



(51) International Patent Classification:

*F02B 39/14* (2006.01)     *F02C 6/12* (2006.01)  
*F01D 25/18* (2006.01)     *F16H 57/04* (2010.01)  
*F01M 1/16* (2006.01)

(21) International Application Number:

PCT/GB2015/050264

(22) International Filing Date:

2 February 2015 (02.02.2015)

(25) Filing Language:

English

(26) Publication Language:

English

(30) Priority Data:

1401704.0     31 January 2014 (31.01.2014)     GB

(71) Applicant: **CUMMINS LTD** [GB/GB]; St. Andrews Road, Huddersfield HD1 6RA (GB).

(72) Inventor: **FRENCH, Pierre Bernard**; 22 White Wells Gardens, Scholes, Holmfirth HD9 1TZ (GB).

(74) Agent: **MARKS & CLERK LLP**; 1 New York Street, Manchester, Greater Manchester M1 4HD (GB).

(81) Designated States (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM,

AO, AT, AU, AZ, BA, BB, BG, BH, BN, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IR, IS, JP, KE, KG, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PA, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SA, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(84) Designated States (unless otherwise indicated, for every kind of regional protection available): ARIPO (BW, GH, GM, KE, LR, LS, MW, MZ, NA, RW, SD, SL, ST, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, RU, TJ, TM), European (AL, AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, KM, ML, MR, NE, SN, TD, TG).

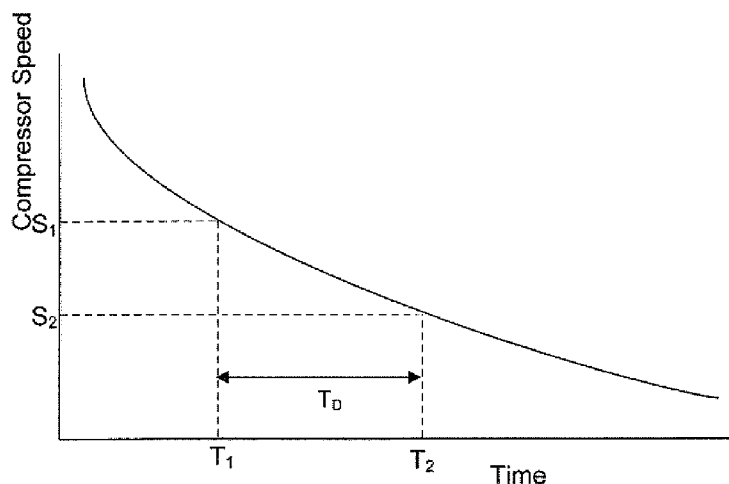
Declarations under Rule 4.17:

— of inventorship (Rule 4.17(iv))

Published:

— with international search report (Art. 21(3))

(54) Title: TURBOCHARGER SYSTEM



**FIG. 3**

(57) Abstract: A method of delivering lubricant to a turbocharger, the method comprising delivering a flow of lubricant to a shaft supporting bearing of the turbocharger during normal operation of the turbocharger, monitoring the speed of rotation of the shaft when deceleration of the shaft is detected, and when the speed of the shaft drops below a threshold, substantially stopping the flow of lubricant to the bearing.

WO 2015/114378 A1

## Turbocharger System

The present invention relates to a turbocharger system having a lubricant control system, and to a method of delivering lubricant to a turbocharger.

5

Turbochargers are well-known devices for supplying air to the intake of an internal combustion engine at pressures above atmospheric pressure (boost pressures). A conventional turbocharger essentially comprises an exhaust gas driven turbine wheel mounted on a rotatable shaft within a turbine housing. Rotation of the turbine wheel rotates a compressor wheel mounted on the other end of the shaft within a compressor housing. The compressor wheel delivers compressed air to the intake manifold of the engine, thereby increasing engine power. The turbocharger shaft is conventionally supported by journal and thrust bearings, including appropriate lubricating systems, located within a central bearing housing connected between the turbine and compressor wheel housing.

10  
15

The lubricating systems are supplied with lubrication (e.g. oil) which reduces friction between moving parts and stationary parts of the turbocharger, thereby facilitating smooth rotation of the shaft upon which the turbine wheel and compressor wheel are mounted. Seals are provided between the shaft and the central bearing housing, the seals acting to isolate the lubricant used by the lubricating systems from the turbine housing and the compressor housing. Despite the presence of these seals, some lubricant may leak from the lubricating systems into the compressor housing and into the turbine housing. Leakage of lubricant into the compressor housing is undesirable because the compressor wheel will drive the lubricant to the intake of the internal combustion engine to which it is connected. This will cause the lubricant to pass through the internal combustion engine, leading to undesirable effects such as the emission of increased pollution from the internal combustion engine.

20  
25

It is an object of the present invention to obviate or mitigate the above problem, or to provide a turbocharger system which is novel and inventive over the prior art.

30

According to first aspect of the invention there is provided a method of delivering lubricant to a turbocharger, the method comprising delivering a flow of lubricant to a shaft supporting bearing of the turbocharger during normal operation of the

35

turbocharger, monitoring the speed of rotation of the shaft, when deceleration of the shaft is detected and when the speed of the shaft drops below a threshold, substantially stopping the flow of lubricant to the bearing.

- 5 The method is advantageous because it reduces the likelihood of lubricant leaking into the compressor housing.

The threshold may be a speed which is higher than a speed at which boundary layer lubrication is sufficient to lubricate the bearing, the threshold being sufficiently low that,  
10 based on the rate of deceleration of the shaft, the speed of the shaft will drop to a speed at which boundary layer lubrication is sufficient to lubricate the bearing before the lubricant has drained from the bearing.

The valve may be controlled by a controller in which the threshold has been set.  
15

The threshold may be stored in a memory.

The method may further comprise feeding a trickle of lubricant to the bearing after the flow of lubricant has been substantially stopped.  
20

The threshold may be a speed at which boundary layer lubrication is sufficient to lubricate the bearing.

The speed at which boundary layer lubrication is sufficient to lubricate the bearing may correspond with a shaft velocity of up to 15 m/s.  
25

The speed at which boundary layer lubrication is sufficient to lubricate the bearing may correspond with a shaft velocity of up to 10 m/s.

30 According to a second aspect of the invention there is provided a turbocharger system comprising a turbocharger having a compressor wheel and a turbine wheel connected by a shaft, a conduit configured to deliver a flow of lubricant to a bearing which supports the shaft, the conduit being provided with a valve, a sensor configured to monitor the speed of rotation of the shaft, and a controller configured to operate the

valve to substantially stop the flow of lubricant to the bearing when deceleration of the shaft is detected and when the speed of the shaft drops below a threshold.

5 The threshold may be a speed which is higher than a speed at which boundary layer lubrication is sufficient to lubricate the bearing, the threshold being sufficiently low that, based on the rate of deceleration of the shaft, the speed of the shaft will drop to a speed at which boundary layer lubrication is sufficient to lubricate the bearing before the lubricant has drained from the bearing.

10 The threshold may be stored in a memory.

The valve may be configured to provide a trickle of lubricant when it has been operated to substantially stop the flow of lubricant. In other words, a full flow of lubricant to the bearing is stopped but a trickle (or drip feed) of lubricant is provided.

15 An additional conduit may extend around the valve, the additional conduit including a restriction that is configured to provide a trickle of lubricant to the bearing.

20 The turbocharger may further comprise an accumulator configured to store lubricant for subsequent delivery to the bearing.

The controller and/or the valve may be located at the turbocharger.

25 The threshold may be a speed at which boundary layer lubrication is sufficient to lubricate the bearing.

The speed at which boundary layer lubrication is sufficient to lubricate the bearing may correspond with a shaft velocity of up to 15 m/s.

30 The speed at which boundary layer lubrication is sufficient to lubricate the bearing may correspond with a shaft velocity of up to 10 m/s.

35 According to a third aspect of the invention there is provided a method of delivering lubricant to a turbocharger of a hybrid vehicle, the method comprising delivering a flow of lubricant to a shaft supporting bearing of the turbocharger during normal operation of

the turbocharger, monitoring the speed of the vehicle, when deceleration of the vehicle is detected and when the speed of the vehicle drops below a threshold, substantially stopping the flow of lubricant to the bearing.

- 5 The threshold may be a speed which is higher than a speed at which switch-over to driving the vehicle using electrical power will occur.

10 According to a fourth aspect of the invention there is provided a method of delivering lubricant to a turbocharger of a hybrid vehicle, the method comprising delivering a flow of lubricant to a shaft supporting bearing of the turbocharger when the vehicle is being powered by an internal combustion engine, and substantially stopping the flow of lubricant to deliver a trickle of lubricant to the bearing when the vehicle is being electrically powered and the internal combustion engine is idling.

15 According to a fifth aspect of the invention there is provided a turbocharger system of a hybrid vehicle, the turbocharger system comprising a turbocharger having a compressor wheel and a turbine wheel connected by a shaft, a conduit configured to deliver a flow of lubricant to a bearing supporting the shaft, the conduit being provided with a valve, and a controller configured to operate the valve to substantially stop flow  
20 of lubricant to the bearing when deceleration of vehicle is detected and when the speed of the vehicle drops below a threshold.

The threshold may be a speed which is higher than a speed at which switch-over to driving the vehicle using electrical power will occur.

25 According to a sixth aspect of the invention there is provided a turbocharger system of a hybrid vehicle, the turbocharger system comprising a turbocharger having a compressor wheel and a turbine wheel connected by a shaft, a conduit configured to deliver a flow of lubricant to a bearing supporting the shaft, the conduit being provided with a valve, and a controller configured to operate the valve to deliver a flow of  
30 lubricant to the bearing when the vehicle is being powered by an internal combustion engine, and to substantially stop flow of lubricant to the bearing when the vehicle is being electrically powered and the internal combustion engine is idling.

The valve may be configured to provide a trickle of lubricant when it has been operated to substantially stop the flow of lubricant. In other words, a full flow of lubricant to the bearing is stopped but a trickle (or drip feed) of lubricant is provided.

- 5 An additional conduit may extend around the valve, the additional conduit including a restriction that is configured to provide a trickle of lubricant to the bearing.

According to a seventh aspect of the invention there is provided a method of delivering lubricant to a turbocharger forming part of an engine having a stop/start cycle, the method comprising delivering a flow of lubricant to a shaft supporting bearing of the turbocharger during normal operation of the engine, when a stop cycle is initiated substantially stopping the flow of lubricant to the bearing.

Substantially stopping the flow of lubricant to the bearing may be postponed if the speed of the shaft is so high that substantially stopping flow of lubricant to the bearing will cause damage to the bearing.

The flow of lubricant to the bearing may be fully stopped.

- 20 The method may further comprise using a valve to direct lubricant to a sump instead of to the bearing.

According to an eighth aspect of the invention there is provided a turbocharger system for an engine having a stop/start cycle system comprising a turbocharger having a compressor wheel and a turbine wheel connected by a shaft, a conduit configured to deliver a flow of lubricant to a bearing which supports the shaft, the conduit being provided with a valve, and a controller configured to operate the valve to substantially stop flow of lubricant to the bearing when a stop cycle is initiated.

- 30 The controller may be configured to postpone operation of the valve if the speed of the shaft is so high that substantially stopping flow of lubricant to the bearing will cause damage to the bearing.

The valve may be configured to direct lubricant to a sump instead of to the bearing.

The valve may be operable to fully stop flow of lubricant to the bearing when the stop cycle is initiated.

5 Specific embodiments of the present invention will now be described, by way of example only, with reference to the accompanying figures, in which:

Figure 1 is a perspective partial cross-section view of a variable geometry turbocharger;

10

Figure 2 schematically depicts a turbocharger system with a lubricant control system according to an embodiment of the invention;

15

Figure 3 is a schematic graph which illustrates one way in which the invention may operate; and

Figure 4 schematically depicts a turbocharger system with a lubricant control system according to a modified embodiment of the invention;

20

Figure 5 schematically depicts a turbocharger system with a lubricant control system according to an alternative modified embodiment of the invention; and

Figure 6 is a schematic graph which illustrates another way in which the invention may operate.

25

Figure 1 illustrates a variable geometry turbocharger comprising a variable geometry turbine housing 1 and a compressor housing 2 interconnected by a central bearing housing 3. A turbocharger shaft 4 extends from the turbine housing 1 to the compressor housing 2 through the bearing housing 3. A turbine wheel 5 is mounted on one end of the shaft 4 for rotation within the turbine housing 1, and a compressor wheel 6 is mounted on the other end of the shaft 4 for rotation within the compressor housing 2. The shaft 4 rotates about a turbocharger axis on bearing assemblies 24 located in the bearing housing 3.

35

The turbine housing 1 defines an inlet volute 7 to which gas from an internal combustion engine (not shown) is delivered, for example via one or more conduits (not shown). The exhaust gas flows from the inlet chamber 7 to an axial outlet passageway 8 via an annular inlet passageway 9 and turbine wheel 5. The inlet passageway 9 is defined on one side by the face of a radial wall of a movable annular wall member 11, commonly referred to as a “nozzle ring”, and on the opposite side by an annular shroud which forms the wall of the inlet passageway 9 facing the nozzle ring 11.

The nozzle ring 11 supports an array of circumferentially and equally spaced inlet vanes 14 each of which extends across the inlet passageway 9. The vanes 14 are orientated to deflect gas flowing through the inlet passageway 9 towards the direction of rotation of the turbine wheel 5. When the nozzle ring 11 is proximate to the annular shroud, the vanes 14 project through suitably configured slots in the shroud 12, into a recess. In another embodiment (not shown), the wall of the inlet passageway may be provided with the vanes, and the nozzle ring provided with the recess and shroud.

The position of the nozzle ring 11 is controlled by an actuator assembly, for example an actuator assembly of the type disclosed in US 5,868,552. An actuator (not shown) is operable to adjust the position of the nozzle ring 11 via moveable rods 16 that support the nozzle ring. Accordingly, by appropriate control of the actuator (which control may for instance be pneumatic, hydraulic, or electric), the axial position of the rods 16 and thus of the nozzle ring 11 can be controlled.

Gas flowing from the inlet chamber 7 to the outlet passageway 8 passes over the turbine wheel 5 and as a result torque is applied to the shaft 4 to drive the compressor wheel 6. Rotation of the compressor wheel 6 within the compressor housing 2 pressurises air present in an air inlet 22 and delivers the pressurised air to an air outlet volute 23 from which it is fed to an internal combustion engine (not shown in Figure 1), for example via one or more conduits.

As mentioned further above, the shaft 4 rotates on bearing assemblies 24 located in the bearing housing 3. The bearing assemblies 24 may for example comprise balls held between an inner race and an outer race. The bearing assemblies 24 are provided in an annular cavity 25 to which lubricant (e.g. oil) is provided via a conduit 26. This cavity is hereafter referred to as the lubricant cavity 25. A drain 27 carries

lubricant from the lubricant cavity 25. During normal operation of the turbocharger lubricant is continually pumped through the lubricant cavity 25, thereby facilitating smooth rotation of the shaft 4.

5 Figure 1 includes an enlarged view of the region where the shaft 4 meets the compressor wheel 6. A seal 29 is shown which seals the shaft 4 against the bearing housing 3. The seal 29 comprises a pair of piston rings 31 which extend around the shaft 4. A slinger 33 is provided adjacent to the piston rings 31, the slinger acting to direct lubricant radially outward.

10

The seal 29 does not completely prevent the passage of fluid from the lubricant cavity to the compressor wheel. This is because there must be some separation between the piston rings 31 and the bearing housing 3 in order to allow free rotation of the shaft 4. During normal operation of the turbocharger the compressor wheel 6 is spinning at a high number of revolutions per minute (e.g. up to 100,000 rpm), and as a result the compressor wheel 6 generates considerable pressure in the compressor housing 2. The pressure on the compressor wheel side of the seal 29 is thus considerably greater than the pressure on the lubricant cavity side of the seal. As a result of this pressure difference, lubricant is inhibited from passing the seal 29 and travelling towards the compressor wheel 6. However, when the compressor wheel 6 is stationary or is rotating slowly the pressure on the compressor wheel side of the seal 29 may be atmospheric pressure (or close to atmospheric pressure) and may not be sufficient to inhibit passage of lubricant from the lubricant cavity 25 to the compressor wheel side of the seal. As a result, lubricant may leak through the seal 29 to the compressor wheel 6. The lubricant may subsequently be driven by the compressor wheel 6 to the inlet of the internal combustion engine. This may cause undesirable effects such as the emission of increased pollution by the internal combustion engine.

30 Figure 2 shows schematically a turbocharger system according to an embodiment of the invention, which comprises a turbocharger and a lubricant control system. The turbine wheel 5, compressor wheel 6, shaft 4 and bearing housing 3, which are represented schematically, may correspond with those shown in Figure 1 (or may have some other configuration). The lubricant control system comprises a valve 30 operated by a controller 32 which controls the flow of the lubricant through the conduit 26 to the lubricant cavity 25 and to the bearing assemblies 24. During normal operation of the

35

internal combustion engine and turbocharger, the valve 30 is open and lubricant is pumped through the valve. A continuous flow of lubricant is thus provided along the conduit 26 and through the lubricant cavity 25.

5 The lubricant control system further comprises a sensor 36 which is configured to measure the speed of rotation of the compressor wheel 6 and provide an output to the controller 32. Since the compressor wheel 6, turbine wheel 5 and shaft 4 are all fixed together, the speed of rotation of the compressor wheel as measured by the sensor 36 is also the speed of rotation of the shaft and the turbine wheel. Thus, the sensor 36  
10 monitors the speed of rotation of the shaft 4 via measurement of the speed of rotation of the compressor wheel 6. The sensor 36 may be a conventional sensor, as described in the prior art.

The lubricant control system is operative to close the valve 30 and substantially stop  
15 the flow of lubricant to the bearing housing 3 when the compressor wheel 6 is decelerating and when it is safe to do so (i.e. when substantially stopping the flow of lubricant will not cause the bearing assemblies 24 to be damaged).

In an embodiment, the valve 30 may be closed when it has been determined by the  
20 controller 32 that the compressor wheel 6 has decelerated to a speed of rotation which is such that boundary layer lubrication is sufficient to lubricate rotation of the shaft 4 without risk of damage to the bearing assemblies 24. The term 'boundary layer lubrication' is intended to mean lubrication via a layer of lubricant present on surfaces of the bearing assemblies 24 which are in contact with one another and which move  
25 during rotation of the shaft 4. Boundary layer lubrication occurs when lubricant is not being pumped through the cavity 25 and when lubricant has drained away from the cavity via the drain 27. Although lubricant has drained away from the cavity 25 some lubricant remains on contacting surfaces of the bearing assemblies 24, and it is this lubricant which provides the boundary layer lubrication.

30 In an embodiment, the controller 32 may determine that it is safe to close the valve 30 when the sensor 36 indicates that the compressor wheel 36 has decelerated to a speed which is not yet sufficiently slow that boundary layer lubrication is sufficient to lubricate rotation of the shaft 4. This is possible without damage occurring to the  
35 bearing assemblies 24 because a finite time will elapse between closing the valve 30

and draining of the lubricant from the lubricant cavity 25. During this finite time the speed of rotation of the shaft 4 reduces to a speed at which boundary layer lubrication is sufficient to lubricate rotation without damage to the bearing assemblies 24.

5 Figure 3 is a graph which illustrates schematically deceleration of the compressor wheel 6 (and turbine wheel) which will occur when a driver of a vehicle in which the turbocharger is fitted removes his or her foot from the accelerator pedal and thus closes the throttle of the internal combustion engine. The compressor wheel speed reduces gradually in a manner which is known and consistent for a given design of  
10 turbocharger. At time  $T_2$  the compressor wheel is rotating at a sufficiently slow speed  $S_2$  that boundary layer lubrication of the shaft 4 is sufficient. This speed will depend upon the dimensions of the turbocharger (as is discussed further below), but may for example be of the order of 10,000 rpm.

15 The amount of time needed for the lubricant to drain out of the lubricant cavity 25 via the drain 27 may be known and may be consistent for a given design of turbocharger. As mentioned above, the rate at which the compressor wheel 6 (and turbine wheel) decelerates may also be known for a given design of turbocharger. This information may be used to configure the controller 32 to close the valve 30 when the compressor  
20 wheel reaches a threshold rotational speed  $S_1$  during deceleration of the compressor wheel. The time taken for the compressor wheel to decelerate from this threshold speed  $S_1$  to the speed  $S_2$  at which boundary layer lubrication is sufficient to avoid bearing damage is shown in figure 3 as  $T_D (T_2 - T_1)$ . This time is less than or equal to the amount of time taken for lubricant to drain from the lubricant cavity 25 via the drain  
25 27. The time  $T_D$  may for example be of the order of a few seconds. The time  $T_D$  may for example be around 1-2 seconds. The time  $T_D$  may be selected to be significantly less than the time taken for lubricant to drain from the lubricant cavity 25 via the drain 27, in order to ensure that boundary layer lubrication never takes place before the speed has dropped to speed  $S_2$ . The time  $T_D$  may for example be at least 10% smaller  
30 than the time taken for lubricant to drain from the lubricant cavity 25 via the drain 27.

An advantage of the invention is that by closing the valve 30 prior to the compressor wheel 6 ceasing to rotate, lubricant is drained from the lubricant cavity 25 such that the lubricant cavity 25 is substantially empty of lubricant by the time the compressor wheel  
35 has ceased to rotate (e.g. with merely a boundary layer of lubricant remaining). As a

result, there may be little or no leakage of lubricant past the seal 29. This reduces or avoids altogether lubricant being subsequently driven to the engine intake by the compressor wheel 6 (which could cause pollution or other undesirable effects).

5 In an alternative embodiment of the invention the controller 32 is operative to close the valve 30 when the compressor wheel has decelerated to a threshold speed  $S_2$ . That is, the valve 30 is closed when the speed of rotation is sufficiently low that boundary layer lubrication of the shaft 4 is sufficient, and before rotation of the shaft has ceased. This embodiment could for example be used if, starting at speed  $S_2$ , the time period needed  
10 for lubricant to drain from the lubricant cavity 25 is less than the time period until the compressor wheel 6 (and shaft) ceased to rotate. The embodiment could for example be used if, starting at speed  $S_2$ , the time period needed for lubricant to drain from the lubricant cavity 25 is less than the time period until the pressure generated by the compressor wheel 6 drops below a level where significant leakage of the lubricant into  
15 the compressor housing 22 could occur.

Embodiments of the invention avoid significant lubricant leakage because lubricant is removed from the lubricant cavity 25 before the pressure generated by the compressor wheel 6 drops below a level where significant leakage of the lubricant into the  
20 compressor housing 22 could occur. The embodiment in which the valve 30 is closed at threshold speed  $S_1$  may be advantageous over the embodiment in which the valve is closed at threshold speed  $S_2$ , because it may provide a reduced likelihood of leakage of lubricant past the seal 29. This is because a longer time elapses after closure of the valve 30 before the compressor wheel 6 decelerates to slow speeds and then ceases  
25 to rotate. It may be the case that at slow speeds of the compressor wheel 6 (e.g. 1,000 rpm or less) the pressure generated by the compressor wheel in the compressor housing 2 is less than the pressure needed to prevent leakage of lubricant past the seal 29. Closing the valve 30 as early as possible (e.g. at a speed  $S_1$  or some other speed which is above the speed at which boundary layer lubrication is sufficient) will  
30 reduce the likelihood of this leakage occurring, and may eliminate it completely.

A turbocharger system according to a modified embodiment of the invention is shown schematically in Figure 4. In this embodiment an alternative lubricant path 39 runs parallel to the lubricant flow path which passes through the valve 30. This alternative  
35 lubricant path 39 includes an aperture 40 which limits the rate at which the lubricant is

provided. The aperture 40 may for example have a diameter of around 1mm. The aperture may provide for a trickle of lubricant (which may also be referred to as a drip-feed) through the alternative lubricant path 39. The alternative lubricant path 39 connects with the conduit 26 upstream of the lubricant cavity 25. Thus, a trickle of lubricant is provided to the lubricant cavity 25 via the alternative lubricant path 39.

During normal operation of the turbocharger, when the compressor wheel 6 and turbine wheel 5 are rotating at high speeds (e.g. well in excess of 10,000 rpm) the valve 30 is open. A continuous flow of lubricant is thus provided to the bearings 24 via the valve 30. Although lubricant is also provided to the bearings via the aperture 40, the amount of lubricant provided is negligible compared with the amount provided via the valve 30. When the compressor wheel 6 and turbine wheel 5 are rotating at relatively low speeds (e.g. 10,000 rpm or less) the valve 30 is closed, and lubricant is solely provided via the aperture 40. Thus, a trickle (or drip feed) of lubricant is provided to the bearings 24.

The trickle (or drip-feed) of lubricant to the bearings 24 may for example be advantageous in circumstances in which the boundary layer of lubrication needs to be replenished in order to avoid damage to the bearings. This could be the case for example if the compressor and turbine wheels 6, 5 might continue to rotate at a low speed for a considerable period of time. For example, the internal combustion engine may operate at idle for a considerable period, during which time the compressor and turbine wheels 6, 5 may rotate at around 1,000 rpm or less. In such circumstances, in the absence of a trickle (or drip-feed) of lubricant the lubricant providing boundary layer lubrication may become displaced and/or dirty over time, and this may ultimately lead to damage being caused to the bearings 24.

In an embodiment, instead of providing an alternative lubricant path 39 with an aperture, the valve 30 may be configured such that it provides a trickle (or drip-feed) of lubricant when it is in a closed configuration. That is, the valve does not provide a complete seal when it is closed, but instead provides a small gap through which lubricant can drip.

References to a trickle of lubricant may be interpreted as meaning that the lubricant is provided at a rate which is significantly less than the rate at which lubricant is provided when the compressor wheel 6 and turbine wheel 5 are rotating at high speeds. Thus,

the flow of lubricant to the bearing has been substantially stopped, with only a trickle of lubricant being provided. In other words, full flow of the lubricant to the bearings is prevented. Embodiments of the invention may provide a flow of lubricant which is sufficient to keep the lubricant cavity 25 substantially full of lubricant during normal operation of the turbocharger, and may provide lubricant at a rate which is not sufficient to substantially fill the lubricant cavity when boundary layer lubricant is sufficient to lubricate the turbocharger (e.g. during idling of the engine). This second lower rate may be described as a trickle. An alternative term for the trickle of lubricant is a drip-feed of lubricant. The rate at which the lubricant is provided when boundary layer lubricant is sufficient to lubricate the turbocharger is very low (compared with the full flow of the lubricant), and thus the flow of lubricant may be referred to as being substantially stopped.

In an embodiment, the controller 32 may be configured to open the valve 30 before the turbocharger recommences operation. For example, in an internal combustion engine which is provided with a start-stop system, the engine may be restarted following a stop when a specific input is received. The engine may be stopped when the vehicle has stopped moving and the gear lever has been moved to neutral. The engine may be restarted when the clutch is subsequently depressed or when electrical power is required (e.g. for an air-conditioning system). The controller 32 may be configured to open the valve 30 when an input is received that will cause the engine to restart. In other words, the valve 30 is opened when re-starting of the engine is initiated. An advantage of this arrangement it ensures that lubricant is delivered to the lubricant cavity 25 of the turbocharger immediately when flow of lubricant is recommenced by the engine.

If it is desired to provide lubricant to the lubricant cavity 25 of the turbocharger more quickly than would be achieved by using the above arrangement, a store of lubricant may be retained in an accumulator upstream of the valve 30 for immediate delivery to the lubricant cavity when the valve 30 opens. An example of such an accumulator 42 is shown in Figure 4. The accumulator 42 is connected via a valve 43 to the conduit 26 which carries lubricant to the lubricant cavity 25. This valve is referred to hereafter as the accumulator valve 43. Operation of the accumulator valve 43 is controlled by the controller 32. During normal operation of the turbocharger, the valve 30 leading to the turbocharger cavity 25 is open and lubricant is pumped through the cavity. The

accumulator valve 43 is closed. When the valve 30 to the cavity 25 is closed the accumulator valve 43 is opened, and lubricant is thus pumped into the accumulator 42. The accumulator valve 43 is closed before pumping of lubricant through the internal combustion engine ceases, i.e. before operation of the internal combustion engine ceases. When operation of the internal combustion engine is re-started, the accumulator valve 43 and the valve 30 to the cavity 25 are both opened, such that lubricant flows from the accumulator 42 to the cavity. The accumulator 42 provides lubricant to the cavity 25 earlier than would otherwise be the case (there may be delay between re-starting the engine and lubricant being pumped to the cavity).

10

Although embodiments of the invention have been described in terms of a threshold speed of rotation of the compressor wheel 6 (and turbine wheel 5), a determining factor for whether or not boundary layer lubrication is sufficient to avoid damage to the bearings 24 is the rubbing speed between surfaces of the bearings which contact one another. The rubbing speed may be expressed as a shaft velocity (i.e. the speed at which the surface of the shaft is moving when it rotates). A shaft velocity of 10 m/s is sufficiently low that boundary layer lubrication is sufficient to avoid damage to the bearings 24. For a shaft diameter of around 2 cm this corresponds with a speed of rotation of the shaft of around 10,000 rpm. For a shaft with a diameter greater than around 2 cm, the speed of rotation of the shaft which corresponds with a shaft velocity of 10 m/s will be less than around 10,000 rpm. Conversely, for a shaft with a diameter less than around 2 cm, the speed of rotation of the shaft which corresponds with a shaft velocity of 10 m/s will be greater than around 10,000 rpm.

25

Boundary layer lubrication may be sufficient to avoid bearing damage for shaft velocities in excess of 10 m/s. For example, boundary layer lubrication may be sufficient in some circumstances for shaft velocities up to 15 m/s. However, at such higher shaft velocities a risk of bearing damage arises. One factor which will influence whether or not bearing damage occurs is load on the bearings 24, the load being due to the weight of the rotating components and possibly also due to an unbalance of the rotating components. Another factor which will influence whether or not bearing damage occurs is the composition of the lubricant that is being used to lubricate the bearings 24. Thus, although embodiments of the invention may be used for shaft velocities up to 15 m/s, in order to minimise or eliminate the risk of bearing damage it may be preferable to restrict use of embodiments of the invention to shaft velocities up

35

to 10 m/s. If embodiments of the invention are used for shaft velocities up to 15 m/s then a trickle (or drip-feed) of lubricant to the bearings 24 (for example as described above in connection with figure 5) may be used. This will reduce the risk of damage to the bearings 24.

5

The rate at which the compressor wheel 6 (and turbine wheel 5) decelerate will depend upon their inertia (which will also include a contribution from the shaft 4). Inertia of a rotating disk scales as the square of the radius of the disk (assuming that the disk has a constant thickness). It will therefore be appreciated that the inertia of the compressor wheel 6, turbine wheel 5 and shaft 4 will be greater for larger turbochargers. Thus, the rate of deceleration of a larger turbocharger will be smaller than the rate of deceleration of a smaller turbocharger.

10

A larger turbocharger will have a larger lubricant cavity 25 than a smaller turbocharger, and thus will contain more lubricant. It could therefore be expected that it would take longer for lubricant to drain from a larger turbocharger than from a smaller turbocharger. However, the drain 27 from the lubricant cavity 25 of a larger turbocharger may have a larger diameter than the drain from the lubricant cavity of a smaller turbocharger, meaning that the rate of lubricant drainage from a larger turbocharger may be faster than the rate of lubricant drainage from a smaller turbocharger. These two factors may cancel out one another to a significant extent, such that the time taken for lubricant to drain from the lubricant cavity is similar for different sizes of turbochargers. The time taken for lubricant to drain from the lubricant cavity may be a few seconds. The time taken may be determined via experimental measurement for different turbochargers.

15

20

25

The above factors may be taken into account to determine the threshold speed  $S_1$  at which it is safe to shut the valve 30 during deceleration of a turbocharger. The threshold speed  $S_1$  will be different for different designs of turbochargers. Once the threshold speed  $S_1$  has been determined for a given turbocharger design it can be input to the controller 32. This may for example be done by programming the controller 32 (e.g. if the controller is a microprocessor). Alternatively, it may be done by setting an electrical threshold value such as a voltage (e.g. if the controller is an electrical circuit). The controller 32 and valve 30 may together be considered to form a feed-forward control system.

30

35

Embodiments of the invention may be particularly advantageous when used in engines which include a stop-start system which is configured to automatically shut down the internal combustion engine when a vehicle is stationary and restart it when the vehicle is about to move. Such engines may stop and start many times during a short period, for example if the vehicle is stuck in a traffic jam. In such circumstances, pumping lubricant to the lubricant cavity 25 then stopping the engine (and hence stopping rotation of the compressor wheel and turbine wheel) may occur many times in quick succession. The cumulative effect of this may be to significantly increase the likelihood of lubricant leaking past the seal 29 into the compressor housing 22. The invention may avoid this problem because lubricant is removed from the lubricant cavity 25 before the pressure generated by the compressor wheel 6 drops to a level where significant leakage of the lubricant into the compressor housing 22 could occur.

A modified embodiment of the invention which may be particularly advantageous for use in an engine having a stop-start system is shown schematically in Figure 5. Components which correspond with those shown in Figures 2 and 4 are provided with corresponding reference numerals and are not described again here. In the embodiment shown in Figure 5 a dump valve 30a is connected via a conduit 45 to a sump 46 of the engine. During normal operation of the engine, lubricant pumped to the dump valve 30a is directed by the dump valve 30a via a conduit 26 to the lubricant cavity 25. When a stop cycle of the engine is initiated, the dump valve 30a is triggered by the controller 32 such that the dump valve directs the lubricant to the sump 46. This arrangement provides a close to instantaneous drop of lubricant pressure in the lubricant cavity 25 when the engine stop cycle is initiated. This rapid drop of lubricant pressure in the lubricant cavity 25 is advantageous because it reduces the extent to which lubricant will leak past the seal 29 to the compressor cavity 22 (compared with the case if the dump valve 30a was not present).

Using initiation of the stop cycle as the trigger to stop supplying lubricant to the lubricant cavity 25 is an alternative to using the measured speed of the compressor wheel during compressor deceleration as the trigger to stop supplying lubricant to the lubricant cavity. Using initiation of the stop cycle has the advantage that it does not require measurement of the compressor wheel speed but instead merely uses an existing engine control signal (i.e. the signal which represents stop cycle initiation). An

engine control system which initiates the stop cycle may do so when the vehicle has stopped moving and the gear lever has been moved to neutral.

5 A potential disadvantage of using stop cycle initiation to trigger the dump valve 30a is that in some instances the compressor wheel speed may already have dropped below a speed at which leakage lubricant past the seal 29 may occur before the stop cycle is initiated. This potential disadvantage may be avoided by triggering the dump valve 30a using either the compressor wheel speed during compressor wheel deceleration or using stop cycle initiation (whichever occurs first). Similarly, the measured compressor  
10 wheel speed may be used to prevent stop cycle initiation from triggering the dump valve 30a when the compressor wheel is rotating at a speed at which it is still necessary to continue supplying lubricant to the bearings 24. In this situation triggering of the dump valve 30a is postponed until the compressor wheel has decelerated to a speed at which it is safe to do so (the manner in which the safe compressor wheel  
15 speed is determined is described further above). Operation of the dump valve 30a may be controlled by the controller 32. Once the stop cycle has been initiated and the dump valve 30a triggered, the dump valve should be closed before the engine is restarted. This avoids the possibility that the dump valve 30a remains open and is directing lubricant to the sump 46 during acceleration of the shaft 4.

20 After the stop cycle has occurred and the dump valve 30a has been triggered, a start cycle for the engine will subsequently occur. When the start cycle is initiated the dump valve 30a is shut such that it no longer directs lubricant to the sump 46 but instead directs lubricant to the lubricant cavity 25. Thus, lubricant pressure is restored to the  
25 lubricant cavity 25 when the engine restarts.

When an embodiment of the invention is provided in an engine having a stop-start system there may be no benefit in providing a trickle (or drip feed) to the bearing when the engine has stopped (the engine is not idling and thus lubricant providing boundary  
30 layer lubrication does not need to be replenished). However, a trickle (or drip feed) of lubricant may nevertheless be provided. This will happen if a valve used in the embodiment is configured to provide a trickle (or drip feed) of lubricant (e.g. if the valve is the same as that used in other embodiments which utilise this functionality). Thus, in embodiments for an engine having a stop-start system the flow of lubricant to the  
35 bearing may be substantially stopped with a trickle of lubricant being provided. In

some embodiments for an engine having a stop-start system the flow of lubricant to the bearing may be fully stopped with no trickle of lubricant being provided.

5 In the above described embodiments the controller 32 may for example comprise part of an engine control unit which controls operation of the internal combustion engine. Where this is the case, the controller 32 may be located remotely from the turbocharger. Alternatively, the controller 32 may be separate from the engine control unit. Where this is the case the controller 32 may be located at the turbocharger. The controller may for example be provided on or within the bearing housing 3 of the  
10 turbocharger. Similarly, the valve 30 may be located at the turbocharger (e.g. provided on or within the bearing housing 3 of the turbocharger).

Embodiments of the invention may be advantageous when used in a hybrid engine, i.e. an engine which comprises an internal combustion engine and an electrical motor both  
15 of which are configured to power a vehicle. In a typical hybrid engine the internal combustion engine is used to power the vehicle when the vehicle is travelling at relatively high speeds and the electrical motor is used to power the vehicle when the vehicle is travelling at relatively slow speeds. Switch-over from internal combustion engine power to electrical power may occur when the vehicle decelerates to a  
20 particular speed. When switch-over occurs the internal combustion engine will either stop operating or will idle. When the engine is idling the compressor wheel 6 may rotate at a speed which is low enough that boundary layer lubrication is sufficient to lubricate rotation of the shaft 4. The speed of rotation may for example be around 1,000 rpm or less when the engine is idling. The engine may be idling for a  
25 considerable period of time whilst the electrical motor is powering the vehicle. In such circumstances a trickle (or drip feed) of lubricant to the bearings 24 is advantageous because it will prevent bearing damage due to lubricant becoming displaced and/or dirty over time.

30 An embodiment of the invention may be used to close the valve 30 when deceleration of the vehicle is detected, the valve being closed a predetermined time before switch-over to electrical power occurs. Referring to Figure 6, switch-over to electrical power may occur at vehicle speed  $S_4$ , and the valve 30 may be closed at threshold vehicle speed  $S_3$ . The corresponding elapsed time  $T_d$  between these two speeds allows  
35 lubricant to drain from the lubricant cavity of the turbocharger before the speed of

rotation of the compressor wheel drops to a speed at which lubricant may leak significantly into the compressor housing.

5 The rate of deceleration of the vehicle will depend upon how strongly the brakes of the vehicle are being applied. The relationship between speeds  $S_3$ ,  $S_4$  and elapsed time  $T_d$  will correspondingly differ. Thus, for example the threshold speed  $S_3$  for a first rate of deceleration may be lower than the threshold speed  $S_3$  for a faster rate of deceleration. The controller 32 may for example store information about the relationships between rates of deceleration and threshold speeds, and may use these to determine when to  
10 close the valve 30. The relationships may be stored in any suitable manner. For example, a look-up table may be used.

15 An embodiment of the invention for a hybrid engine may be configured to deliver a flow of lubricant to the bearing when the internal combustion engine is powering the vehicle and deliver a trickle of lubricant to the internal combustion engine when electricity is powering the vehicle (when the internal combustion engine is idling). This may be advantageous irrespective of whether the flow of lubricant is substantially stopped using the timing described above in relation to Figure 6 or using some other timing. Thus, embodiments of the invention for a hybrid engine may use any suitable timing for  
20 substantially stopping the flow of lubricant (e.g. the flow of lubricant is substantially stopped when switch over to electrically powering the vehicle occurs).

Embodiments of the invention may be advantageous when exhaust braking is used. During exhaust braking the speed of rotation of the turbine wheel 5 and compressor wheel 6 is low, and the pressure of exhaust gas around the turbine wheel may be such that it pushes past a seal between the shaft 4 and the bearing housing 3 and enters the lubricant cavity 25. The pressure of this exhaust gas in the lubricant cavity 25 will tend to push lubricant past the seal 29 into the compressor housing 22. Because  
25 embodiments of the invention drain lubricant from the lubricant cavity 25 when it is safe to do so, leakage of lubricant into the compressor housing during exhaust braking may be reduced or eliminated.

30 References to bearing damage may be interpreted as meaning a bearing wear rate which is well in excess of the bearing wear rate that would be seen during conventional bearing use. Bearing damage also encompasses bearing seizure.

The internal combustion engine may for example be a diesel engine or may be a petrol engine.

**CLAIMS:**

1. A method of delivering lubricant to a turbocharger, the method comprising:  
delivering a flow of lubricant to a shaft supporting bearing of the turbocharger  
5 during normal operation of the turbocharger;  
monitoring the speed of rotation of the shaft;  
when deceleration of the shaft is detected, and when the speed of the shaft  
drops below a threshold, substantially stopping the flow of lubricant to the bearing.
- 10 2. The method of claim 1, wherein the threshold is a speed which is higher than a  
speed at which boundary layer lubrication is sufficient to lubricate the bearing, the  
threshold being sufficiently low that, based on the rate of deceleration of the shaft, the  
speed of the shaft will drop to a speed at which boundary layer lubrication is sufficient  
to lubricate the bearing before the lubricant has drained from the bearing.
- 15 3. The method of any preceding claim, wherein the valve is controlled by a  
controller in which the threshold has been set.
4. The method of claim 3, wherein the threshold is stored in a memory.
- 20 5. The method of any preceding claim, wherein the method further comprises  
feeding a trickle of lubricant to the bearing after the flow of lubricant has been  
substantially stopped.
- 25 6. The method of claim 1, wherein the threshold is a speed at which boundary  
layer lubrication is sufficient to lubricate the bearing.
7. The method of claim 2 or claim 6, wherein the speed at which boundary layer  
lubrication is sufficient to lubricate the bearing corresponds with a shaft velocity of up to  
30 15 m/s.
8. The method of claim 2 or claim 6, wherein the speed at which boundary layer  
lubrication is sufficient to lubricate the bearing corresponds with a shaft velocity of up to  
35 10 m/s.

9. A turbocharger system comprising:  
a turbocharger having a compressor wheel and a turbine wheel connected by a shaft;  
a conduit configured to deliver a flow of lubricant to a bearing which supports the shaft, the conduit being provided with a valve;  
a sensor configured to monitor the speed of rotation of the shaft; and  
a controller configured to operate the valve to substantially stop the flow of lubricant to the bearing when deceleration of the shaft is detected and when the speed of the shaft drops below a threshold.
10. The turbocharger system of claim 9, wherein the threshold is a speed which is higher than a speed at which boundary layer lubrication is sufficient to lubricate the bearing, the threshold being sufficiently low that, based on the rate of deceleration of the shaft, the speed of the shaft will drop to a speed at which boundary layer lubrication is sufficient to lubricate the bearing before the lubricant has drained from the bearing.
11. The turbocharger system of claim 9 or claim 10, wherein the threshold is stored in a memory.
12. The turbocharger system of any of claims 9 to 11, wherein the valve is configured to provide a trickle of lubricant when it has been operated to substantially stop the flow of lubricant.
13. The turbocharger system of any of claims 9 to 11, wherein an additional conduit extends around the valve, the additional conduit including a restriction that is configured to provide a trickle of lubricant to the bearing.
14. The turbocharger system of any of claims 9 to 13, wherein the turbocharger further comprises an accumulator configured to store lubricant for subsequent delivery to the bearing.
15. The turbocharger system of any of claims 9 to 14, wherein the controller and/or the valve are located at the turbocharger.

16. The turbocharger system of claim 9, wherein the threshold is a speed at which boundary layer lubrication is sufficient to lubricate the bearing.
17. The turbocharger system of claim 9 or claim 16, wherein the speed at which boundary layer lubrication is sufficient to lubricate the bearing corresponds with a shaft velocity of up to 15 m/s.
18. The turbocharger system of claim 9 or claim 16, wherein the speed at which boundary layer lubrication is sufficient to lubricate the bearing corresponds with a shaft velocity of up to 10 m/s.
19. A method of delivering lubricant to a turbocharger of a hybrid vehicle, the method comprising:  
delivering a flow of lubricant to a shaft supporting bearing of the turbocharger during normal operation of the turbocharger;  
monitoring the speed of the vehicle;  
when deceleration of the vehicle is detected, and when the speed of the vehicle drops below a threshold, substantially stopping the flow of lubricant to the bearing.
20. The method of claim 19, wherein the threshold is a speed which is higher than a speed at which switch-over to driving the vehicle using electrical power will occur.
21. A method of delivering lubricant to a turbocharger of a hybrid vehicle, the method comprising delivering a flow of lubricant to a shaft supporting bearing of the turbocharger when the vehicle is being powered by an internal combustion engine, and substantially stopping the flow of lubricant to deliver a trickle of lubricant to the bearing when the vehicle is being electrically powered and the internal combustion engine is idling.
22. A turbocharger system of a hybrid vehicle, the turbocharger system comprising:  
a turbocharger having a compressor wheel and a turbine wheel connected by a shaft;  
a conduit configured to deliver a flow of lubricant to a bearing supporting the shaft, the conduit being provided with a valve; and

a controller configured to operate the valve to substantially stop flow of lubricant to the bearing when deceleration of vehicle is detected and when the speed of the vehicle drops below a threshold.

5 23. The turbocharger system of claim 22, wherein the threshold is a speed which is higher than a speed at which switch-over to driving the vehicle using electrical power will occur.

10 24. A turbocharger system of a hybrid vehicle, the turbocharger system comprising a turbocharger having a compressor wheel and a turbine wheel connected by a shaft, a conduit configured to deliver a flow of lubricant to a bearing supporting the shaft, the conduit being provided with a valve, and a controller configured to operate the valve to deliver a flow of lubricant to the bearing when the vehicle is being powered by an internal combustion engine, and to substantially stop flow of lubricant to the bearing  
15 when the vehicle is being electrically powered and the internal combustion engine is idling.

20 25. The turbocharger system of claim 24, wherein the valve is configured to provide a trickle of lubricant when it has been operated to substantially stop the flow of lubricant.

25 26. The turbocharger system of claim 24 or claim 25, wherein an additional conduit extends around the valve, the additional conduit including a restriction that is configured to provide a trickle of lubricant to the bearing.

30 27. A method of delivering lubricant to a turbocharger forming part of an engine having a stop/start cycle, the method comprising:  
delivering a flow of lubricant to a shaft supporting bearing of the turbocharger during normal operation of the engine;  
when a stop cycle is initiated, substantially stopping the flow of lubricant to the bearing.

35 28. The method of claim 27, wherein substantially stopping the flow of lubricant to the bearing is postponed if the speed of the shaft is so high that substantially stopping flow of lubricant to the bearing will cause damage to the bearing.

29. The method of claim 27 or claim 28, wherein the method further comprises using a valve to direct lubricant to a sump instead of to the bearing.

5 30. The method of any of claims 27 to 29, wherein the flow of lubricant to the bearing is fully stopped.

31. A turbocharger system for an engine having a stop/start cycle system comprising:

10 a turbocharger having a compressor wheel and a turbine wheel connected by a shaft;

a conduit configured to deliver a flow of lubricant to a bearing which supports the shaft, the conduit being provided with a valve; and

15 a controller configured to operate the valve to substantially stop flow of lubricant to the bearing when a stop cycle is initiated.

32. The turbocharger system of claim 31, wherein the controller is configured to postpone operation of the valve if the speed of the shaft is so high that substantially stopping flow of lubricant to the bearing will cause damage to the bearing.

20

33. The turbocharger system of claim 31 or claim 32, wherein the valve is configured to direct lubricant to a sump instead of to the bearing.

25 34. The turbocharger system of any of claims 31 to 33, wherein the valve is operable to fully stop flow of lubricant to the bearing when the stop cycle is initiated.

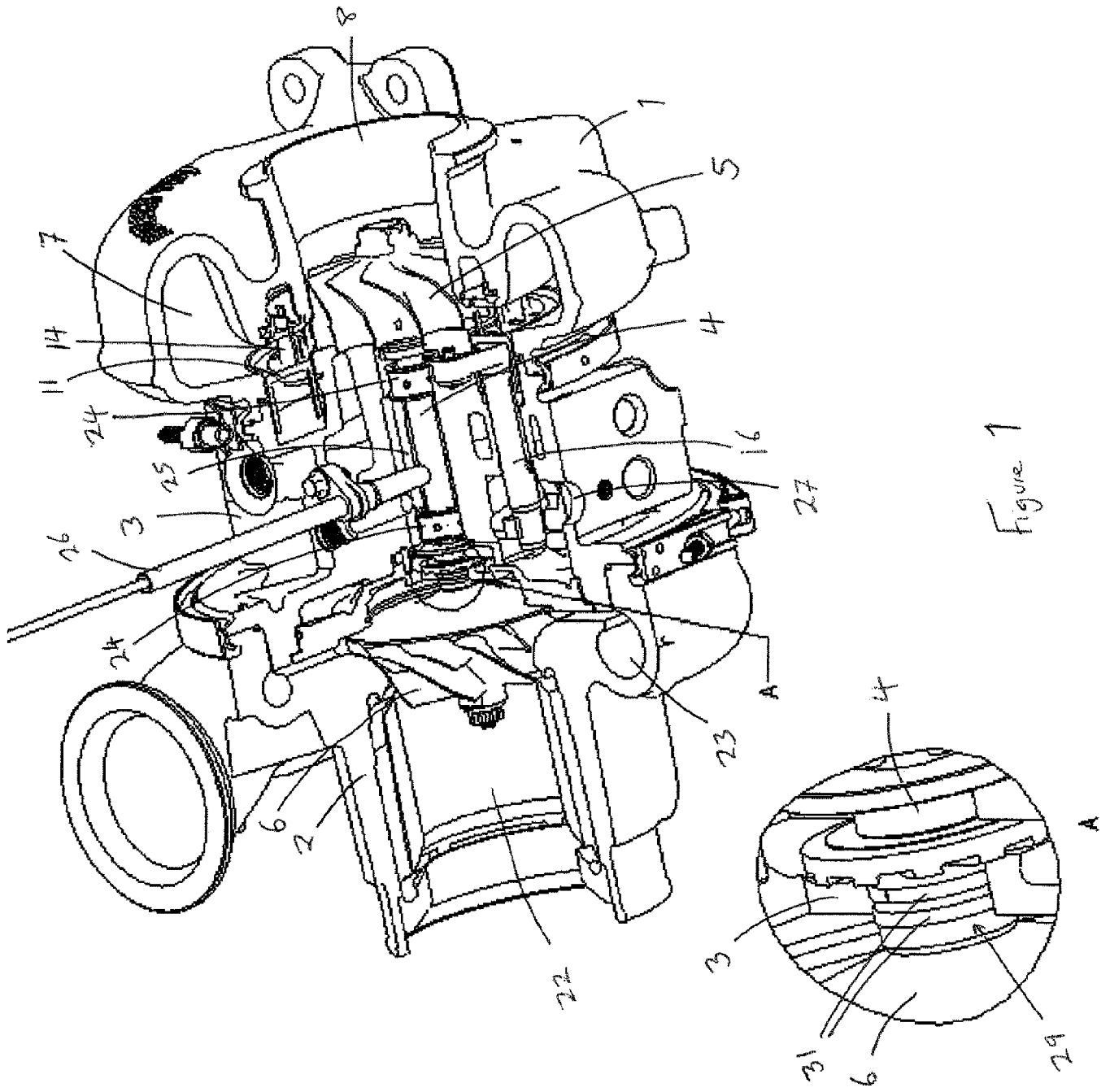
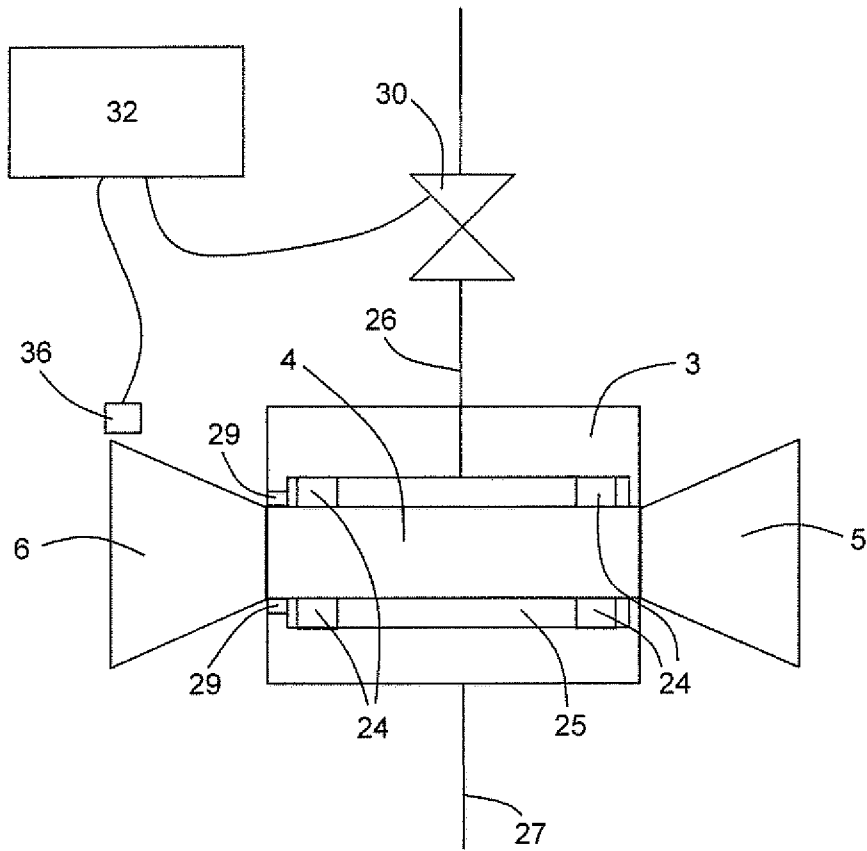
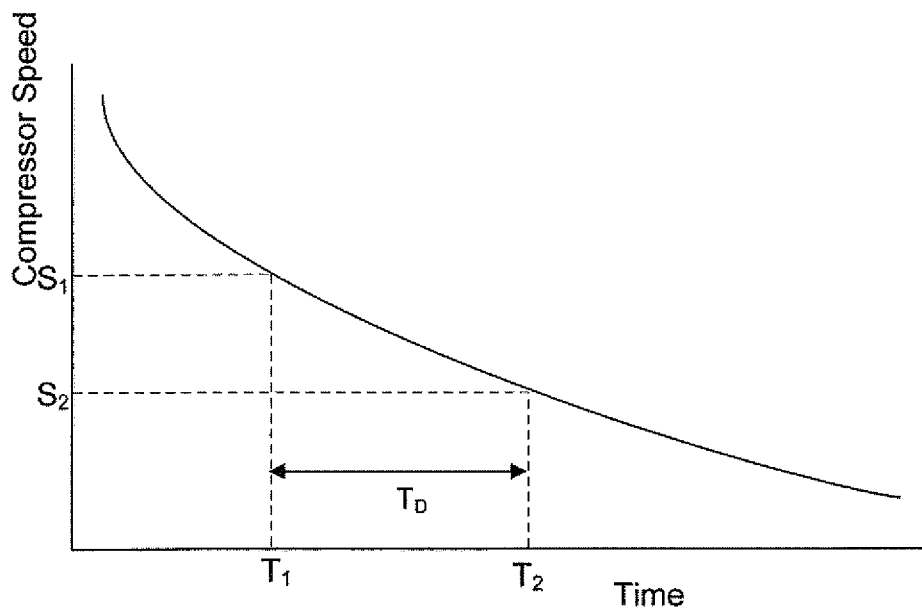


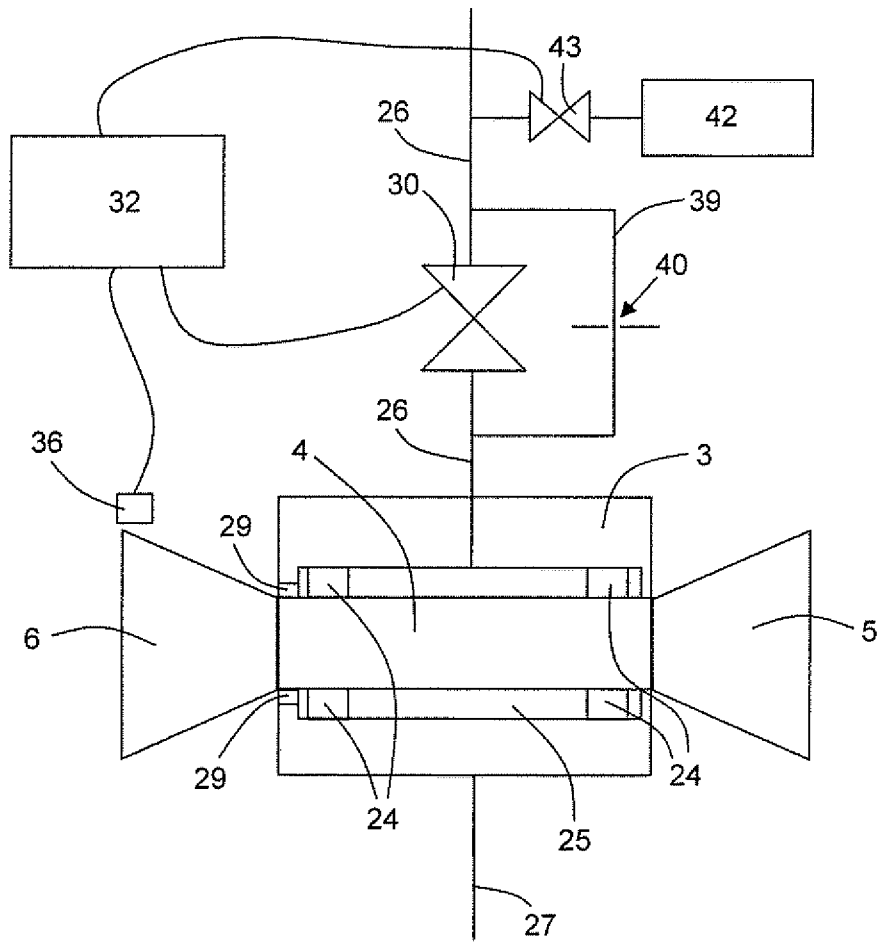
Figure 1



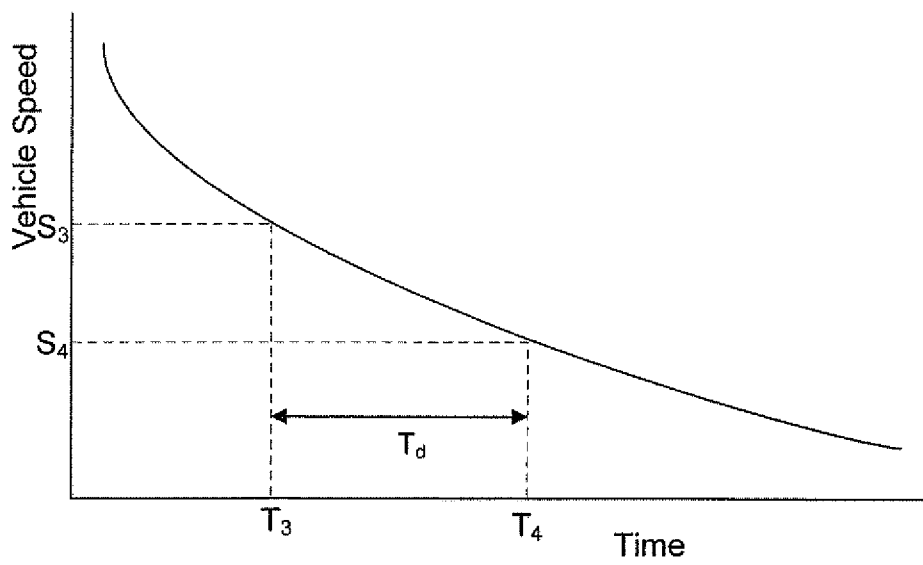
**FIG. 2**



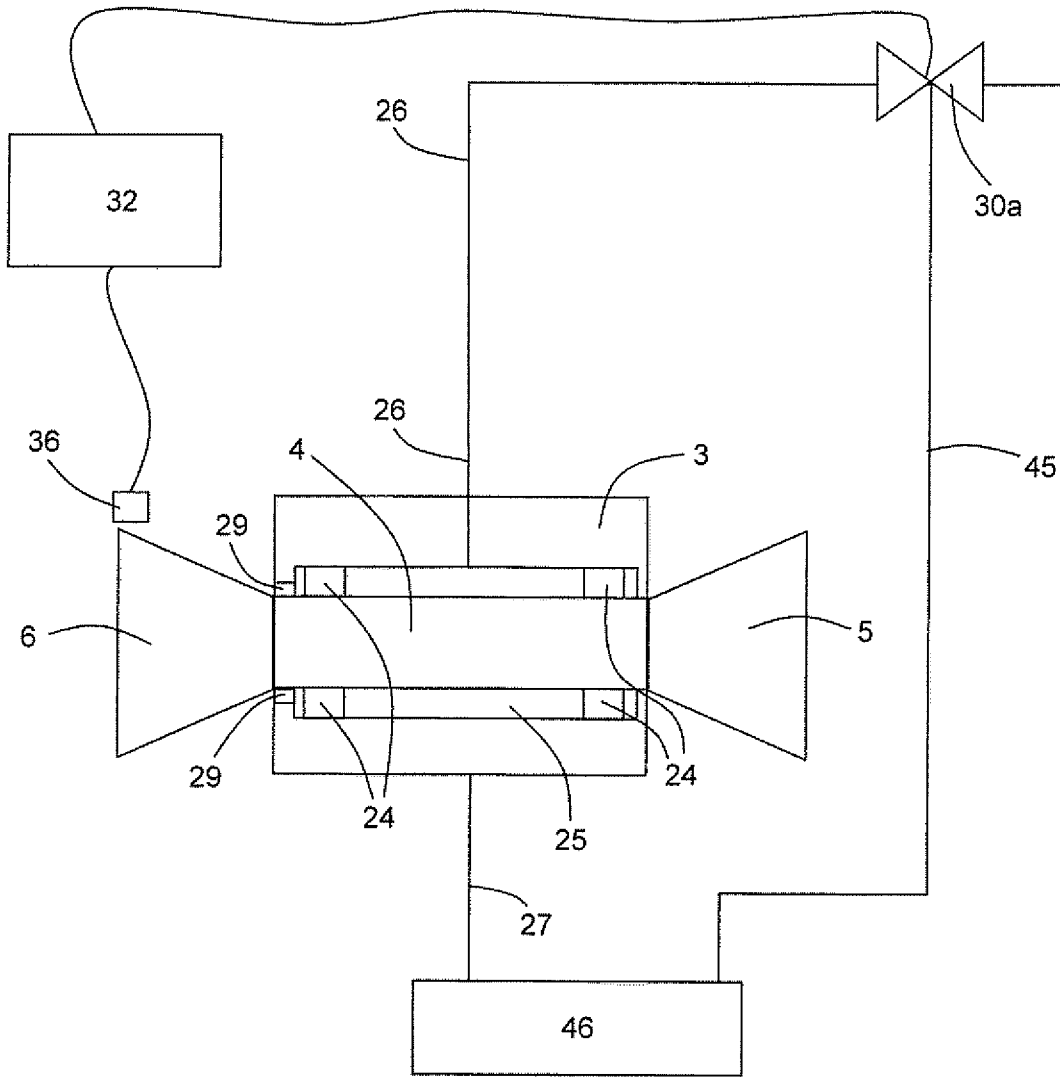
**FIG. 3**



**FIG. 4**



**FIG. 6**



**FIG. 5**

**INTERNATIONAL SEARCH REPORT**

International application No  
PCT/GB2015/050264

**A. CLASSIFICATION OF SUBJECT MATTER**

INV. F02B39/14 F01D25/18 F01M1/16 F02C6/12 F16H57/04  
ADD.

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

**B. FIELDS SEARCHED**

Minimum documentation searched (classification system followed by classification symbols)  
F02B F01D F01M F02C F16H

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

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

EPO-Internal, WPI Data

**C. DOCUMENTS CONSIDERED TO BE RELEVANT**

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 2008/283337 A1 (THEOBALD MARK A [US]) 20 November 2008 (2008-11-20)	1-4, 6-11,14, 16-20, 22,23, 27,28, 30-32,34
Y	paragraph [0009] - paragraph [0074]; figures 2, 6, 10	29,33
X	----- WO 2012/074789 A1 (JONES GREGG [US]) 7 June 2012 (2012-06-07)  paragraph [0011] - paragraph [0056]; figures 1C, 2A	1-5, 9-13,20, 21,23-26
X	----- JP S59 141724 A (MAZDA MOTOR) 14 August 1984 (1984-08-14) abstract; figure 1  ----- -/--	1-4,9-11

Further documents are listed in the continuation of Box C.

See patent family annex.

\* Special categories of cited documents :

- "A" document defining the general state of the art which is not considered to be of particular relevance
- "E" earlier application or patent but published on or after the international filing date
- "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)
- "O" document referring to an oral disclosure, use, exhibition or other means
- "P" document published prior to the international filing date but later than the priority date claimed

- "T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention
- "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone
- "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

24 March 2015

Date of mailing of the international search report

01/04/2015

Name and mailing address of the ISA/

European Patent Office, P.B. 5818 Patentlaan 2  
NL - 2280 HV Rijswijk  
Tel. (+31-70) 340-2040,  
Fax: (+31-70) 340-3016

Authorized officer

Rauch, Vincent

## INTERNATIONAL SEARCH REPORT

International application No

PCT/GB2015/050264

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	WO 2008/122756 A1 (CUMMINS TURBO TECH LTD [GB]; FRENCH PIERRE [GB]; FIRTH MARK R [US]; RE) 16 October 2008 (2008-10-16) figure 2	1,3,4,9, 11,15
Y	----- EP 0 092 467 A1 (CITROEN SA [FR]; PEUGEOT [FR]) 26 October 1983 (1983-10-26) page 2 - page 4; figure 1 -----	29,33

# INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

PCT/GB2015/050264

Patent document cited in search report	Publication date	Patent family member(s)	Publication date	
US 2008283337	A1	20-11-2008	CN 101318458 A DE 102008022911 A1 US 2008283337 A1	10-12-2008 02-01-2009 20-11-2008
-----				
WO 2012074789	A1	07-06-2012	AU 2011336977 A1 CA 2817759 A1 EP 2640945 A1 JP 2013544331 A KR 20140001942 A US 2012177476 A1 WO 2012074789 A1	13-06-2013 07-06-2012 25-09-2013 12-12-2013 07-01-2014 12-07-2012 07-06-2012
-----				
JP S59141724	A	14-08-1984	JP H0415372 B2 JP S59141724 A	17-03-1992 14-08-1984
-----				
WO 2008122756	A1	16-10-2008	GB 2460207 A US 2010114454 A1 WO 2008122756 A1	25-11-2009 06-05-2010 16-10-2008
-----				
EP 0092467	A1	26-10-1983	DE 3360595 D1 EP 0092467 A1 FR 2525276 A1	26-09-1985 26-10-1983 21-10-1983
-----				