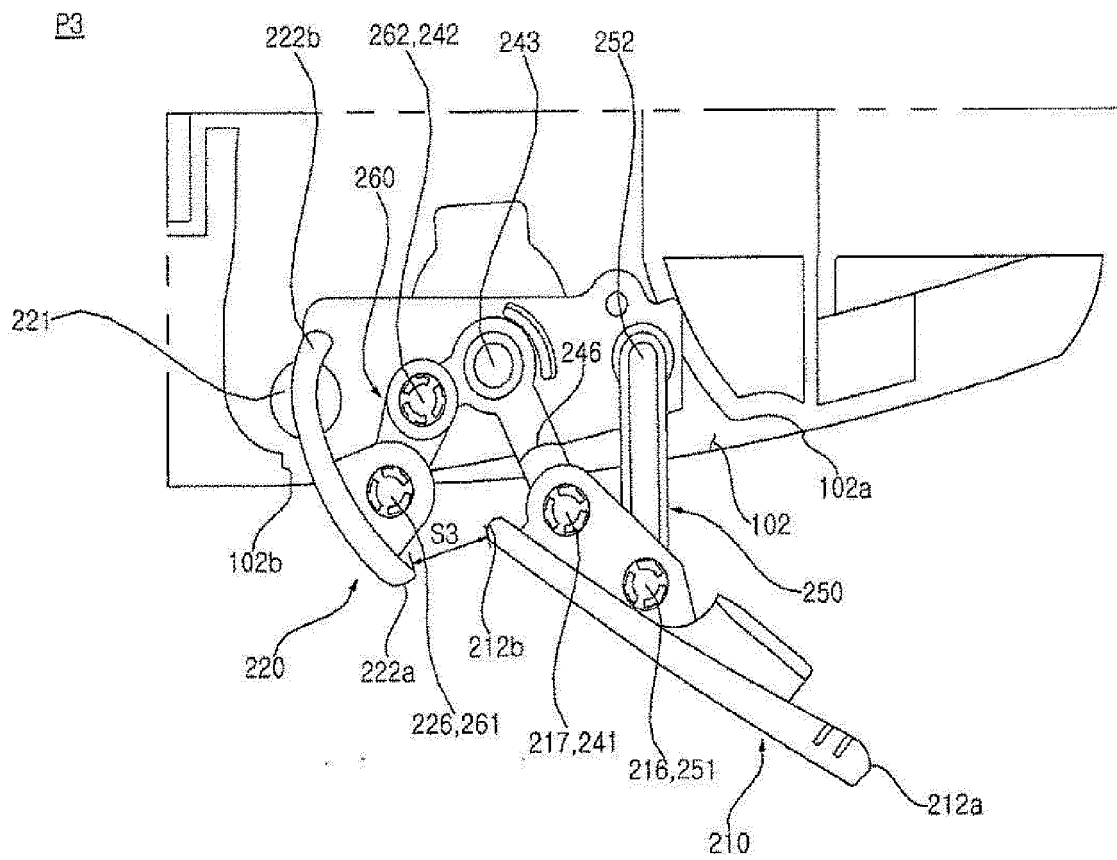


Fig. 19

P4

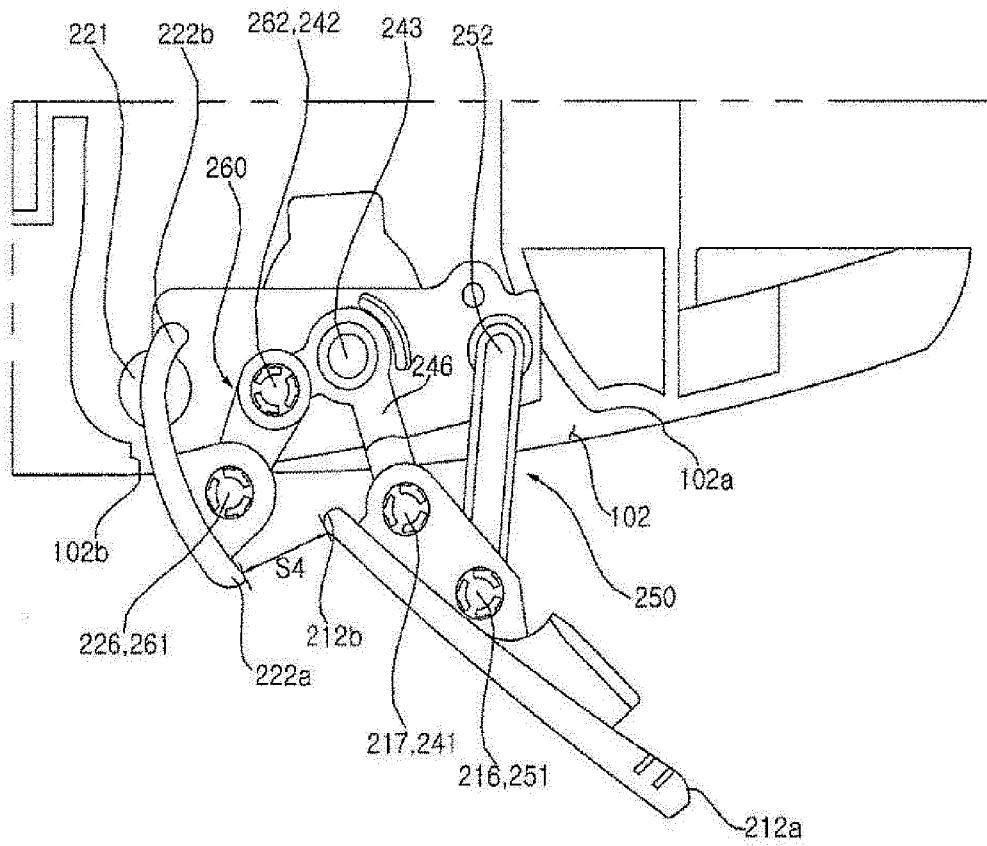


Fig. 20

P5

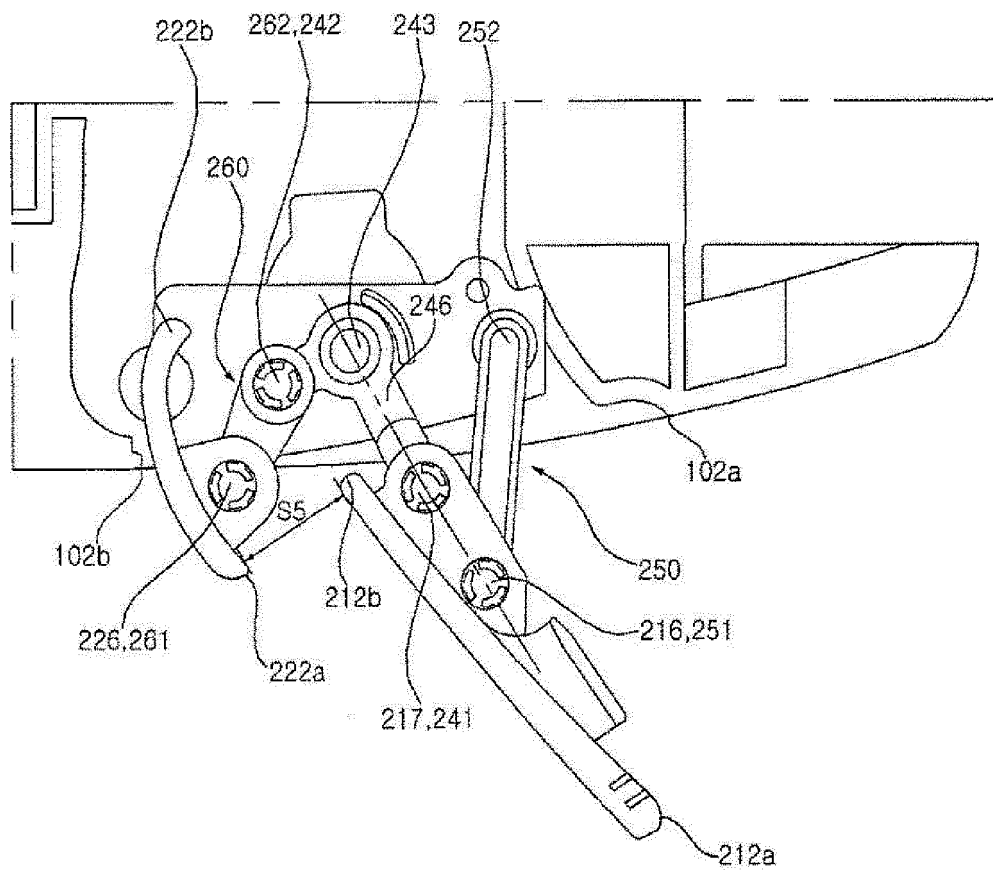


Fig. 21

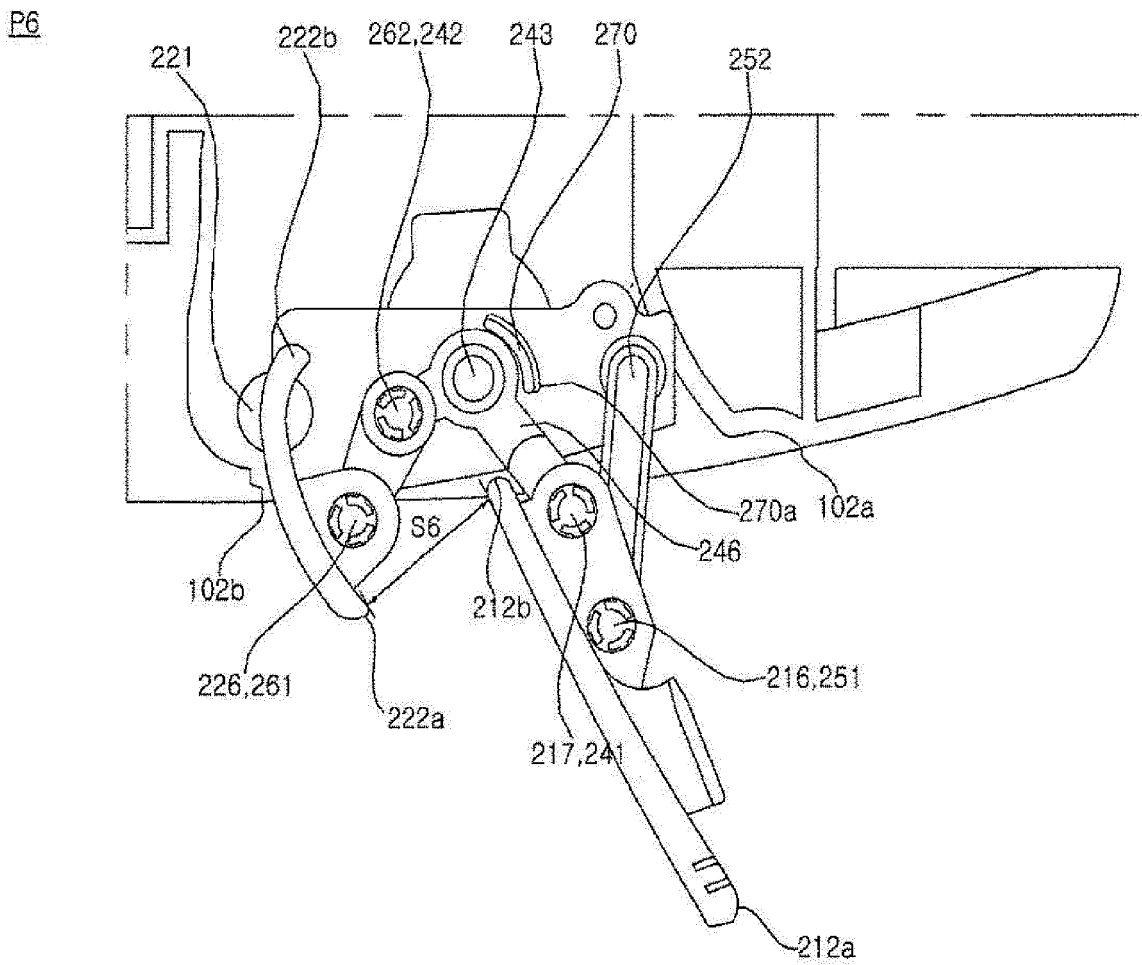


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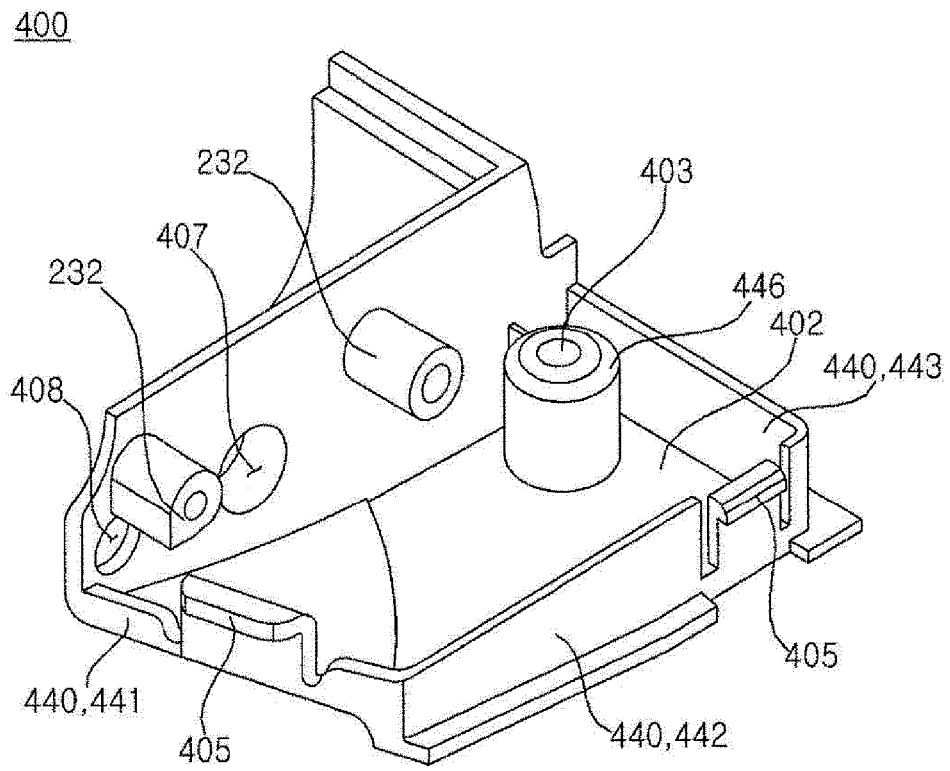


Fig. 23

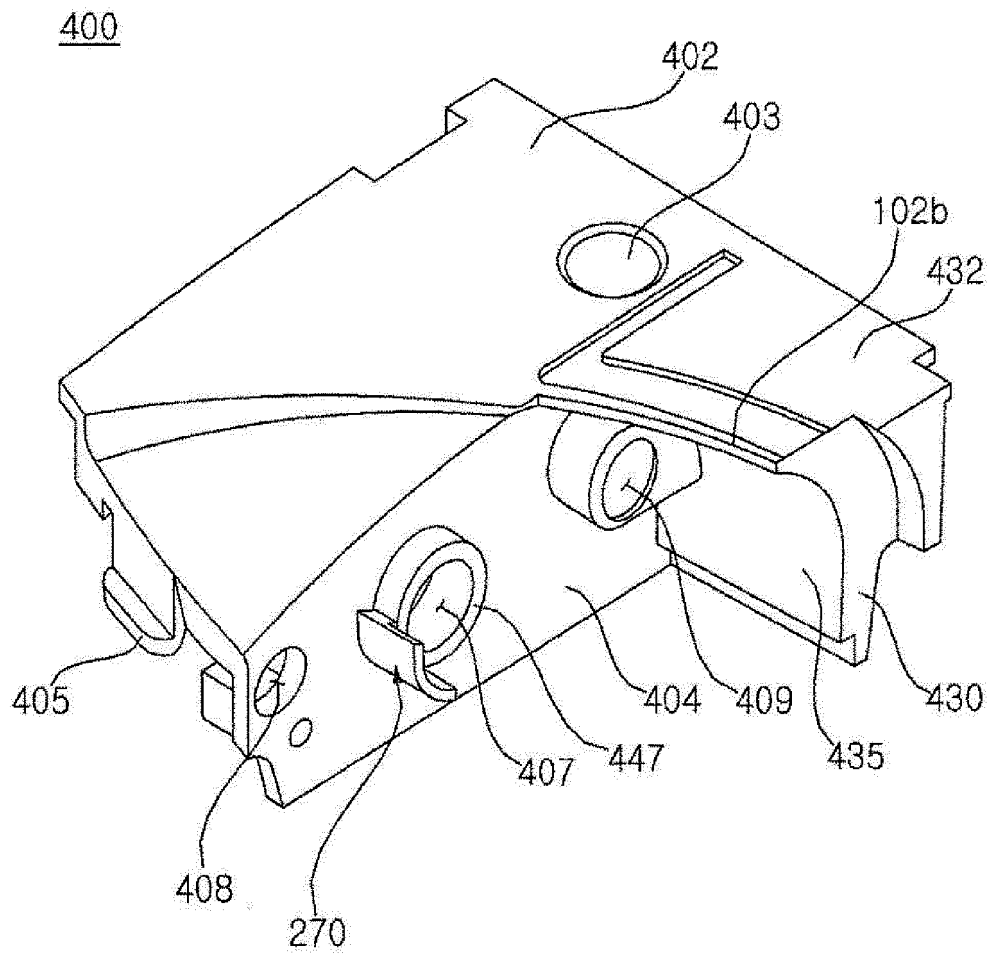


Fig. 24

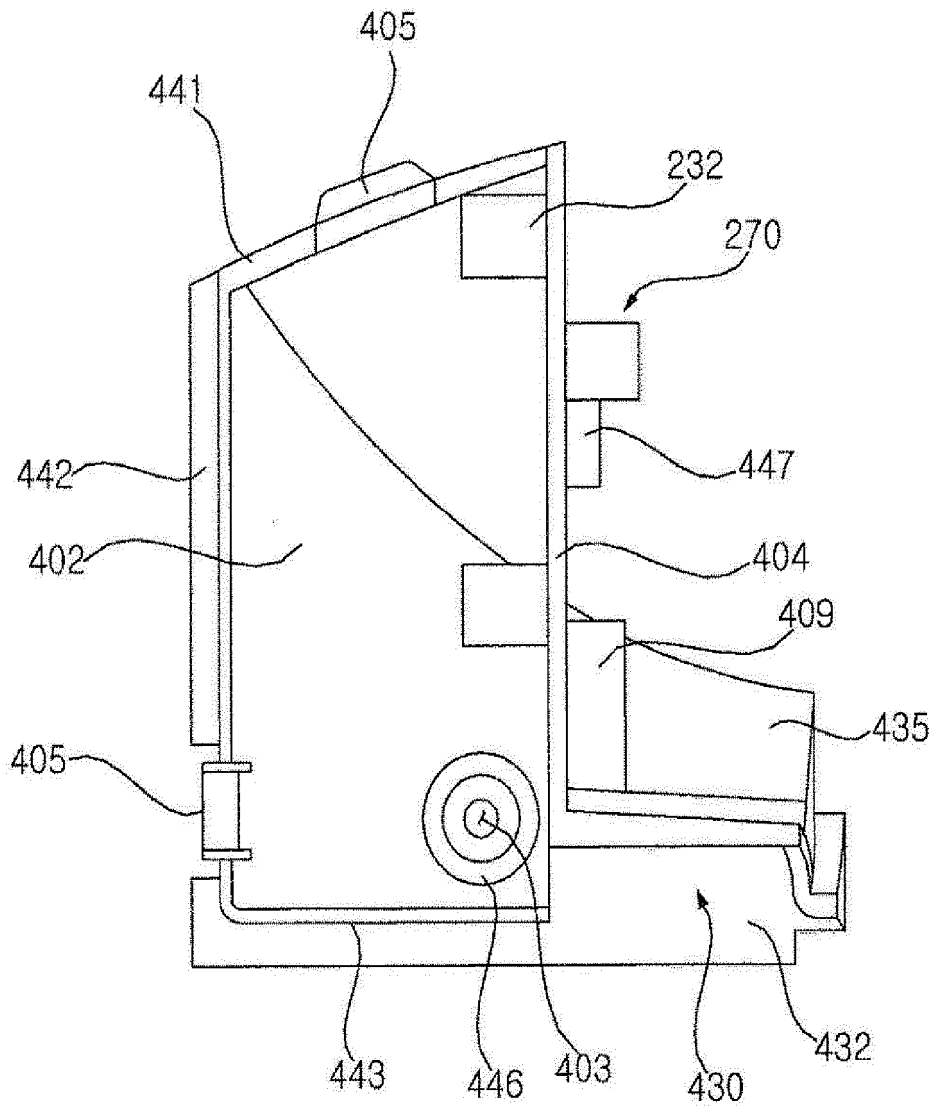


Fig. 25

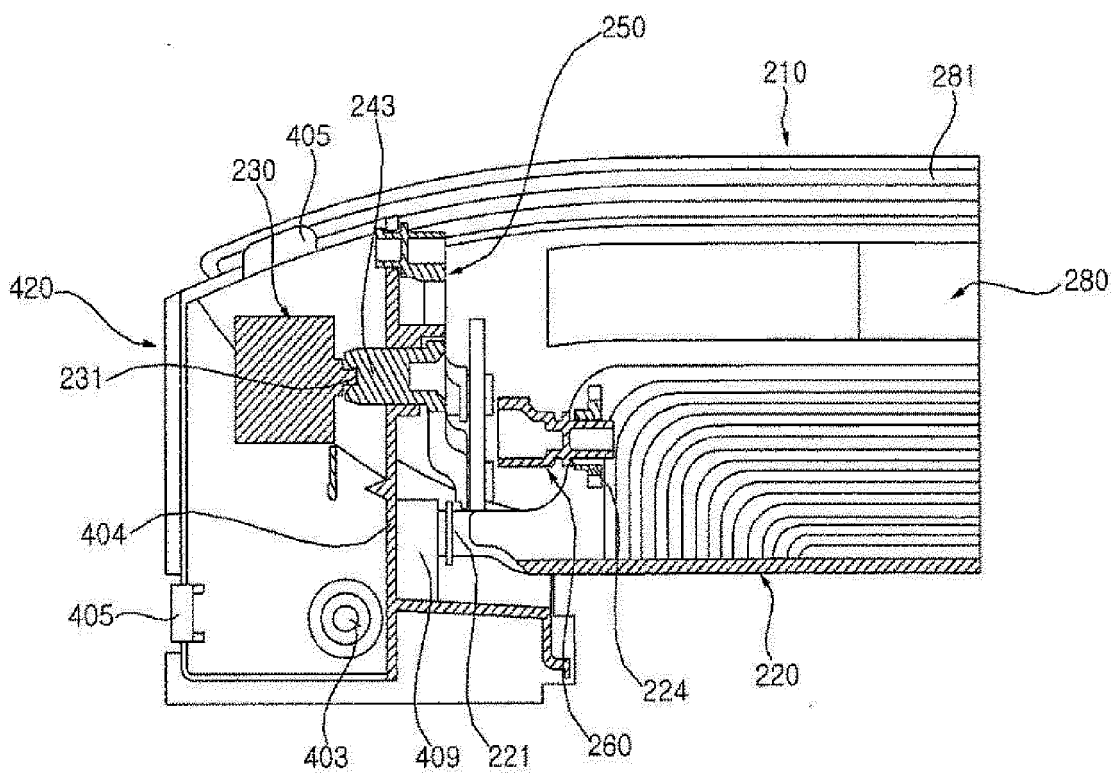


Fig. 26

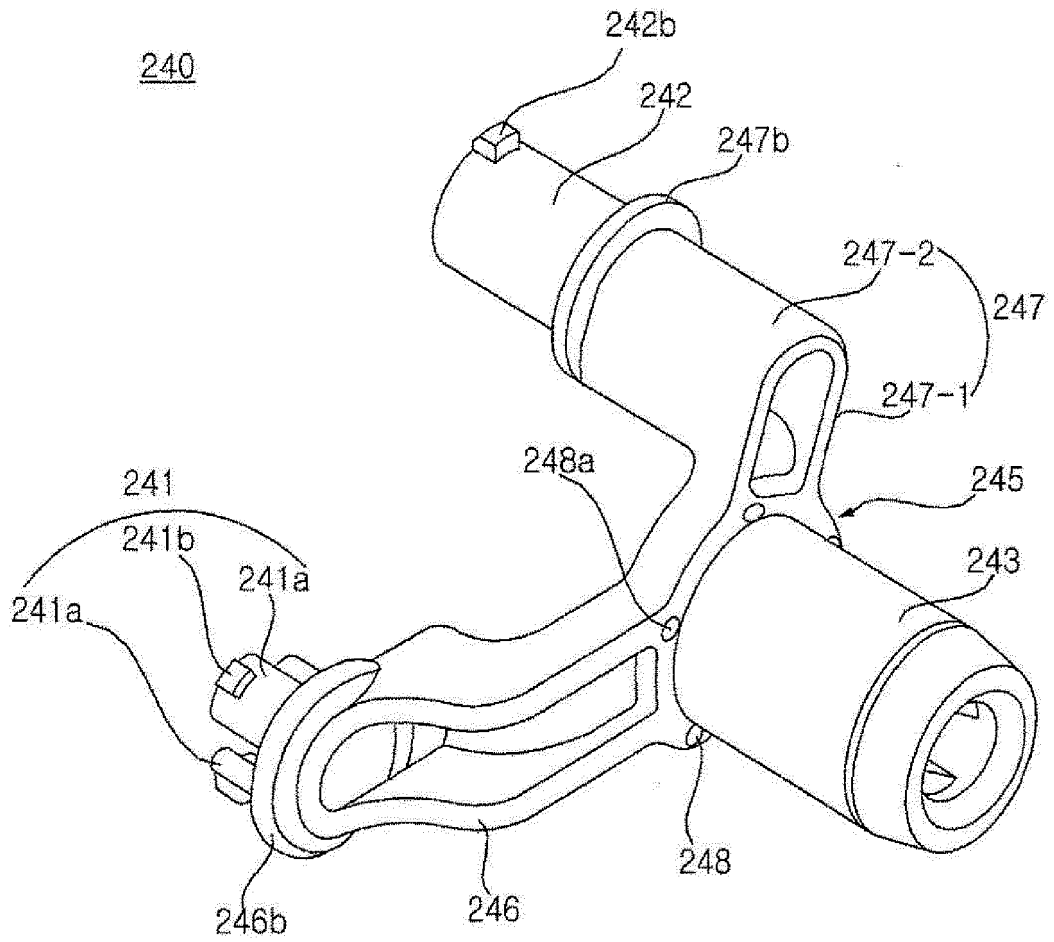


Fig. 27

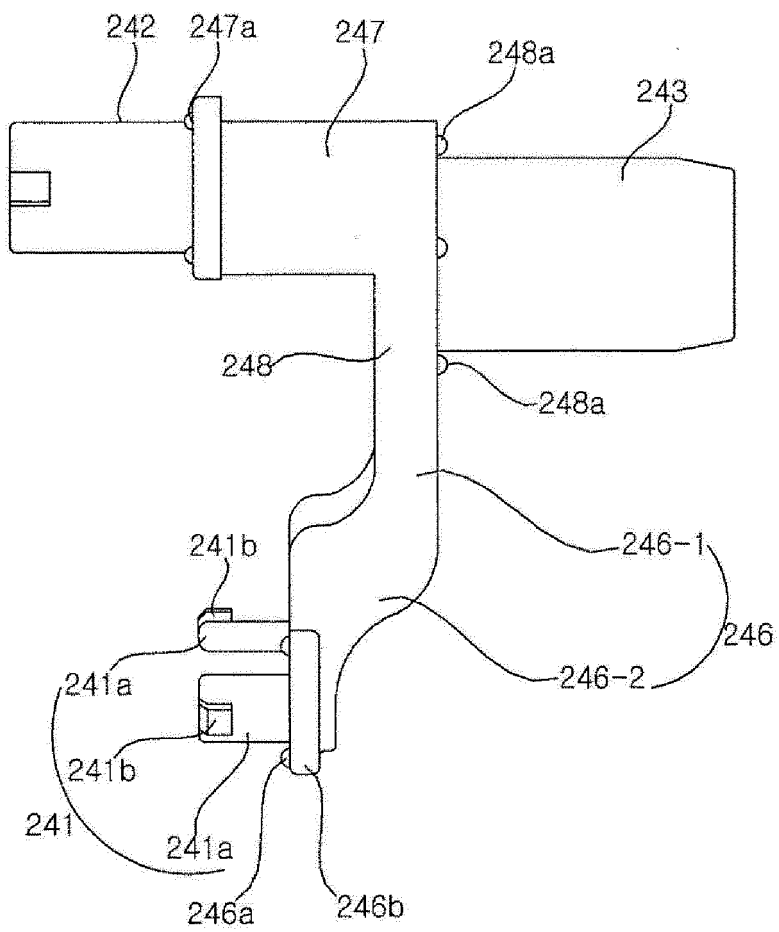


Fig. 28

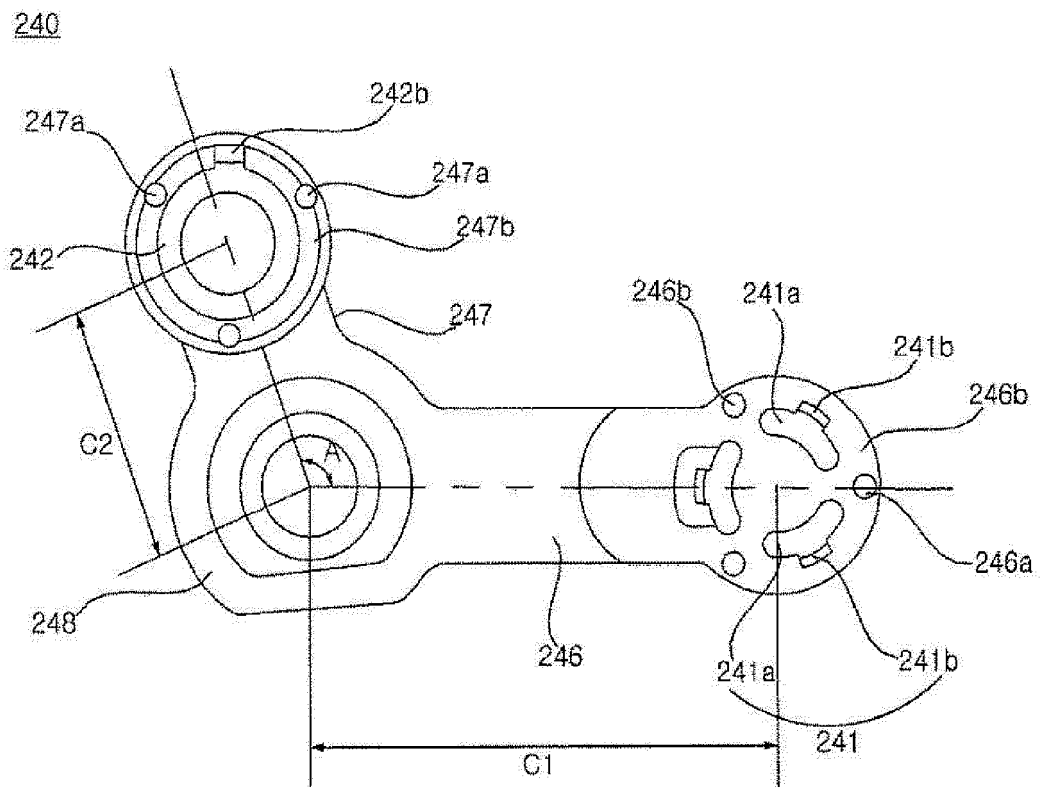


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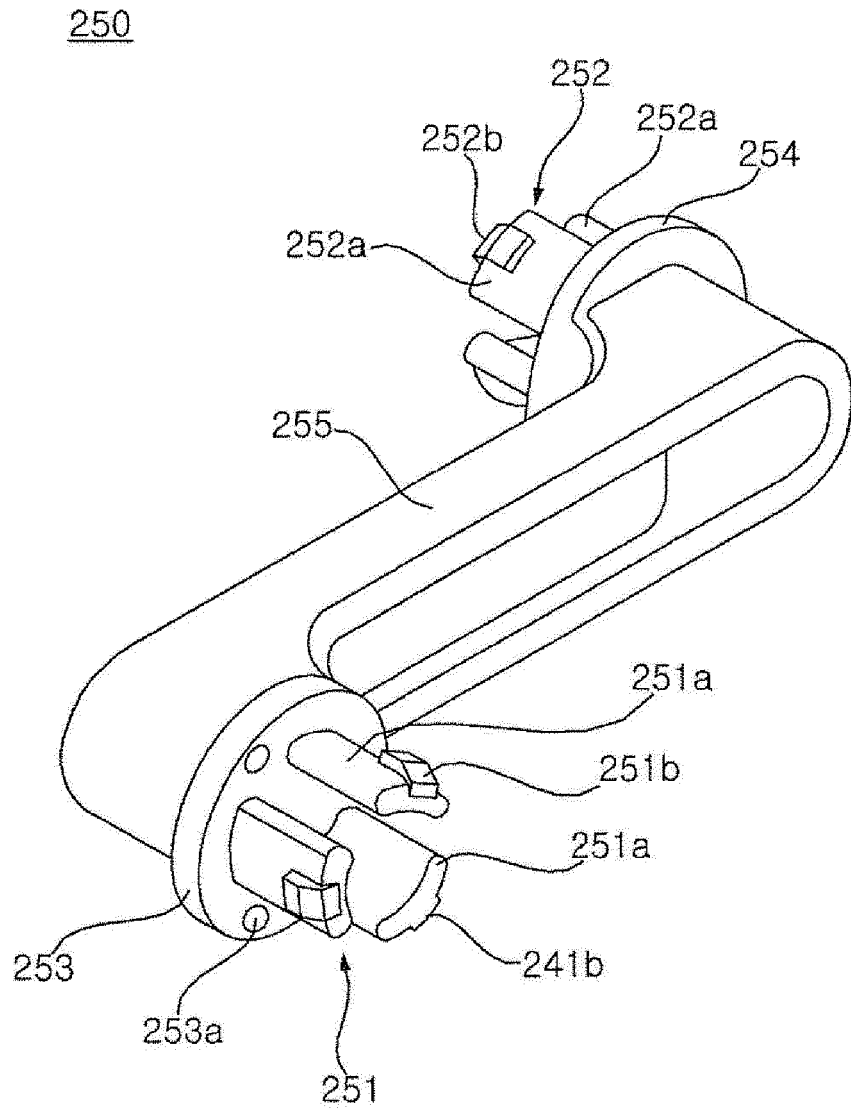


Fig. 30

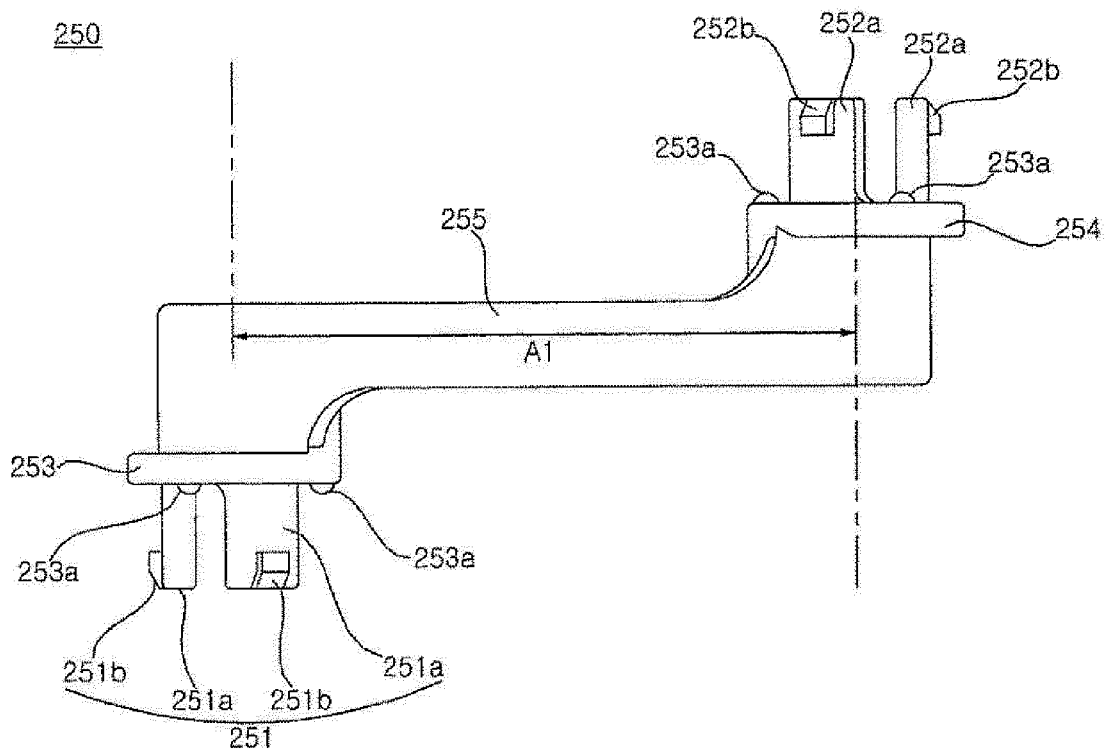


Fig. 31

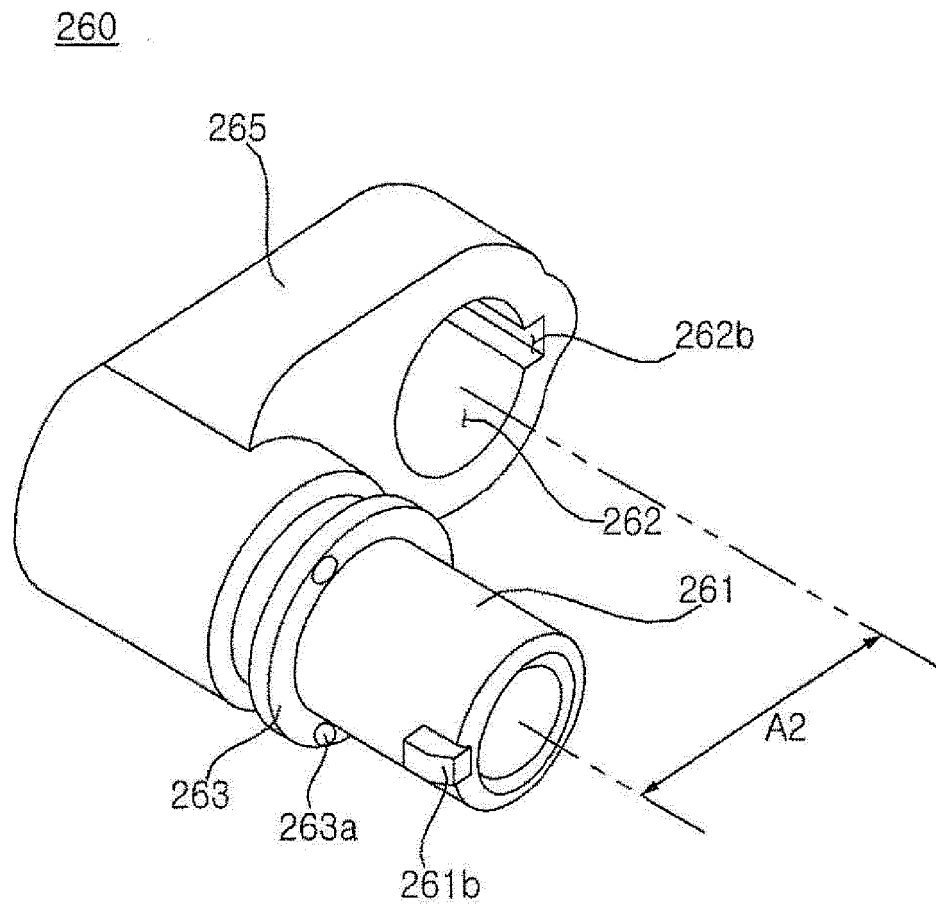


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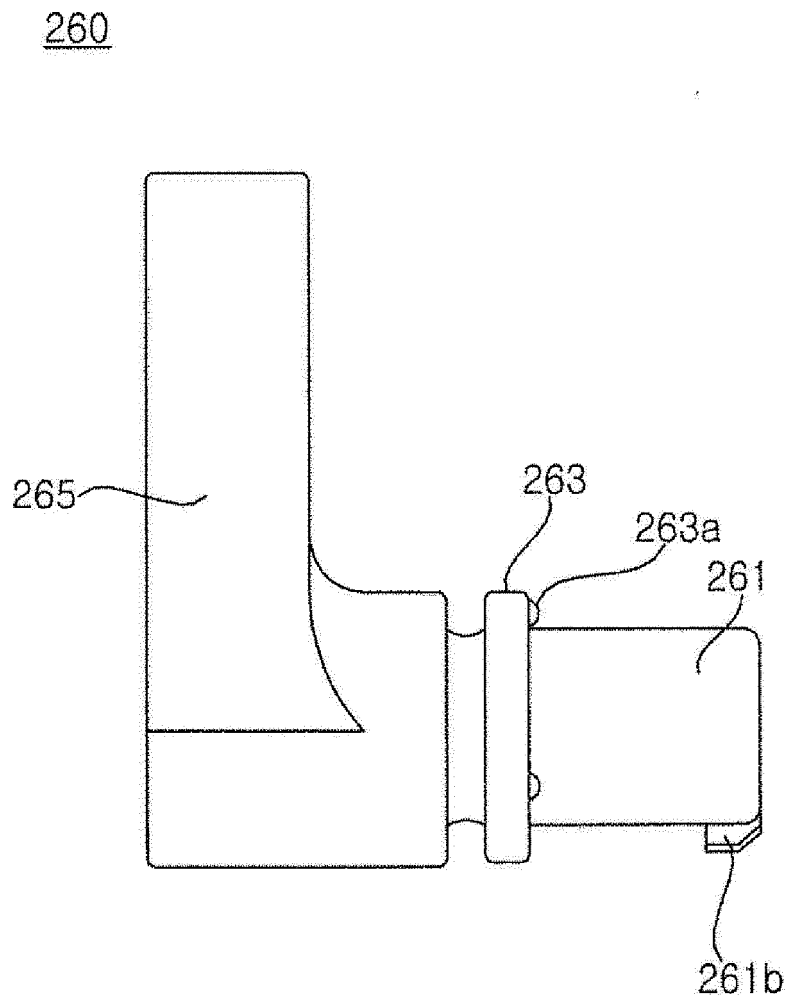


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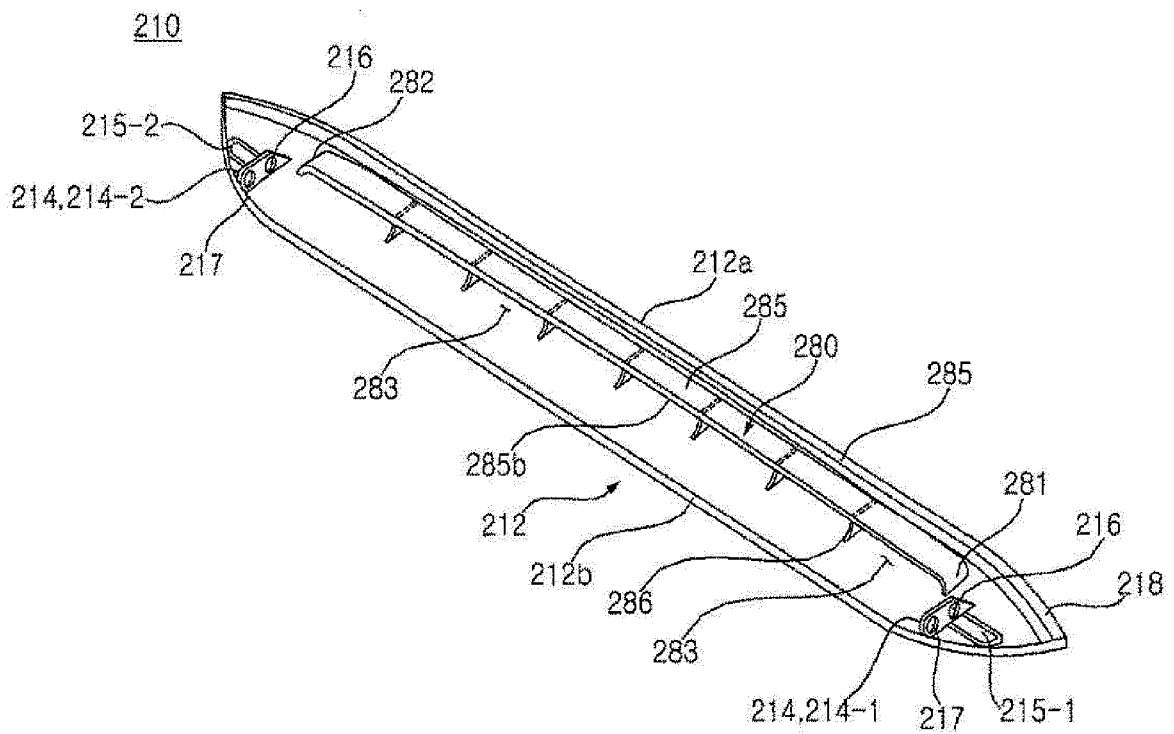


Fig. 34

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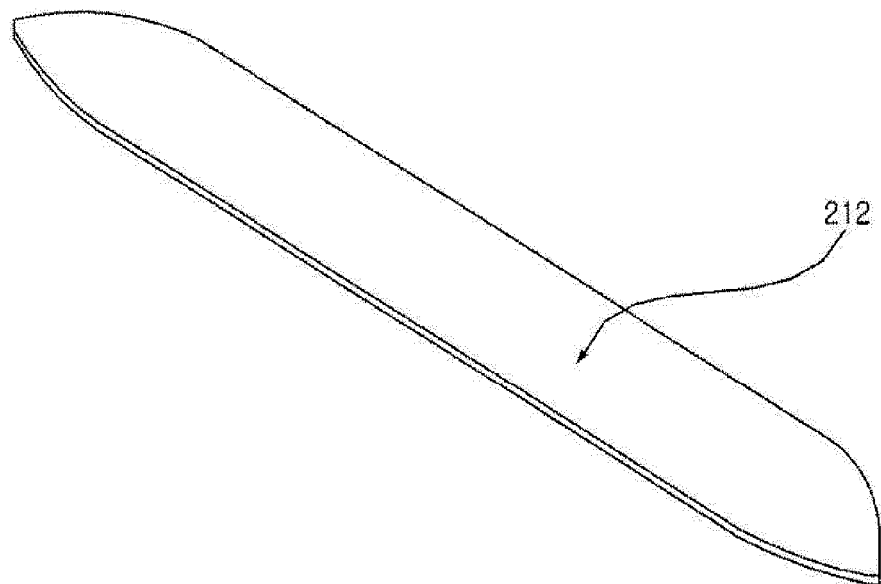


Fig. 35

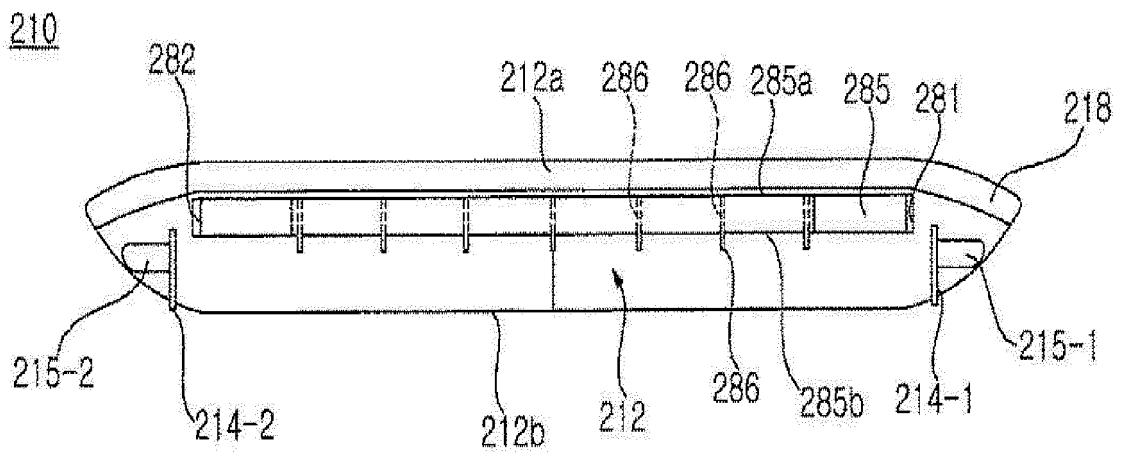


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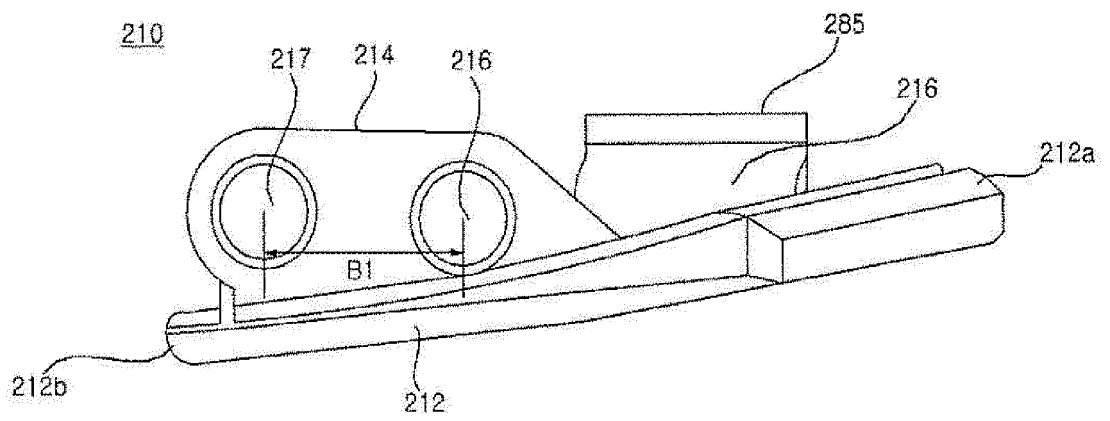


Fig. 37

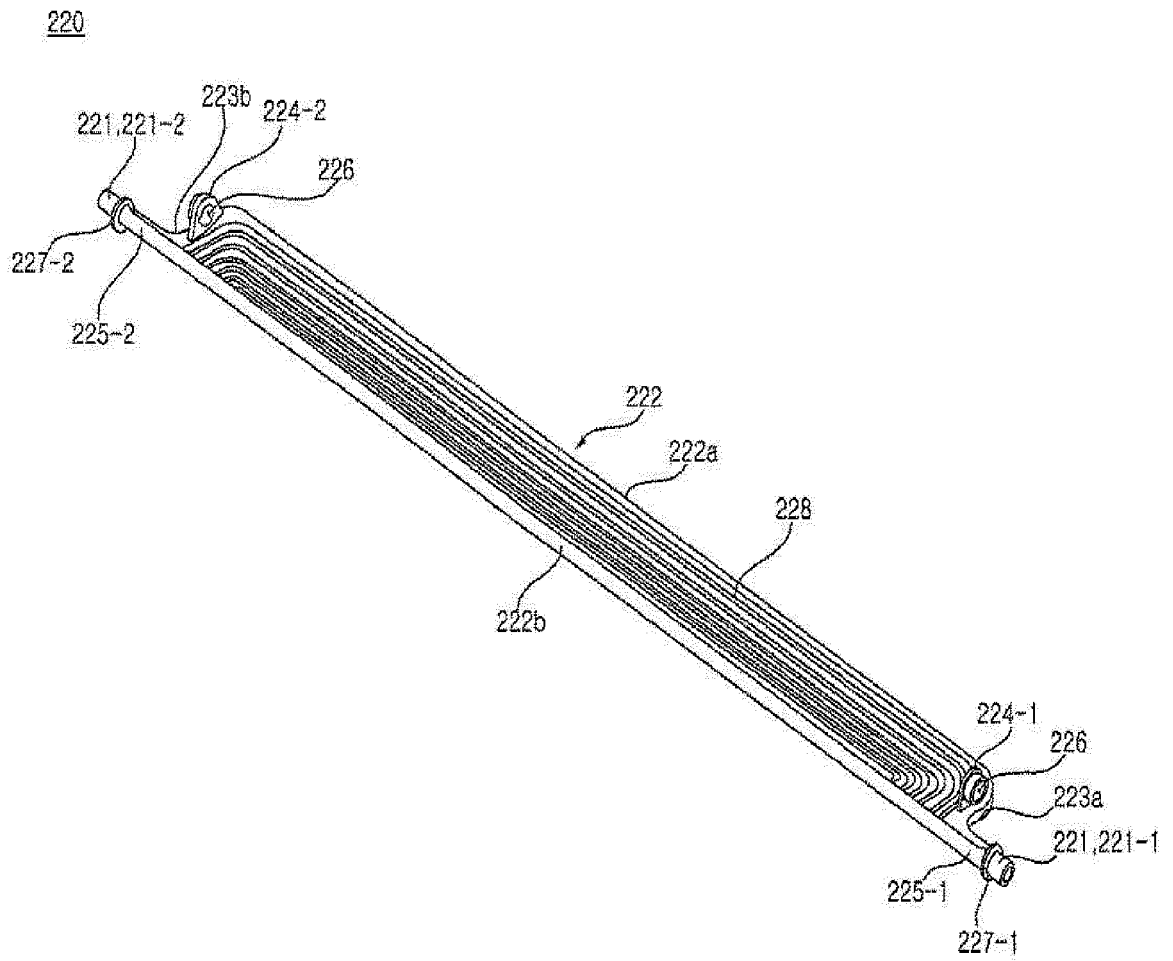


Fig. 38

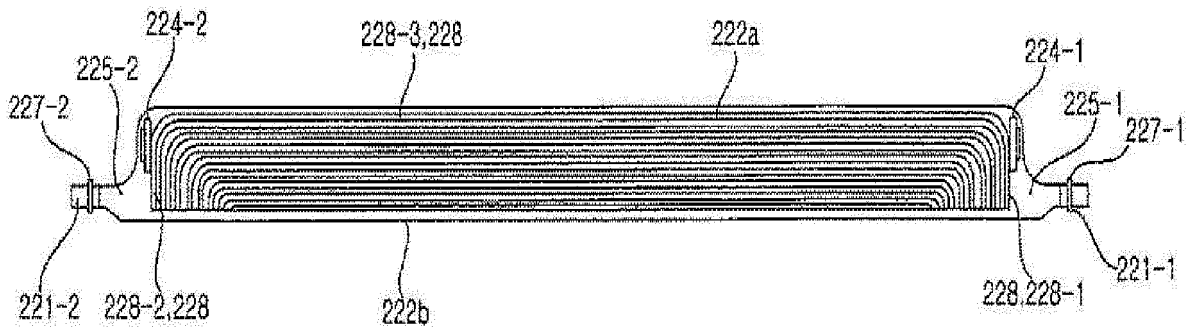


Fig. 39

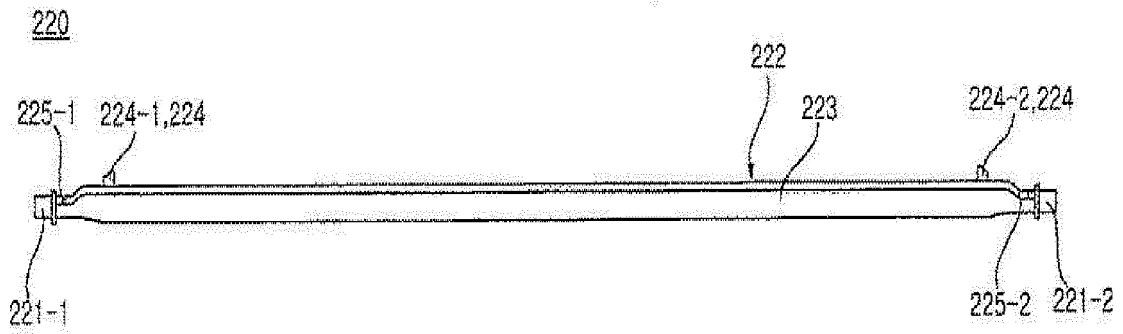
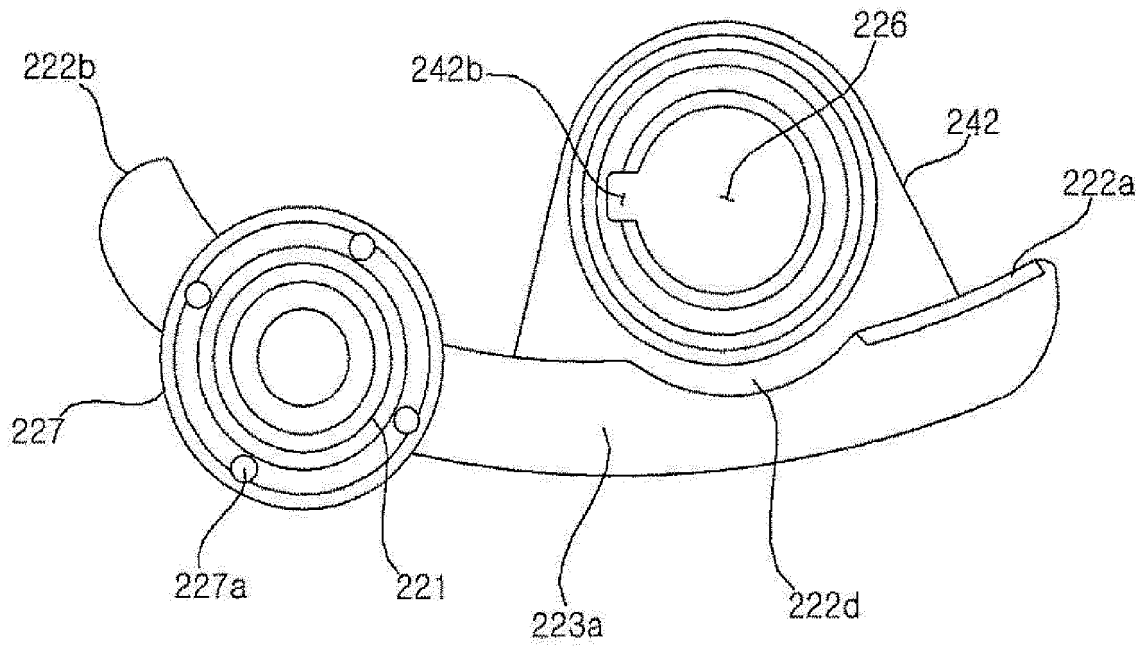


Fig. 40



REFERENCES CITED IN THE DESCRIPTION

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