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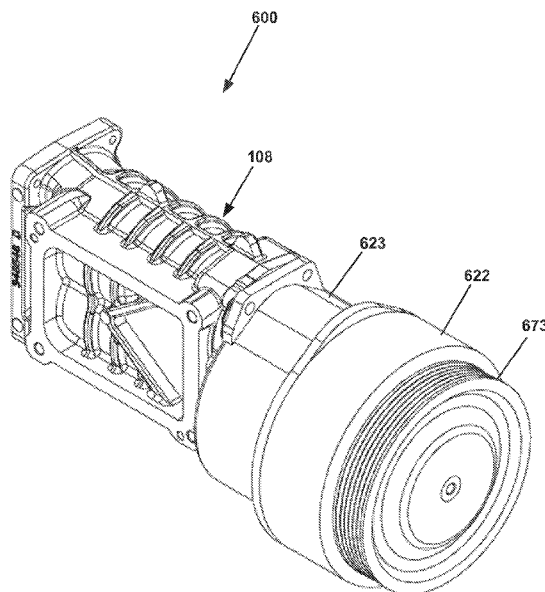
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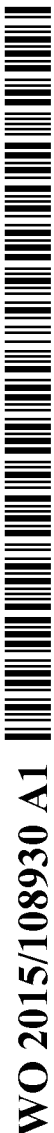
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(54) Title: BOOST SYSTEM INCLUDING HYBRID DRIVE SUPERCHARGER WITH COMPACT CONFIGURATION

FIG. 13



(57) Abstract: A boost system for providing boost pressure to an air intake manifold of an engine includes a supercharger having rotors and a supercharger input shaft, an electric motor/generator, and a planetary gear set. The planetary gear set operates to transfer torque between the supercharger input shaft, the electric motor/generator and a crankshaft of the engine. The boost system can have a compact configuration.



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BOOST SYSTEM INCLUDING HYBRID DRIVE SUPERCHARGER WITH
COMPACT CONFIGURATION

CROSS-REFERENCE TO RELATED APPLICATION(S)

This application is being filed on January 14, 2015, as a PCT International
5 Patent application and claims priority to U.S. Patent Application Serial No. 61/927,362
filed on January 14, 2014, and U.S. Patent Application Serial No. 61/992,866 filed on May
13, 2014, the disclosures of which are incorporated herein by reference in their entireties.

TECHNICAL FIELD

The present disclosure relates generally to systems for boosting engine
10 intake air pressure to increase the torque available from the engine.

BACKGROUND

Energy efficient engines of reduced size are desirable for fuel economy and
cost reduction. Smaller engines provide less torque than larger engines. To increase the
torque capacity available from smaller engines, boosting systems have been developed for
15 boosting the air pressure at the engine intake to increase the torque available from the
engine. Conventional boosting systems can include superchargers and/or turbochargers.

SUMMARY

The present disclosure relates to an engine boosting system that uses a
compactly packaged hybrid drive supercharger. The hybrid drive associated with the
20 supercharger can be configured to enhance the efficiency of the supercharger by
controlling the speed of the supercharger to reduce or minimize the excess flow generated
by the supercharger under certain driving conditions and to provide increased boost under
other driving conditions. In certain examples, the hybrid drive can include a gearing
arrangement such as a planetary gear set that controls the transfer of torque between the
25 engine crankshaft, an electric motor and the rotors of the supercharger. In certain
examples, the supercharger is a Roots-style supercharger having a fixed displacement per
each rotation of the rotors.

A variety of additional aspects will be set forth in the description that
follows. The aspects can relate to individual features and to combinations of features. It

is to be understood that both the forgoing general description and the following detailed description are exemplary and explanatory only and are not restrictive of the broad inventive concepts upon which the examples disclosed herein are based.

BRIEF DESCRIPTION OF THE DRAWINGS

5 Figure 1 is a system layout showing an example hybrid supercharger boost system in accordance with the principles of the present disclosure incorporated into an air intake system of an engine;

 Figure 2 schematically depicts a boost system including a hybrid drive in accordance with the principles of the present disclosure for powering a supercharger;

10 Figure 3 schematically depicts another boost system including a hybrid drive in accordance with the principles of the present disclosure for powering a supercharger;

 Figure 4 schematically depicts a further boost system including a hybrid drive in accordance with the principles of the present disclosure for powering a
15 supercharger;

 Figure 5 schematically depicts an additional boost system including a hybrid drive in accordance with the principles of the present disclosure for powering a supercharger;

 Figure 6 schematically depicts a further boost system including a hybrid
20 drive in accordance with the principles of the present disclosure for powering a supercharger;

 Figure 7 is a graph showing a relationship between motor speed, motor torque and engine-to-carrier pulley ratio for the hybrid drive system of Figure 2;

 Figure 8 is a graph showing a relationship between motor speed, motor
25 torque and ring gear to sun gear ratio for the hybrid drive system of Figure 2;

 Figure 9 is a graph showing a relationship between motor speed, motor torque and motor to ring gear ratio for the hybrid drive system of Figure 2;

 Figure 10 is a cross-sectional view of a further boost system including a hybrid drive in accordance with the principles of the present disclosure for powering a
30 supercharger, the cross-sectional view is taken along section line 10-10 of Figure 17;

 Figure 11 is a cross-sectional view taken along section line 11-11 of Figure
17;

Figure 12 is still another cross-sectional view showing the boost system of Figures 10 and 11;

Figure 13 is a front, top, left end perspective view of the boost system of Figures 10-12;

5 Figure 14 is a rear, bottom, right end perspective view of the boost system of Figure 13;

Figure 15 is a bottom view of the boost system of Figure 13;

Figure 16 is a top view of the boost system of Figure 13;

Figure 17 is left end view of the boost system of Figure 13;

10 Figure 18 is a right end view of the boost system of Figure 13;

Figure 19 is a front view of the boost system of Figure 13; and

Figure 20 is a rear view of the boost system of Figure 13.

DETAILED DESCRIPTION

Figure 1 illustrates an example boosting system 100 in accordance with the principles of the present disclosure. The boosting system 100 is configured to increase the boost pressure provided to an engine 102. In certain examples, the engine 102 can include a gasoline engine having an intake manifold 104 and a throttle 106. The boosting system 100 is also depicted including a supercharger 108. The supercharger 108 is positioned along an air intake of the engine 102. The supercharger 108 is powered by a hybrid drive system 120. The hybrid drive system 120 is configured to use torque mechanically transferred from the engine 102 (e.g., from the engine crankshaft) to drive the supercharger 108, and is also configured to use torque generated from an electric motor/generator 122 to provide torque to the supercharger 108. The electric motor/generator 122 can be powered by a battery 124 when functioning as an electric motor, and can be used to charge the battery 124 when functioning as a generator 122. In certain examples, the electric motor/generator 122 can interface with an electronic controller that controls operation of the electric motor/generator 122 in both the generating state and in the motoring state. The hybrid drive system 120 can further include a gear set such as a planetary gear set 126 that allows torque to be transferred between the supercharger 108, the electric motor/generator 122 and the crankshaft of the engine 102. In certain examples, a clutch 128 can be provided for selectively coupling the planetary gear set to the engine and for decoupling the planetary gear set from the engine.

Referring still to Figure 1, the boosting system 100 can include an intercooler 130 for cooling the intake air provided to the intake manifold 104. The boosting system 100 also includes a bypass line 134 that bypasses the supercharger 108. Flow through the bypass line 134 is controlled by a valve 136 that can open flow, close flow or proportion flow. In the depicted example, the throttle 106 is positioned between the supercharger 108 and the engine 102 such that the throttle 106 is positioned downstream from the supercharger 108. In other examples, the throttle can be positioned upstream from the supercharger 108.

In certain examples, the hybrid drive system 120 can be configured to provide the boosting system with various functions and can be operated in various modes. In certain examples, the hybrid drive system 120 can be provided with a brake for applying a braking force to the rotors of the supercharger 108 such that the rotors of the supercharger 108 are prevented from rotating. In such an example, with the supercharger brake open, the electric motor/generator 122 can be operated to vary the speed of the supercharger 108 to control and vary the boost rate based on the operating condition of the engine. This mode can be referred to as a variable speed boost mode. In this mode, torque from the electric motor/generator 122 can be used to boost the speed of the supercharger to a rate that is higher than can be achieved mechanically via torque from the engine crankshaft. In this mode, the electric motor/generator 122 can be operated as a generator and used to slow the speed of the supercharger to a speed slower than what would be provided mechanically via the gear ratio between the crankshaft and the supercharger input shaft. In this case, excess charge air is reduced and the battery can be recharged. In an engine start/stop mode, the supercharger brake can be locked and the electric motor 122 can provide torque to the engine for starting. With the supercharger brake locked, the system can be operated in a brake regeneration mode in which the electric motor/generator 122 is operated as a generator and is used to recover energy associated with braking (i.e., torque from the crankshaft is transferred to the motor/generator thereby slowing the engine during braking). With the supercharger brake locked, the boosting system can be operated in a torque assist mode in which the electric motor 122 is operated as a motor and is used to provide supplemental torque to the engine. With the supercharger brake locked, the hybrid drive system 120 can also be operated in an alternator mode in which the electric motor/generator functions as a generator and uses torque from the engine to charge the battery. It will be appreciated that further details relating to example hybrid drive systems that can be incorporated into the present boosting system are disclosed in United States

Provisional Patent Application Serial No. 11/776,834; United States Provisional Patent Application Serial No. 61/776,837; and PCT Application No. PCT/US2013/003094, all of which are hereby incorporated by reference in their entireties.

Figure 2 illustrates an example configuration for a boosting system including the hybrid drive system 120. The boosting system includes the supercharger 108. The supercharger 108 includes intermeshed rotors 150 positioned within a supercharger housing 152. Timing gears can be provided for transferring torque between the rotors 150 and for ensuring that the rotors 150 rotate at the same speed. An input shaft 154 can supply torque to one of the rotors 150. In certain examples, the supercharger 108 can be a Roots-style supercharger that has a fixed air displacement for each rotation of the rotors 150. An example supercharger is disclosed at United States Patent No. 7,488,164 that is hereby incorporated by reference in its entirety.

Still referring to Figure 2, the planetary gear set 126 includes a sun gear 156 that is coupled to the input shaft 154 via intermeshing gears 155, 157, a carrier 158 that carries planetary gears 160 that surround and intermesh mesh with the sun gear 156, and a ring gear 162 that surrounds and intermeshes with the planetary gears 160. The ring gear 162, the carrier 158 and the sun gear 156 all can rotate about a common axis of rotation 165. The electric motor/generator 122 is shown integrated with the ring gear 162. In the depicted example, a drive shaft (e.g., a rotation member) of the electric motor/generator 122 is coupled directly to the ring gear 162 and is rotatable about the common axis 165 with the ring gear 162. In this way, the electric motor/generator 122 is in-line with or co-axially aligned with the supercharger. In one example, at least a portion of the electric motor/generator overlaps an axial end of the supercharger (e.g., radially overlaps at least one of the rotor chambers of the supercharger adjacent an axial end of the rotor housing). The hybrid drive system 120 also includes a belt 168 that transfers torque from a pulley 170 coupled to the crankshaft 171 of the engine 102 (e.g., either directly or via clutch 128) to a pulley 172 coaxially aligned with the axis of rotation 165. The pulley 172 is coupled to and rotates in unison with the carrier 158 about the axis 165. In this example, no intermediate motor pinion and no intermediate idler gear are used to transfer torque between the ring gear 162 of the planetary gear set 126 and the electric motor/generator 122. Thus, in this example, the drive shaft of the electric motor/generator 122 rotates in unison with the ring gear 162 about the same axis of rotation 165.

The hybrid drive system 120 further includes a brake 167 (e.g. a clutch style brake) for selectively braking at least one of the rotor shafts (e.g., the input shaft

154). By braking at least one of the rotor shafts, the sun gear is also braked. In one example, the brake 167 can be configured to ground at least one of the rotor shafts to the supercharger housing 152. In one example, the brake 167 can be configured to ground the rotor shaft to an end portion of the supercharger housing that defines an inlet of the supercharger and encloses the brake. In the depicted example, the brake 167 is positioned at an end of the supercharger housing 152 that is opposite from the end of the supercharger housing at which the planetary gear set, the timing gears and the electric motor/generator are mounted.

Figure 3 shows another boosting system including a hybrid drive system 220 that has the same components as the hybrid drive system 120 except the brake 167 has been moved to the opposite end of the supercharger housing adjacent the planetary gear set. In the depicted example, of Figure 3, the brake 167 is used to brake the shaft 169 that is coupled to and co-axial with the sun gear 156. In this way, rotation of the sun gear 156 about the axis 165 is braked and concurrently rotation of the supercharger rotors about their respective axes is braked. The brake 167 can ground the shaft 169 to the housing enclosing the planetary gear set 126. The electric motor/generator 122 is integrated between the sun gear 156 and the pulley 172 along the axis 165 and a rotation member 163 (e.g., the drive shaft) of the motor 122 is coupled directly to the ring gear 162.

Figure 4 shows a further boosting system having a hybrid drive system 320 that has the same basic components as the hybrid drive systems 120, 220 except a brake 368 is provided for braking between the ring gear 162 and the carrier 158 so as to resist or limit relative rotation between the ring gear 162 and the carrier 158. The brake 368 is positioned along the axis 165 between the carrier 158 and the pulley 172. The brake allows torque to be transferred directly between the engine and the electric motor through the pulley 172

Figure 5 shows another boosting system having a hybrid drive system 420. The boosting system includes the supercharger 108 with intermeshed rotors 150 positioned within a supercharger housing 152 and the input shaft 154. The hybrid drive system 420 includes a sun gear 456 that is coupled to the input shaft 154, a carrier 458 that carries planetary gears 460 that surround and intermesh mesh with the sun gear 456, and a ring gear 462 that surrounds and intermeshes with the planetary gears 460. The ring gear 462, the carrier 458 and the sun gear 456 all can rotate about a common axis of rotation 465. An electric motor/generator 422 is shown coupled to the ring gear 462 via intermediate intermeshing gears 463, 467. Selected gears from the planetary gear set and/or the

intermeshing gears 463, 467 can include bevel gears (e.g., angled gears) integrated with the ring gear 462 so that a drive shaft 471 of the electric motor/generator 422 can be oriented at an angled (e.g., perpendicular) relationship relative to the axis 465. The hybrid drive system 420 also includes the belt 168 that transfers torque from the pulley 170
5 coupled to the crankshaft 171 of the engine 102 (e.g., either directly or via a clutch 173) to a pulley 172 coaxially aligned with the axis of rotation 465. The pulley 172 is coupled to and rotates in unison with the carrier 458 about the axis 465. The system 420 can provide the same functionality described above with respect to the earlier examples. The vertical orientation of the motor 422 can assist in packaging the system to be compatible with
10 compact layouts. The hybrid drive system 420 further includes a brake 167 (e.g. a clutch style brake) for selectively braking at least one of the rotor shafts (e.g., the input shaft 154).

Figure 6 shows another boosting system having a hybrid drive system 520. The boosting system includes the supercharger 108 with intermeshed rotors 150 positioned
15 within a supercharger housing 152 and the input shaft 154. The hybrid drive system 520 includes a sun gear 556 that is coupled to the input shaft 154, a carrier 558 that carries planetary gears 560 that surround and intermesh mesh with the sun gear 556, and a ring gear 562 that surrounds and intermeshes with the planetary gears 560. The ring gear 562, the carrier 558 and the sun gear 556 all can rotate about a common axis of rotation 565.
20 An electric motor/generator 522 is shown coupled to the ring gear 562 via intermediate intermeshing gears 563, 567. The hybrid drive system 520 further includes a multi-speed gear set 580 that allows multiple gear ratios to be used to transfer torque between the crankshaft 171 and the planetary gear set. As a result, the gear set 580 can operate to change a speed of the supercharger 108, in particular, a rotational speed of the intermeshed
25 rotors 150 positioned within the supercharger housing 152. The multi-speed gear set 580 has an input 582 coupled to the pulley 172 and an output 584 coupled to the carrier 558 to transfer torque between the carrier 558 and the pulley 172, and operates to switch gear ratios between the pulley 172 and the carrier 558. For example, the gear set 580 provides two ratios, 1:1 and 1:2, between the pulley 172 and the carrier 558. The gear set 580 can
30 provide a prolonged duration of a boost operation even when there is no electrical energy is provided by, for example, the electric motor/generator 522. For example, when the motor/generator 522 is not in operation, the speed of the supercharger 108 can be increased by switching the gear ratio of the multi-speed gear set 580. The hybrid drive system 520 also includes the belt 168 that transfers torque from the pulley 170 coupled to

the crankshaft 171 of the engine 102 (e.g., either directly or via a clutch 173) to a pulley 172. The system 520 can provide the same functionality described above with respect to the earlier examples, except for the multi-speed gear set 580. The hybrid drive system 520 further includes a brake 167 (e.g. a clutch style brake) for selectively braking at least one
5 of the rotor shafts (e.g., the input shaft 154).

Figure 7 shows a speed-torque relationship of the hybrid drive system 120 with respect to a pulley ratio between the engine 102 and the carrier 158. As depicted in Figure 7, a motor speed 702 is generally in inverse proportion to a cranking torque 704. In particular, as the pulley ratio increases, the motor speed 702 increases, and the cranking
10 torque 704 decreases. However, a boost torque 706, which is torque required for boosting operation with the supercharger 108, remains substantially the same when the pulley ratio changes. Therefore, while different pulley ratios can be used to change the cranking torque 704, they will not affect the boost torque 706 in the hybrid drive system 120.

Figure 8 shows a speed-torque relationship of the hybrid drive system 120 with respect to a ratio between the ring gear and the sun gear. As depicted in Figure 8, as the ring-to-sun gear ratio increases, the cranking torque 704 and the boost torque 706
15 generally increase, and the motor speed 702 decreases. Therefore, the ring-to-sun gear ratio can be adjusted to change the boost torque 706 as is necessary for the hybrid drive system 120. Furthermore, if an engine cranking is not needed, it is possible to require only
20 a low torque.

Figure 9 shows a speed-torque relationship of the hybrid drive system 120 with respect to a motor-to-ring gear ratio. As depicted in Figure 9, as the motor-to-ring gear ratio increases, the motor speed 702 increases, and the cranking torque 704 and the
25 boost torque 706 generally decrease. Therefore, the motor-to-ring gear ratio can be adjusted to change the boost torque 706 as is necessary for the hybrid drive system 120. Furthermore, if an engine cranking is not needed, it is possible to require only a low torque.

Figures 10-12 show a further boosting system 600 having a hybrid drive system 620 in accordance with the principles of the present disclosure. The boosting
30 system 600 includes the supercharger 108 with intermeshed rotors positioned within the supercharger housing 152, and also includes the input shaft 154. The hybrid drive system 620 includes a first planetary gear set 621 positioned within a gear housing 623. The first planetary gear set 621 includes a sun gear 656 that is coupled to the input shaft 154 of the supercharger 108. The sun gear 656 can be coupled to the input shaft 154 either directly

or by one or more intermediate gears such that torque can be transferred between the sun gear 656 and the input shaft 154. The planetary gear set 621 also includes a carrier 658 that carries planetary gears 660 that surround and intermesh with the sun gear 656. The first planetary gear set 621 also includes a ring gear 662 that surrounds and intermeshes with the planetary gears 660. The ring gear 662, the carrier 658 and the sun gear 656 all are adapted to rotate about a common central axis 665 of the first planetary gear set 621.

In certain examples, any of the brakes previously described herein can be incorporated into the hybrid drive system 620. For example, a braking device can be utilized to provide braking of the rotors of the supercharger, or braking of the sun gear 656, or to provide braking between the carrier 658 and the ring gear 662.

Referring still to Figures 10-12, the hybrid drive system 620 further includes a pulley 672 adapted to be coupled to the crankshaft of an engine. For example, the pulley 672 can be coupled by a belt to a corresponding pulley connected to the drive shaft of the engine. In this way, torque can be transferred between the pulleys. In certain examples, a clutch can be used to engage and disengage the transfer of torque between the pulleys and the crankshaft.

The pulley 672 is coupled to the carrier 658 by a torque transfer shaft 673. In the depicted example, the torque transfer shaft 673 is integrally coupled to the carrier 658. In this way, the torque transfer shaft 673, the carrier 658 and the pulley 672 all rotate in unison with one another about the central axis 665 of the first planetary gear set 621. The torque transfer shaft 673 functions to transfer torque between the pulley 672 and the carrier 658.

The boosting system 600 further includes an electric motor\generator 622 mounted between the pulley 672 and the gear housing 623. The gear housing 623 is mounted between the supercharger housing 152 and the electric motor\generator 622. The boosting system 600 has an axially-aligned configuration in which the supercharger 108, the gear housing 623, the electric motor\generator 622 and the pulley 672 are generally in align with one another in an axial direction. In certain examples, the planetary gear set 621, the pulley 672, and the electric motor\generator 622 are all aligned along the central axis 665. Figures 13-20 provide additional views showing how the various components of the boosting system 600 are generally axially aligned with one another.

Referring back to Figures 10-12, the electric motor\generator 622 includes a drive shaft 625 that is coaxially aligned with the central axis 665 and that is rotatable relative to the central axis 665. The drive shaft 625 is hollow and the torque transfer shaft

673 is shown passing through the hollow interior of the drive shaft 625. The drive shaft 625 and the torque transfer shaft 673 are rotatable relative to one another about the central axis 665 of the first planetary gear set 621.

The hybrid drive system 620 further includes a second planetary gear set 5 690. The second planetary gear set 690 includes a sun gear 691 coupled to the drive shaft 625. In the depicted example, the sun gear 691 is integrally connected with the drive shaft 625 such that torque is transferred between the sun gear 691 and the drive shaft 625. Thus, it will be appreciated that the drive shaft 625 and the sun gear 691 are configured to rotate in unison with one another about the central axis 665. The second planetary gear set 10 690 also includes a carrier 692 that carries a plurality of planetary gears 693 that surround and intermesh with the sun gear 691. The second planetary gear set 690 further includes a ring gear 694 that surrounds and intermeshes with the planetary gears 693. The planetary gears 693 can be rotatably connected to the carrier 692 by pins. The ring gear 694 is preferably grounded so as to be prevented from rotating about the central axis 665. For 15 example, the ring gear 694 can be fixed relative to the gear housing 623. The ring gear 694 is coaxially aligned with the central axis 665, and the sun gear 691 and the carrier 692 are configured to rotate about the central axis 665.

Referring to Figure 11, the carrier 692 is coupled to the ring gear 662 of the first planetary gear set 621. In certain examples, the carrier 692 is coupled to the ring gear 20 662 of the first planetary gear set 621 such that torque is transferred between the two components and the two components rotate in unison with one another about the central axis 665. As depicted at Figure 11, pins 695 can be used to couple the carrier 692 to the ring gear 662. The second planetary gear set 690 is configured to allow torque to be transferred in either direction between the first planetary gear set 621 and the electric 25 motor\generator 622. Thus, torque can be output from the electric motor\generator 622 to the first planetary gear set 621 for driving the supercharger 108 or for providing torque to the crankshaft of the engine. Also, torque can be transferred from the first planetary gear set 621 to the electric motor\generator 622 for driving the electric motor\generator 622 to allow electricity to be generated for charging a corresponding battery used to power the 30 electric motor\generator 622. The second planetary gear set 690 and the pins 695 allow the electric motor\generator 622 to drive the ring gear 662 of the first planetary gear set 621 about the central axis 665. It will be appreciated that the electric motor\generator 622 can drive the ring gear 662 in either direction about the central axis 665.

From the forgoing detailed description, it will be evident that modifications and variations can be made in the aspects of the disclosure without departing from the spirit or scope of the aspects.

WHAT IS CLAIMED IS:

1. A boost system for providing boost pressure to an air intake manifold of an engine, the boost system comprising:
 - a supercharger having rotors and a supercharger input shaft;
 - an electric motor/generator including a drive shaft;
 - a planetary gear set for transferring torque between the supercharger input shaft, the electric motor/generator and a crankshaft of the engine, the planetary gear set including a sun gear, a ring gear and a carrier that carries planetary gears, the carrier, the sun gear and the ring gear being configured to rotate about a central axis of the planetary gear set, and wherein the drive shaft electric motor/generator rotates about the central axis of the planetary gear set.
2. The boost system of claim 1, wherein the electric motor/generator is generally axially in-line with the planetary gear set and the supercharger.
3. The boost system of claim 1, further including a brake for braking rotation of the supercharger rotors.
4. The boost system of claim 3, wherein the planetary gear set is positioned at one end of the supercharger and the brake is positioned at an opposite end of the supercharger.
5. The boost system of claim 3, wherein the planetary gear set and the brake are positioned at one end of the supercharger.
6. The boost system of claim 2, wherein the sun gear is coupled to the supercharger input shaft.
7. The boost system of claim 6, wherein the carrier is coupled to a pulley that is coupled to the engine crankshaft.
8. The boost system of claim 7, wherein the electric motor is positioned along the central axis at a location between the sun gear and the pulley.

9. The boost system of claim 8, wherein the carrier is coupled to the pulley by a torque transfer shaft aligned along the central axis of the planetary gear set, the drive shaft of the electric motor/generator being hollow and the torque transfer shaft passing through the drive shaft of the electric motor/generator, the torque transfer shaft and the drive shaft being rotatable relative to one another about the central axis of the planetary gear set, and the torque transfer shaft being adapted to rotate in unison with the carrier about the central axis of the planetary gear set.

10. The boost system of claim 9, wherein the planetary gear set is a first planetary gear set, wherein the boost system also includes a second planetary gear set including a sun gear adapted to rotate in unison with the drive shaft of the electric motor/generator, planetary gears that intermesh with the sun gear, a carrier that carries the planetary gears and a ring gear that intermeshes with the planetary gears, the carrier of the second planetary gear set being adapted to rotate in unison with the ring gear of the first planetary gear set.

11. The boost system of claim 10, wherein the ring gear of the second planetary gear set is fixed relative to a housing that encloses the first and second planetary gear sets.

12. The boost system of claim 1, further comprising a brake for braking rotation between the ring gear and the carrier.

13. A boost system for providing boost pressure to an air intake manifold of an engine, the boost system comprising:

a supercharger having rotors and a supercharger input shaft;

an electric motor/generator;

a planetary gear set for transferring torque between the supercharger input shaft, the electric motor/generator and a crankshaft of the engine, the electric motor/generator being integrated with a ring gear of the planetary gear set.

14. The boost system of claim 13, wherein the planetary gear set includes a sun gear, a ring gear and a carrier that carries planetary gears, wherein the carrier, the sun gear and the ring gear rotate about a central axis, and wherein a drive member of the electric motor/generator rotates about the central axis.

15. The boost system of claim 13, further including a brake for braking rotation of the supercharger rotors.
16. The boost system of claim 15, wherein the planetary gear set is positioned at one end of the supercharger and the brake is positioned at an opposite end of the supercharger.
17. The boost system of claim 15, wherein the planetary gear set and the brake are positioned at one end of the supercharger.
18. The boost system of claim 14, wherein the sun gear is coupled to the supercharger input shaft by intermeshing gears.
19. The boost system of claim 18, wherein the carrier is coupled to a pulley that is coupled to the engine crankshaft.
20. The boost system of claim 19, wherein the electric motor is positioned along the central axis at a location between the sun gear and the pulley.
21. The boost system of claim 14, further comprising a brake for braking rotation between the ring gear and the carrier.
22. A boost system for providing boost pressure to an air intake manifold of an engine, the boost system comprising:
 - a supercharger having rotors and a supercharger input shaft;
 - an electric motor/generator;
 - a planetary gear set for transferring torque between the supercharger input shaft, the electric motor/generator and a crankshaft of the engine, the planetary gear set including a ring gear coupled to the electric motor/generator, a sun gear coupled to the supercharger input shaft, and a carrier coupled to a pulley that couples to the engine crankshaft, the ring gear, the sun gear and the carrier being rotatable about a central axis; and
 - the electric motor/generator having a rotation member that rotates about a motor axis that is perpendicular relative to the central axis.

23. The boost system of claim 22, further comprising at least one bevel gear for transferring torque between the ring gear and the rotation member of the electric motor/generator.
24. The boost system of claim 23, further comprising a plurality of bevel gears for transferring torque between the ring gear and the rotation member of the electric motor/generator.
25. A boost system for providing boost pressure to an air intake manifold of an engine, the boost system comprising:
- a supercharger having rotors and a supercharger input shaft;
 - an electric motor/generator;
 - a planetary gear set for transferring torque between the supercharger input shaft, the electric motor/generator and a crankshaft of the engine, the planetary gear set including a ring gear coupled to the electric motor/generator, a sun gear coupled to the supercharger input shaft, and a carrier that couples to the crankshaft, the ring gear, the sun gear and the carrier being rotatable about a central axis; and
 - a multi-speed gear set for allowing multiple gear ratios to be used to transfer torque between the crankshaft and the planetary gear set.
26. The boost system of claim 25, further comprising a pulley that is coupled to the engine crankshaft, and wherein the multi-speed gear set transfers torque between the carrier and the pulley.
27. The boost system of claim 26, further comprising a brake for braking the supercharger input shaft.

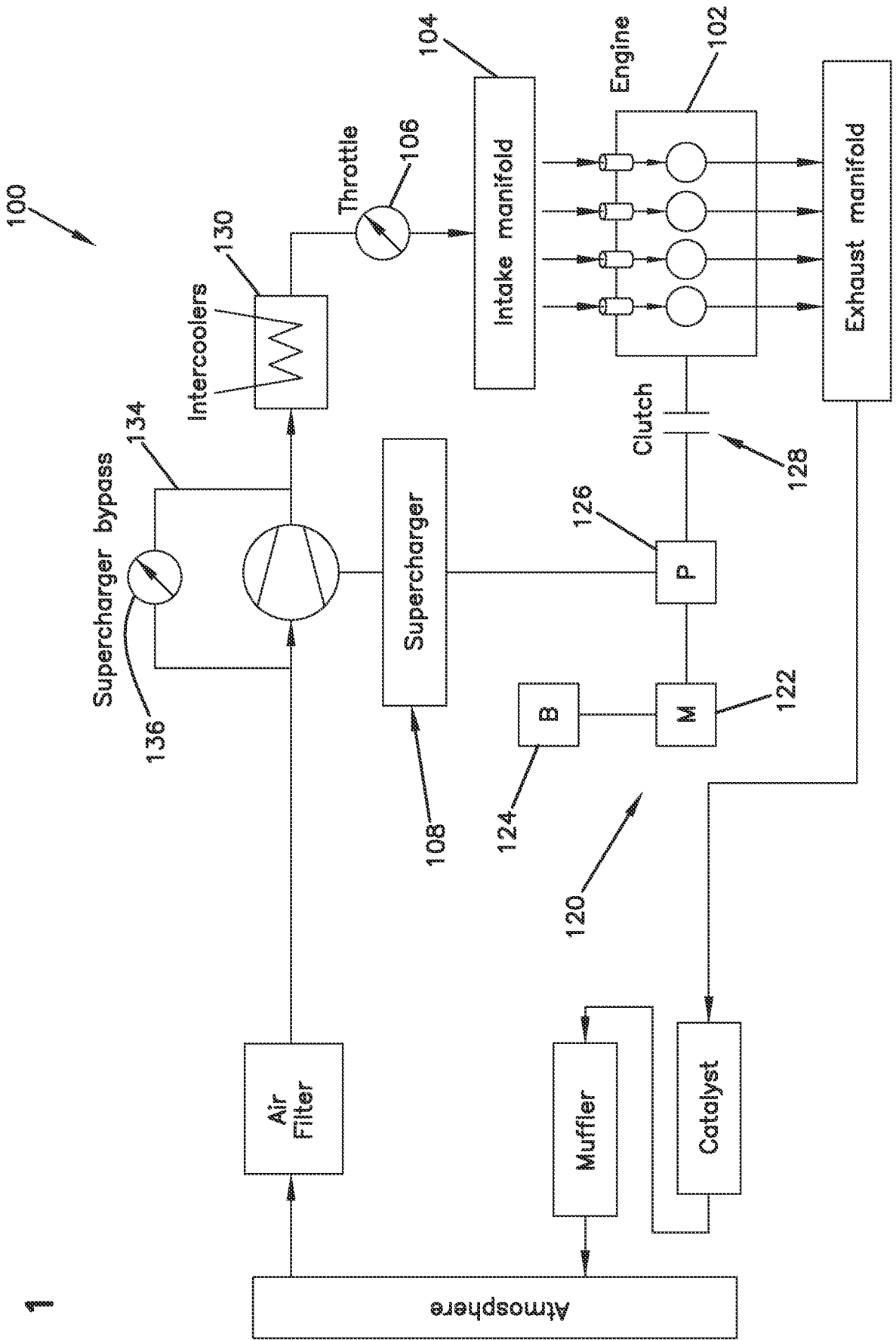


FIG. 1

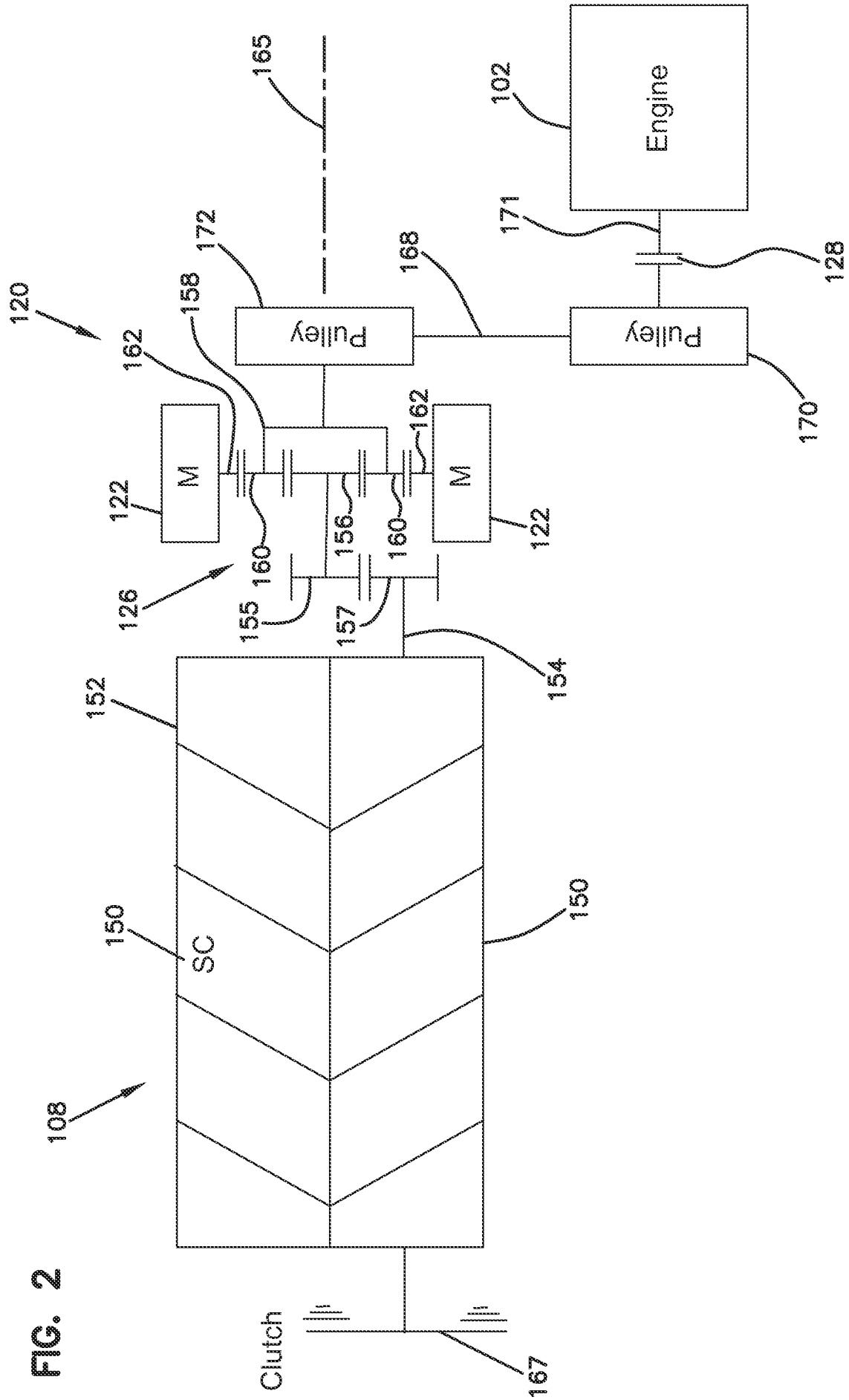
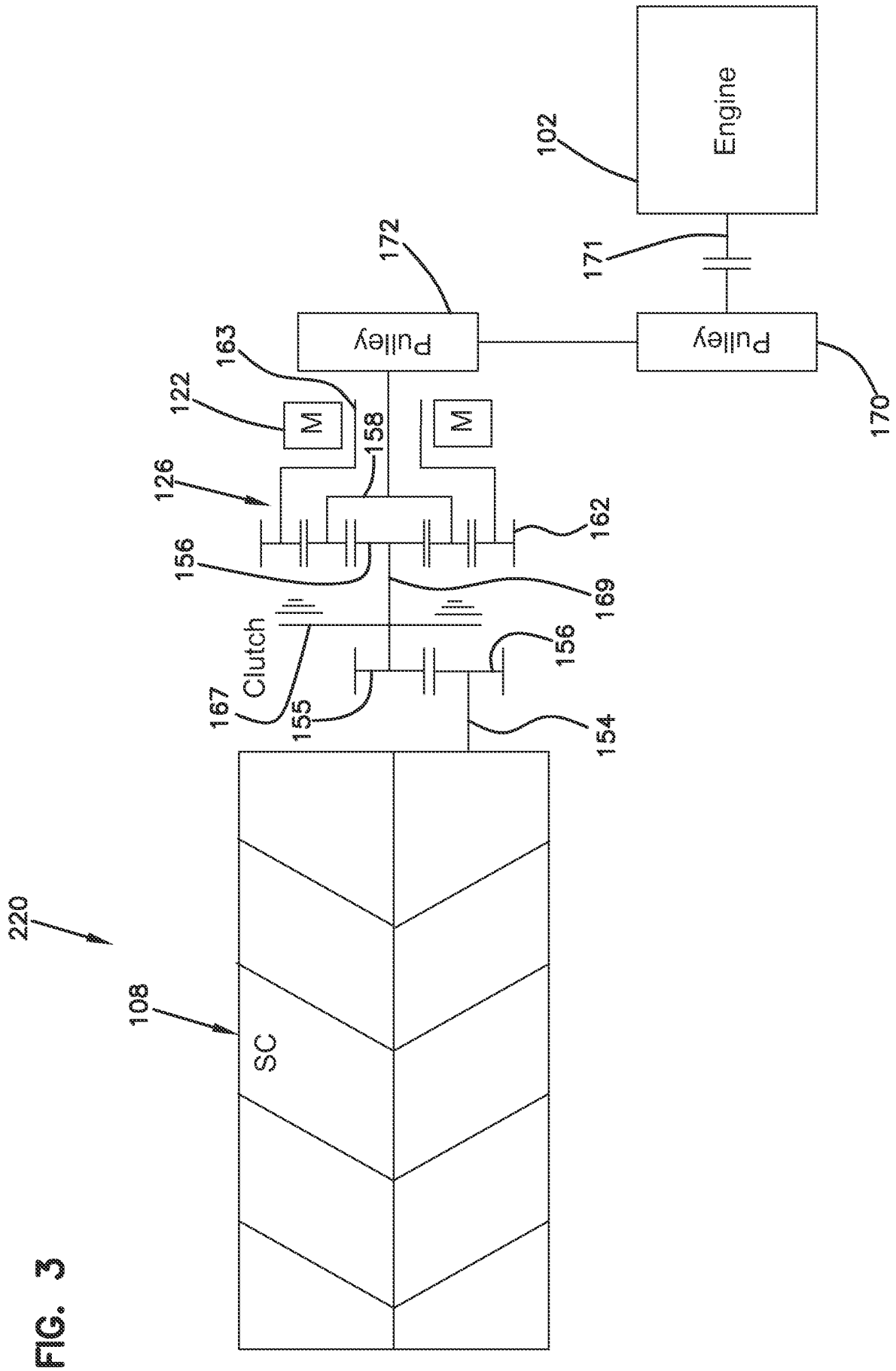


FIG. 2



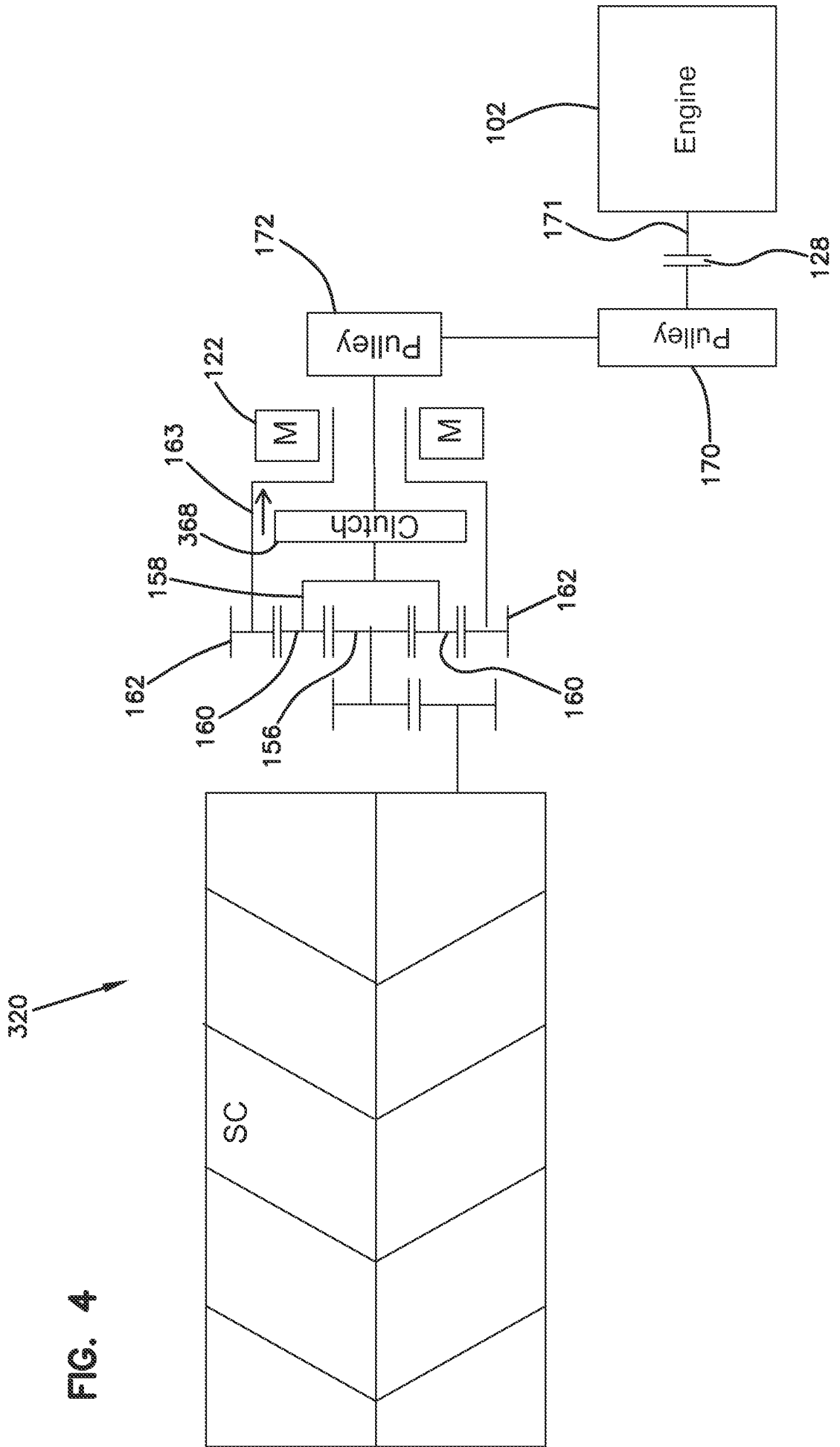


FIG. 4

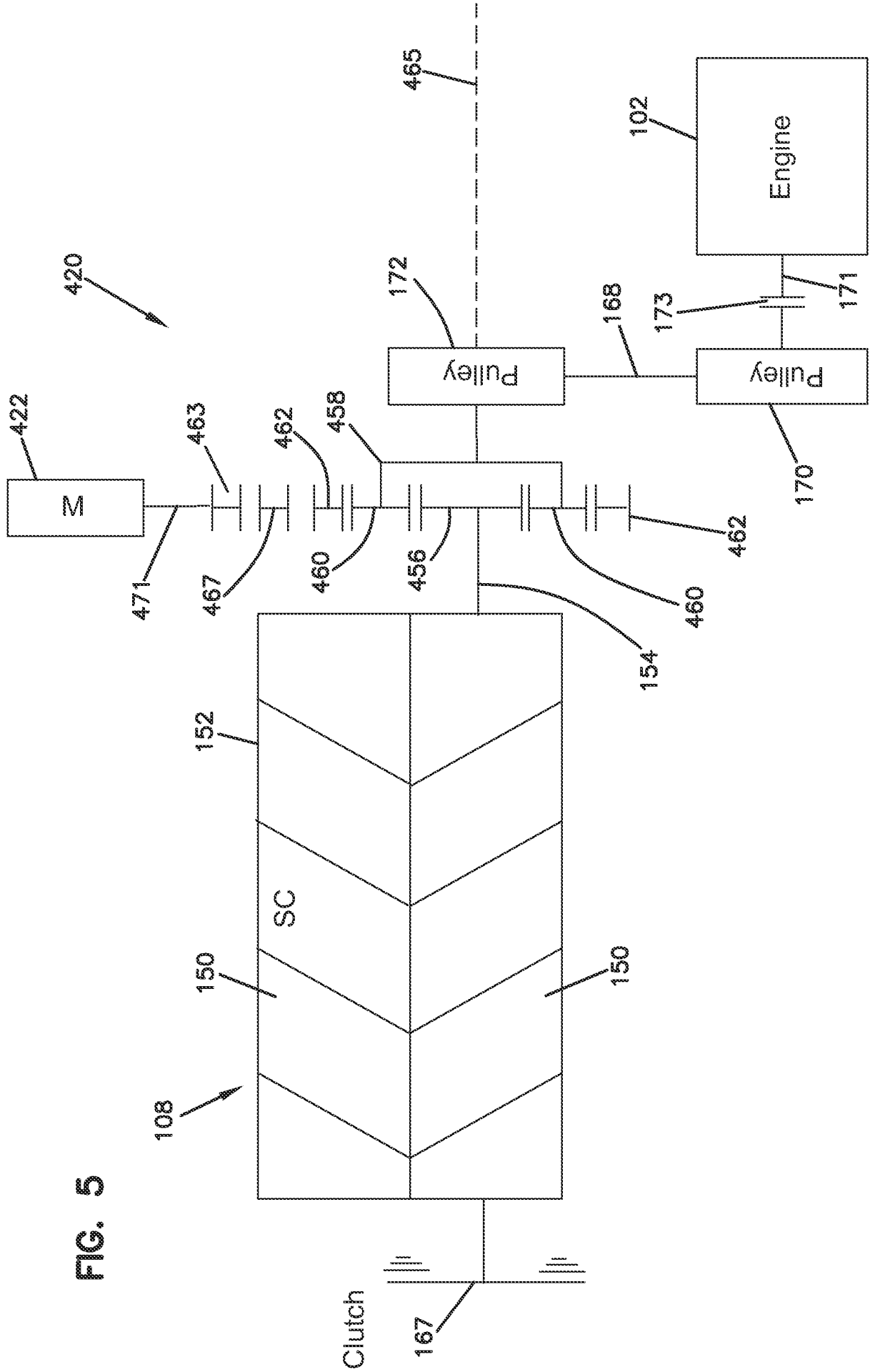


FIG. 5

FIG. 7

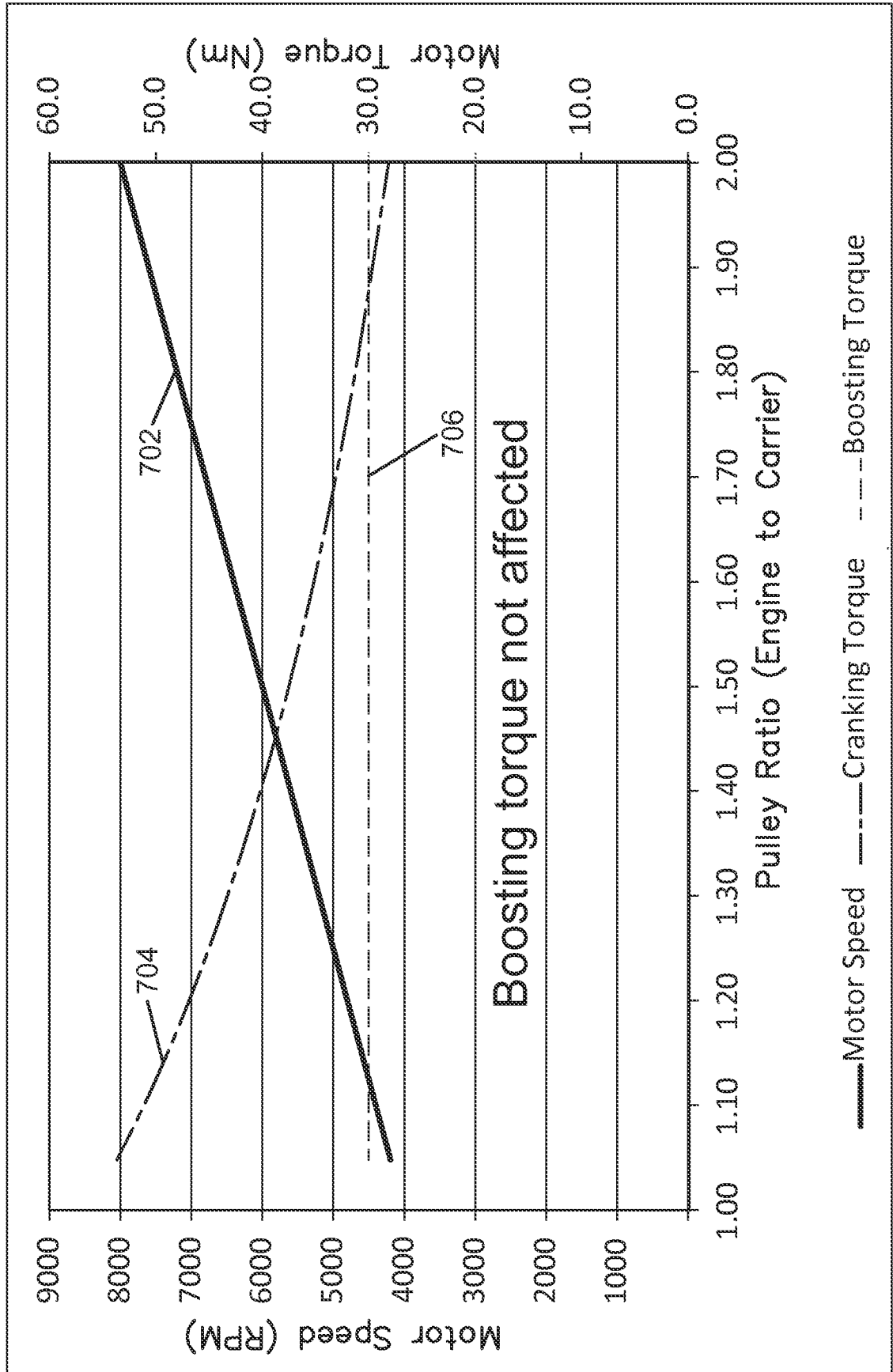


FIG. 8

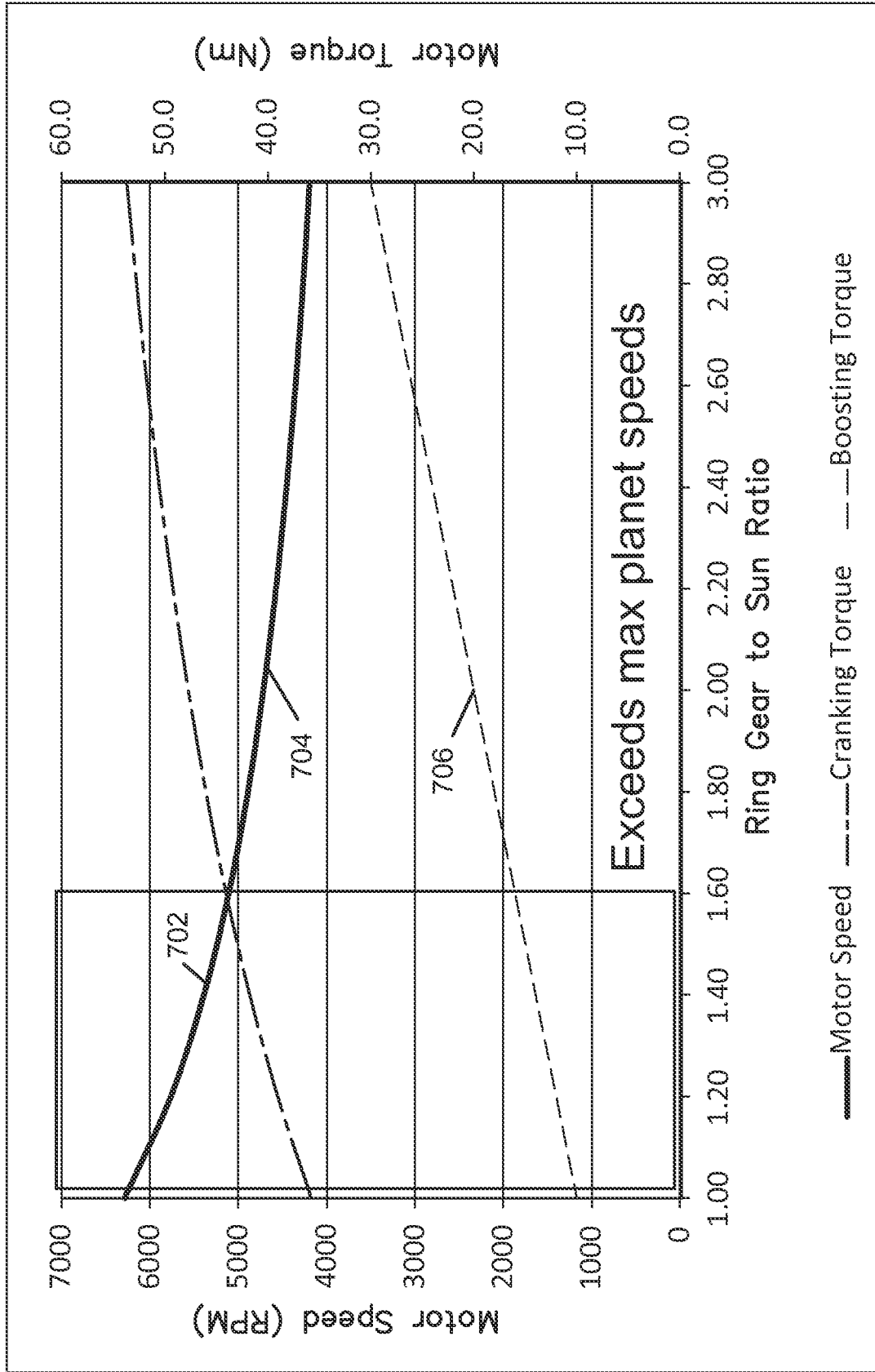


FIG. 9

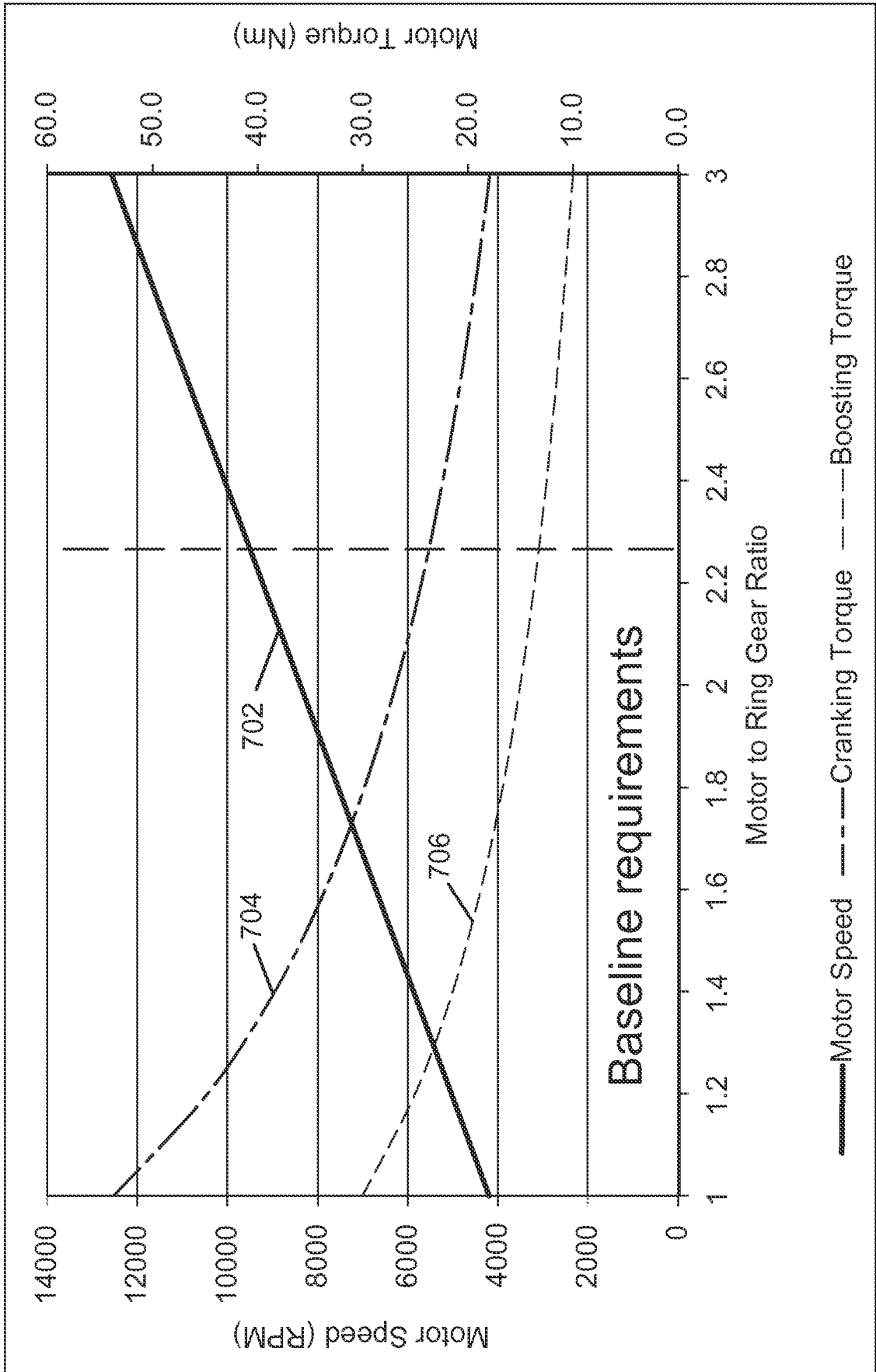


FIG. 10

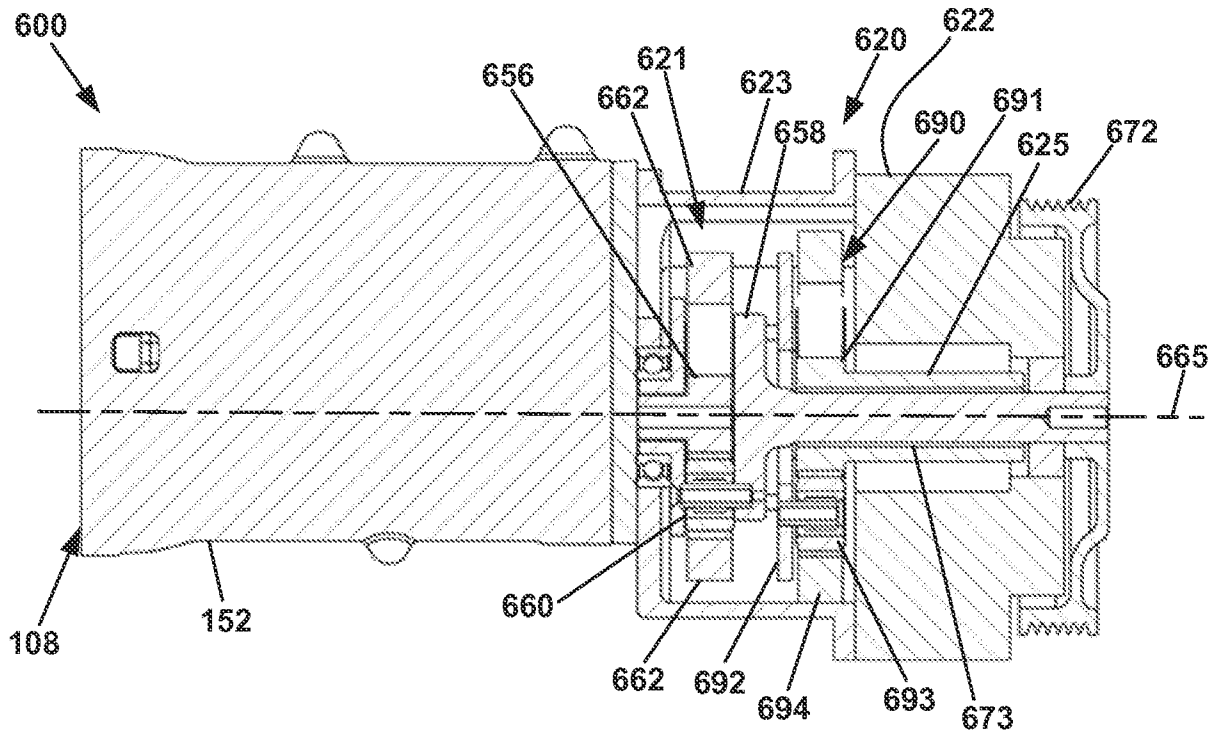


FIG. 11

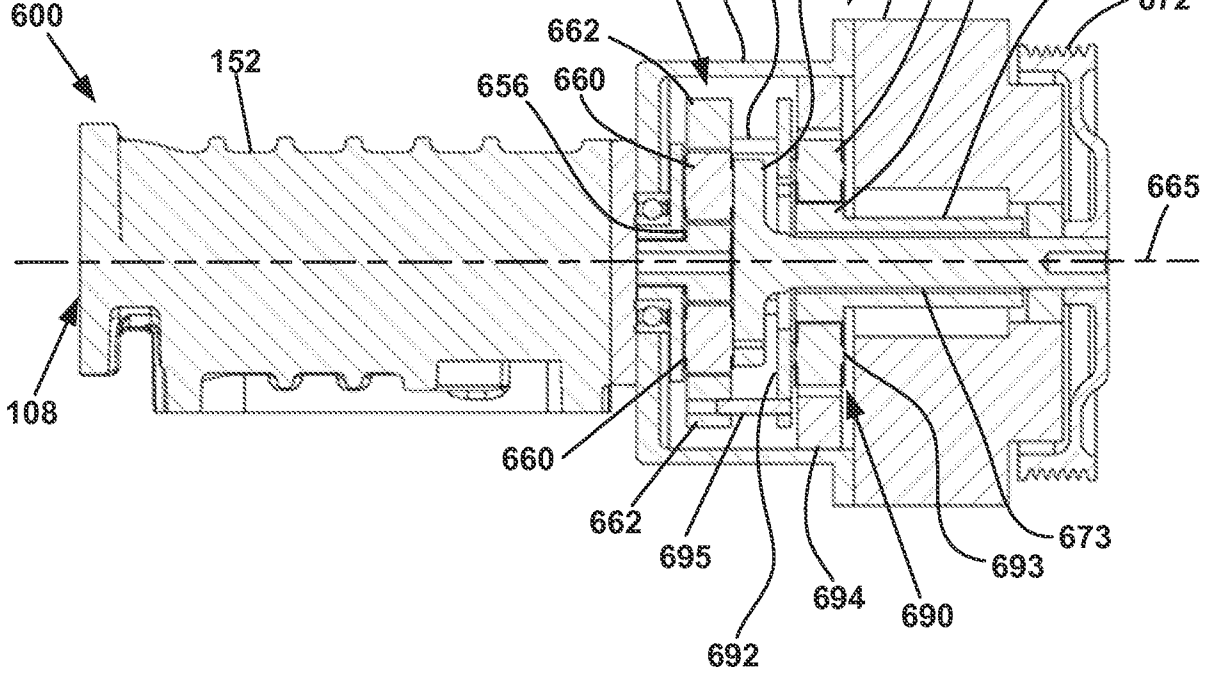


FIG. 13

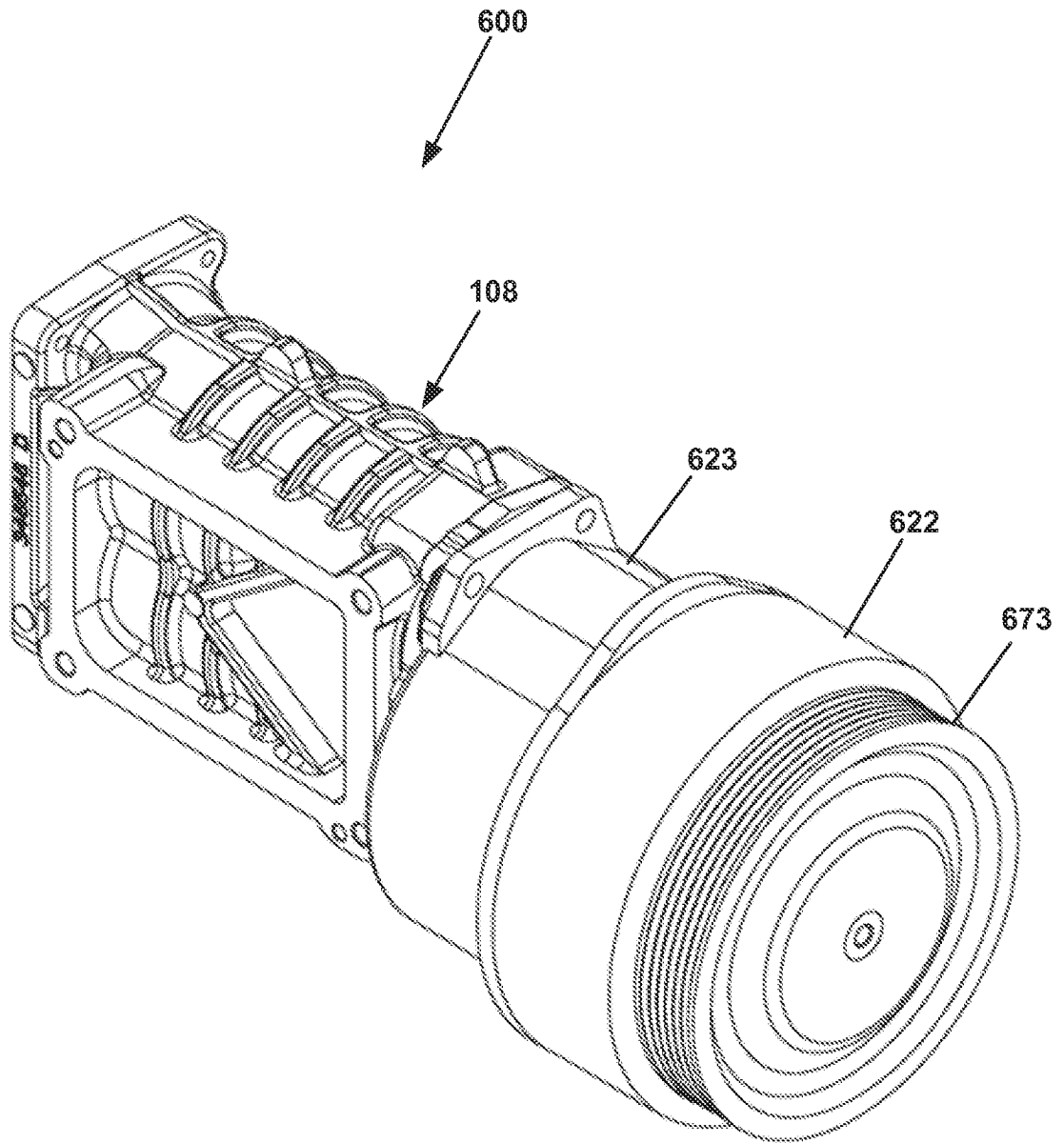


FIG. 14

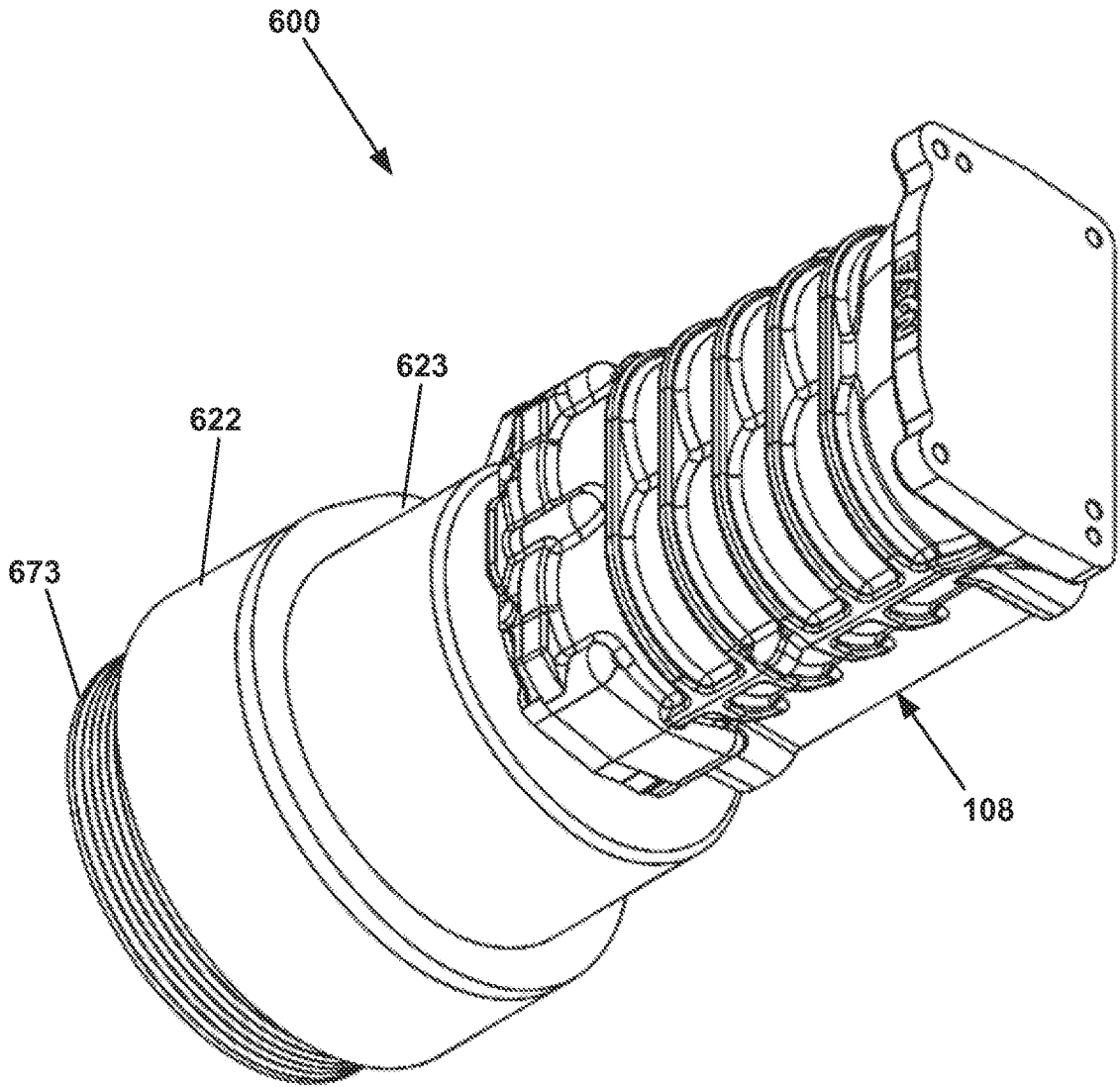


FIG. 15

600

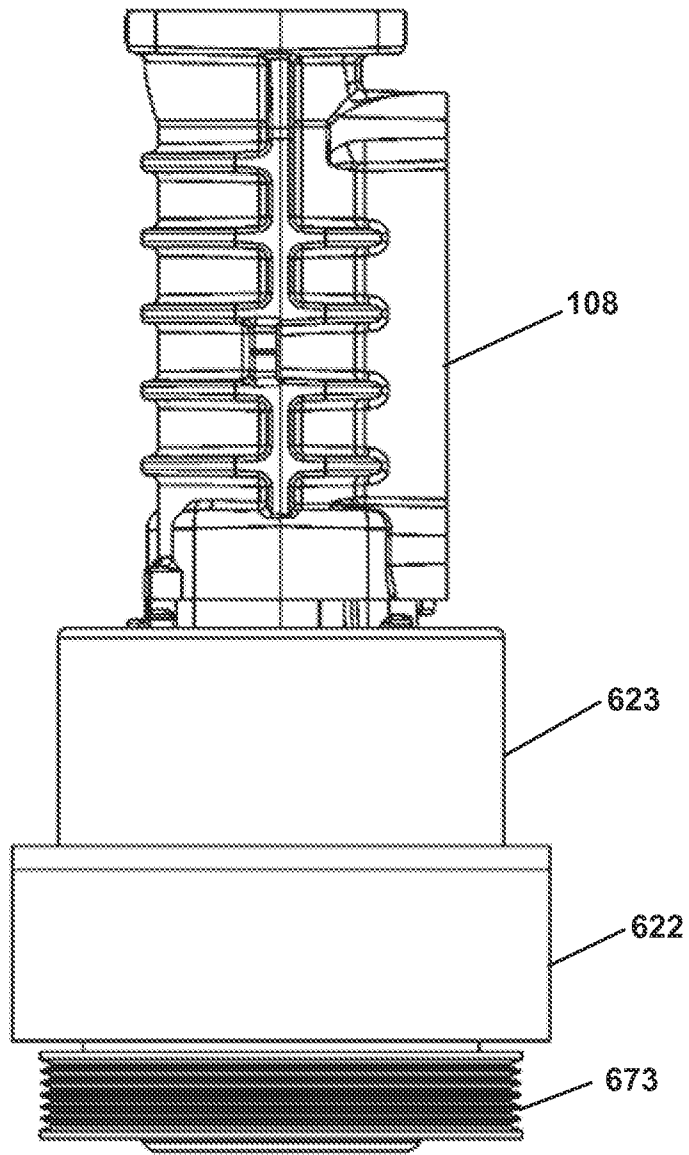


FIG. 16

600

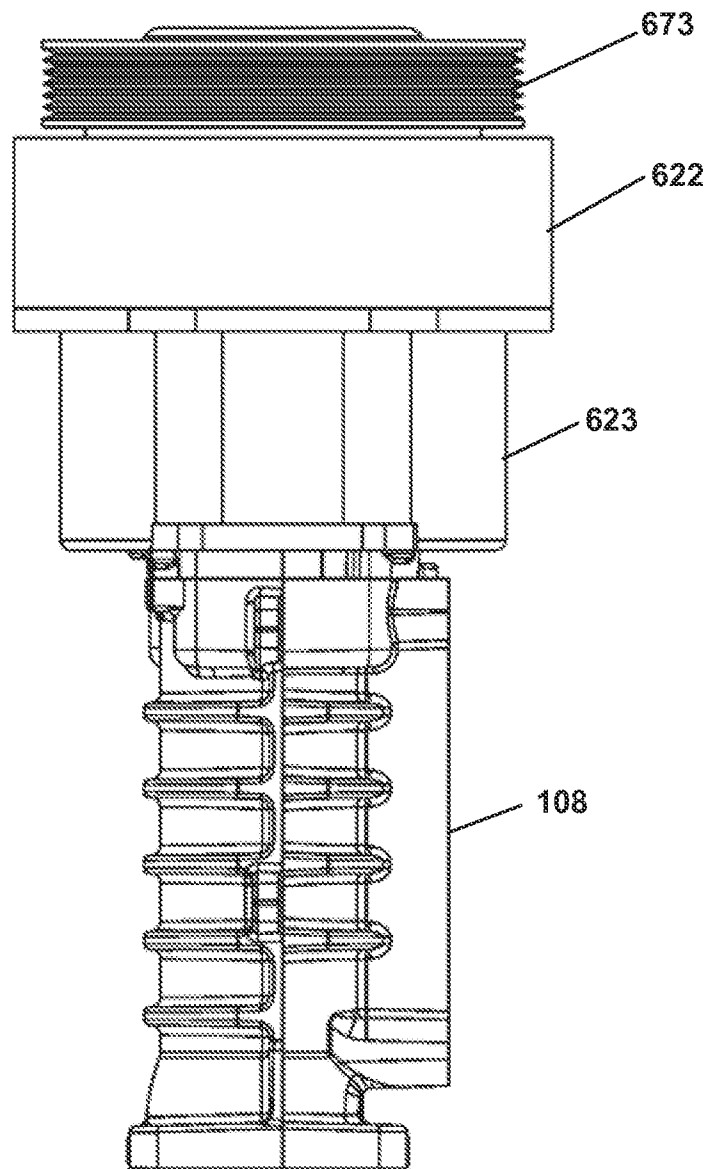



FIG. 17

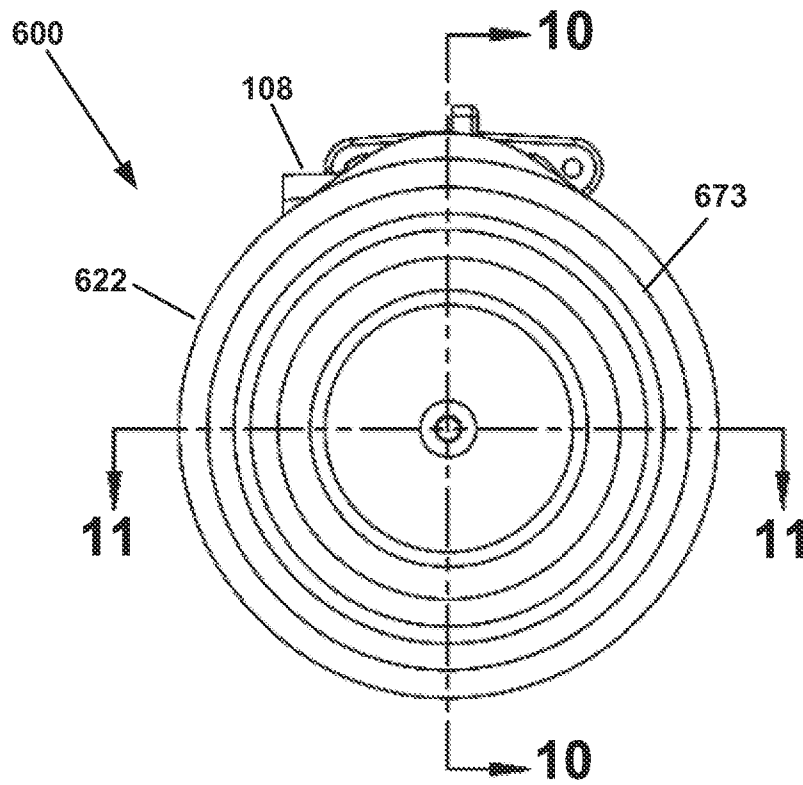


FIG. 18

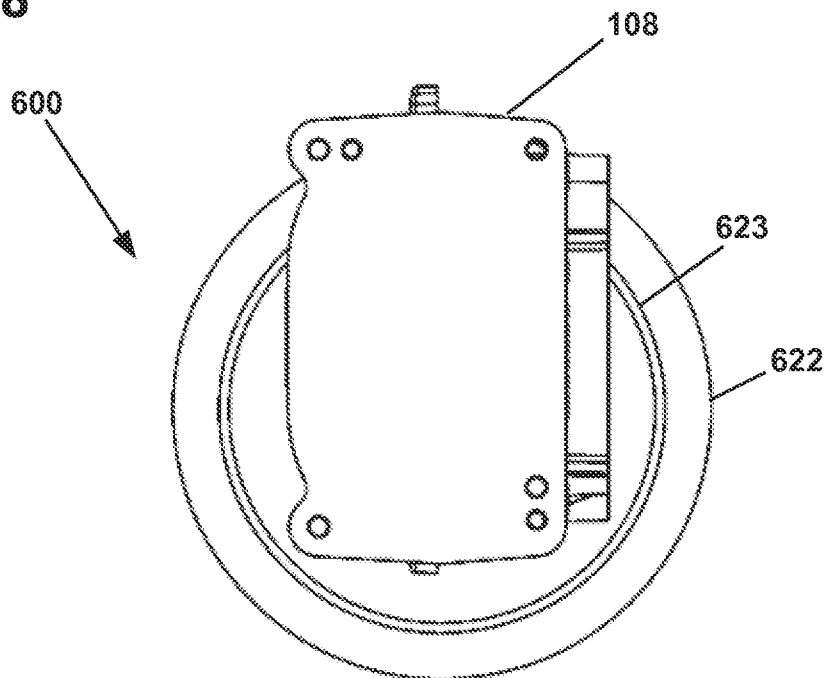


FIG. 19

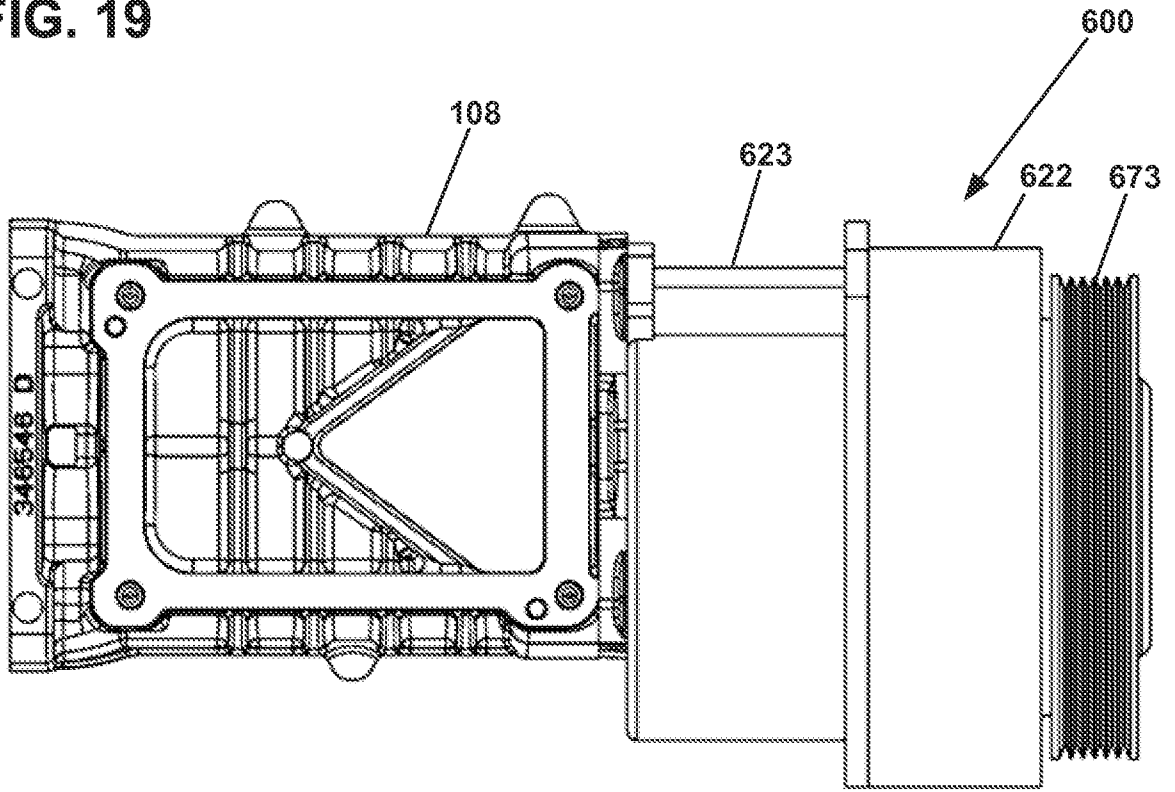
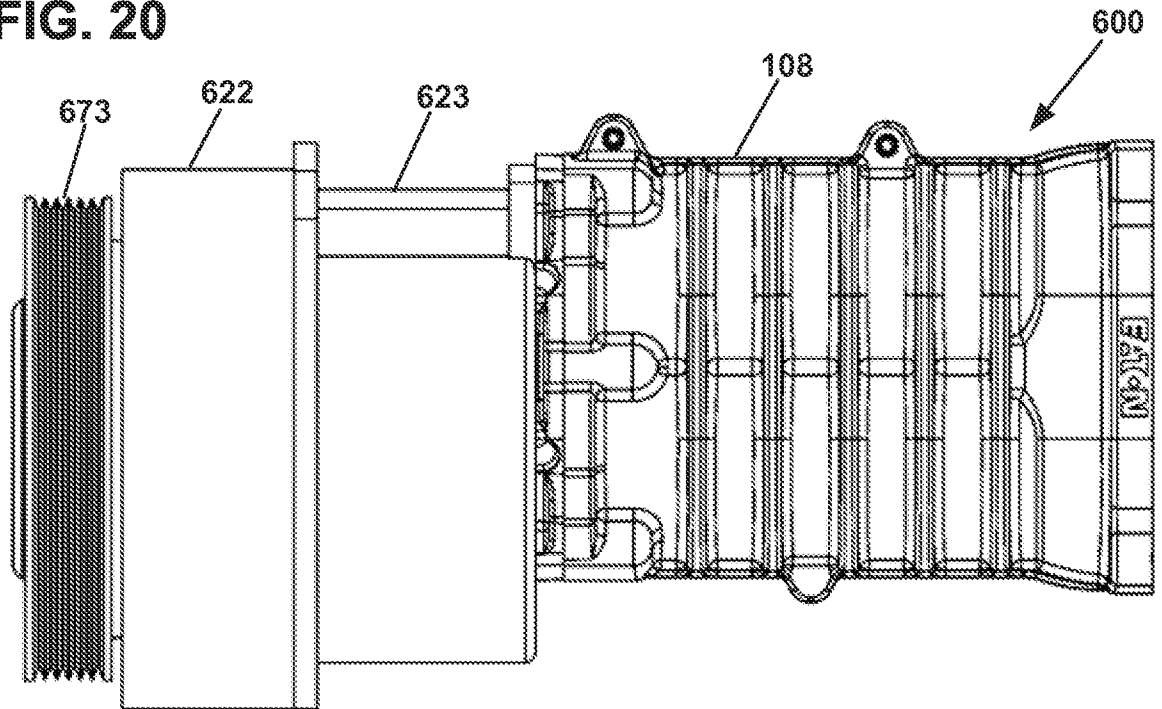


FIG. 20



A. CLASSIFICATION OF SUBJECT MATTER**F02B 33/38(2006.01)i, F02B 39/02(2006.01)i, F02B 39/04(2006.01)i, F02B 39/10(2006.01)i, F16H 3/66(2006.01)i, F02D 23/00(2006.01)i**

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

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

F02B 33/38; F02B 33/00; F16H 57/08; F02B 33/34; F16H 1/28; F02B 39/02; F02B 39/04; F02B 39/10; F16H 3/66; F02D 23/00

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

Korean utility models and applications for utility models
Japanese utility models and applications for utility models

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

eKOMPASS(KIPO internal) & keywords: supercharger, rotor, shaft, motor-generator, planetary gear, and brake

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	WO 2013-148205 A1 (EATON CORPORATION) 03 October 2013 See paragraphs [0031]-[0042] and figures 1-3.	1-8, 12-17, 21-27
A		9-11, 18-20
Y	US 2007-0137626 A1 (TURNER, DAVID) 21 June 2007 See paragraphs [0012]-[0019],[0022],[0027] and figures 1-2.	1-8, 12-17, 21
Y	US 2010-0273597 A1 (WILSON, JR., DAVID) 28 October 2010 See paragraphs [0067]-[0070] and figures 1-4.	22-24
Y	US 6082340 A (HEIMARK, CHARLES L.) 04 July 2000 See column 4, lines 6-63 and figure 2.	25-27
A	US 2003-0089348 A1 (JANSON, DAVID ALLEN) 15 May 2003 See paragraphs [0023]-[0025] and figures 1-2.	1-27

 Further documents are listed in the continuation of Box C. See patent family annex.

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"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search

08 May 2015 (08.05.2015)

Date of mailing of the international search report

08 May 2015 (08.05.2015)

Name and mailing address of the ISA/KR

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Republic of Korea

Facsimile No. ++82 42 472 7140

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HWANG, Chan Yoon

Telephone No. +82-42-481-3347



INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No.

PCT/US2015/011339

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