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Peri

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(54) **TORQUE CONVERTER TURBINE SIDE
BEARING CENTERING AND RETENTION ON
THE STATOR**

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19, 2008.

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F16D 33/00 (2006.01)

(52) **U.S. Cl.**
USPC **60/331**

(58) **Field of Classification Search**
USPC 60/330, 345, 361, 362; 384/618,
384/620-623

See application file for complete search history.

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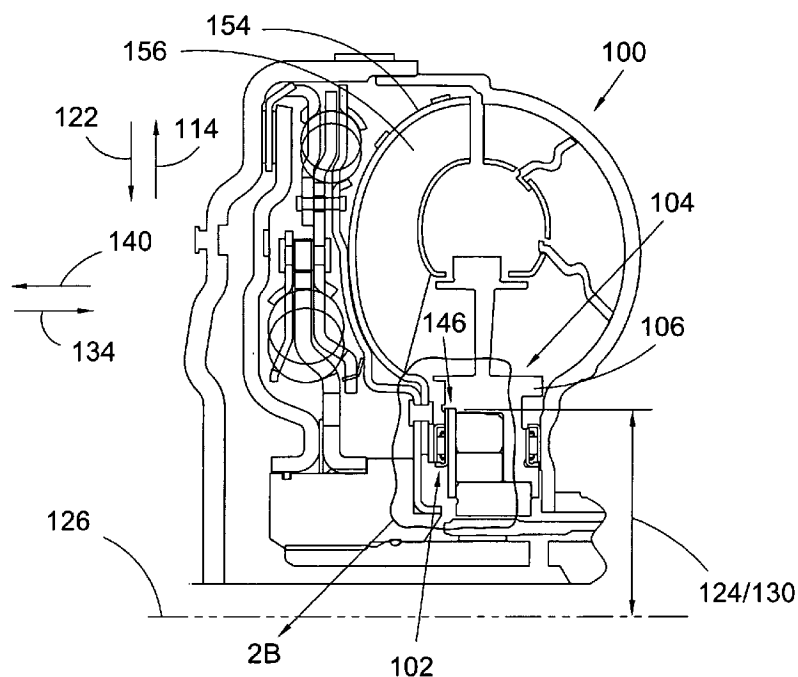
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(57) **ABSTRACT**

A torque converter, including: a washer for a thrust bearing, the washer including a first circumferential surface facing radially outward; a stator hub with a second circumferential surface facing radially inward and free of an interlocking engagement with the first circumferential surface; and a shell for a turbine, the shell including a third circumferential surface facing radially inward. The washer is radially inwardly retained by contact between the first circumferential surface and the second or third circumferential surface. In a preferred embodiment, the washer is radially centered by contact between the first circumferential surface and the second or third circumferential surface. In another preferred embodiment, the hub includes at least one radially inwardly extending protrusion and the washer is retainable in an axial direction by the at least one protrusion.

2 Claims, 3 Drawing Sheets



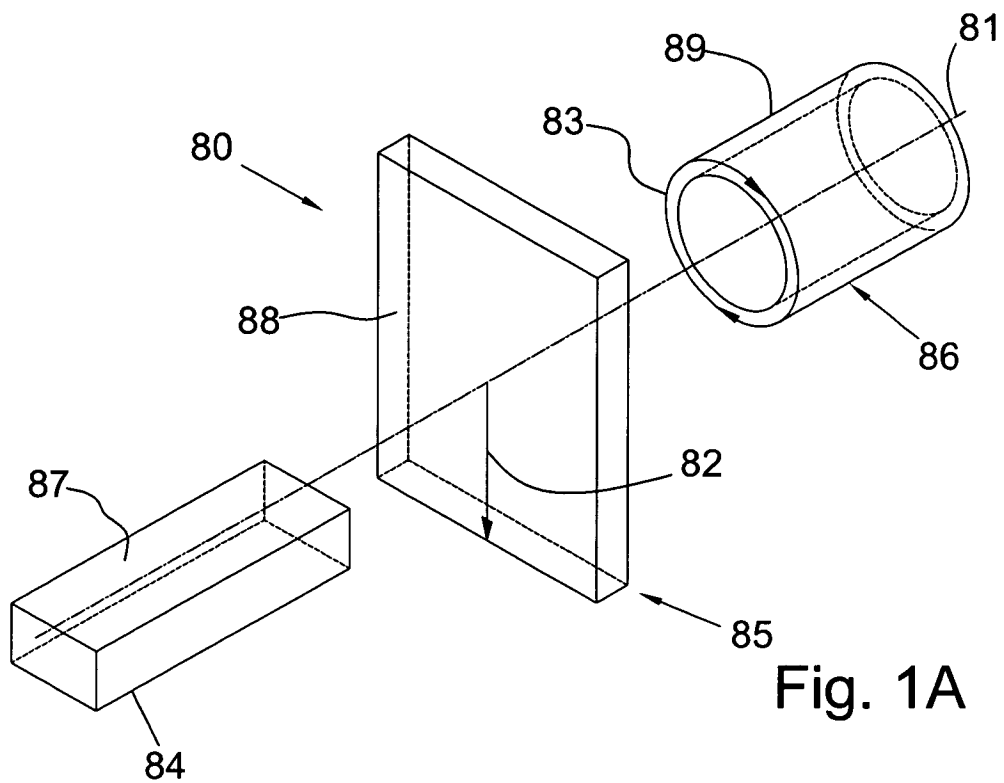


Fig. 1A

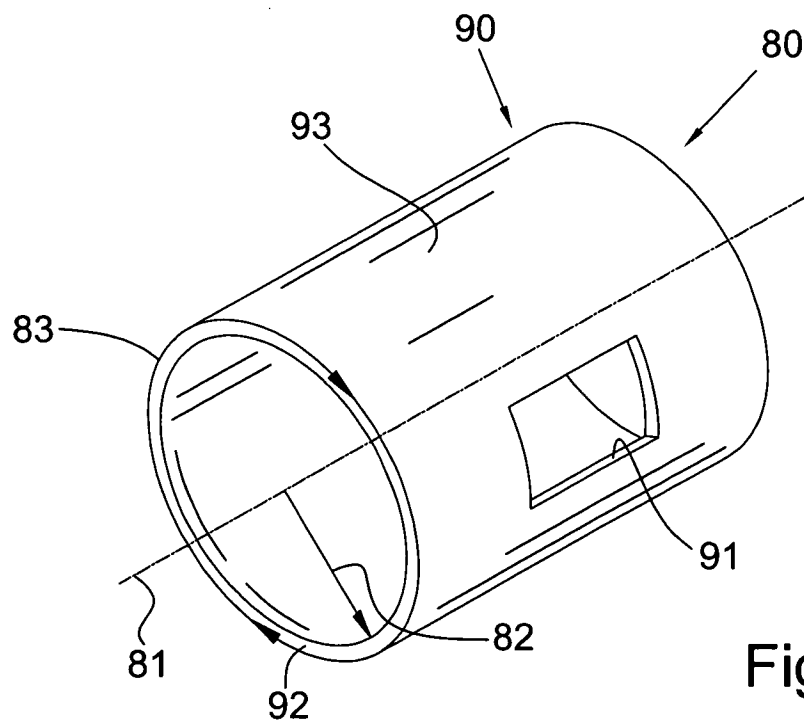
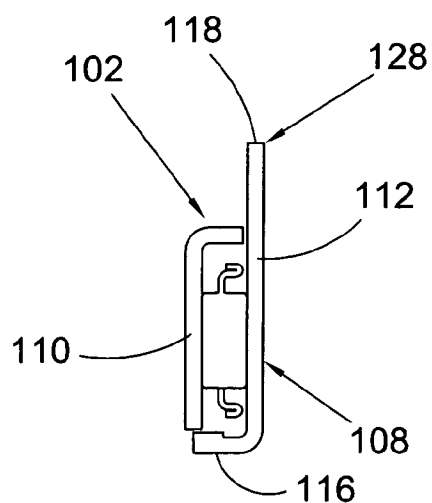
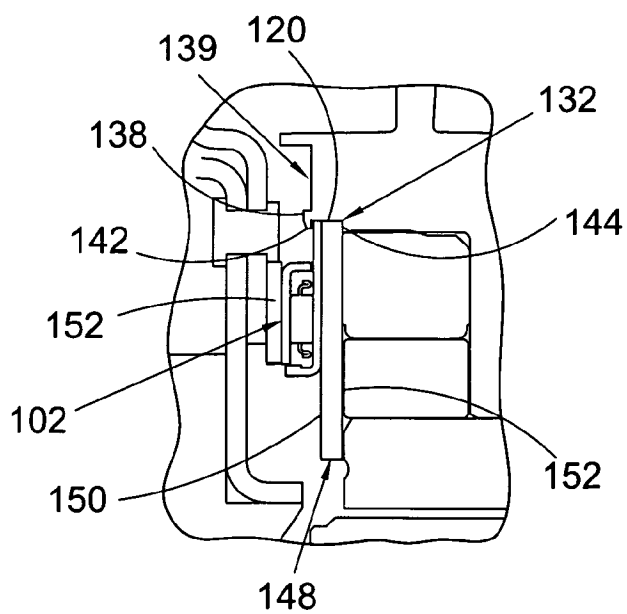
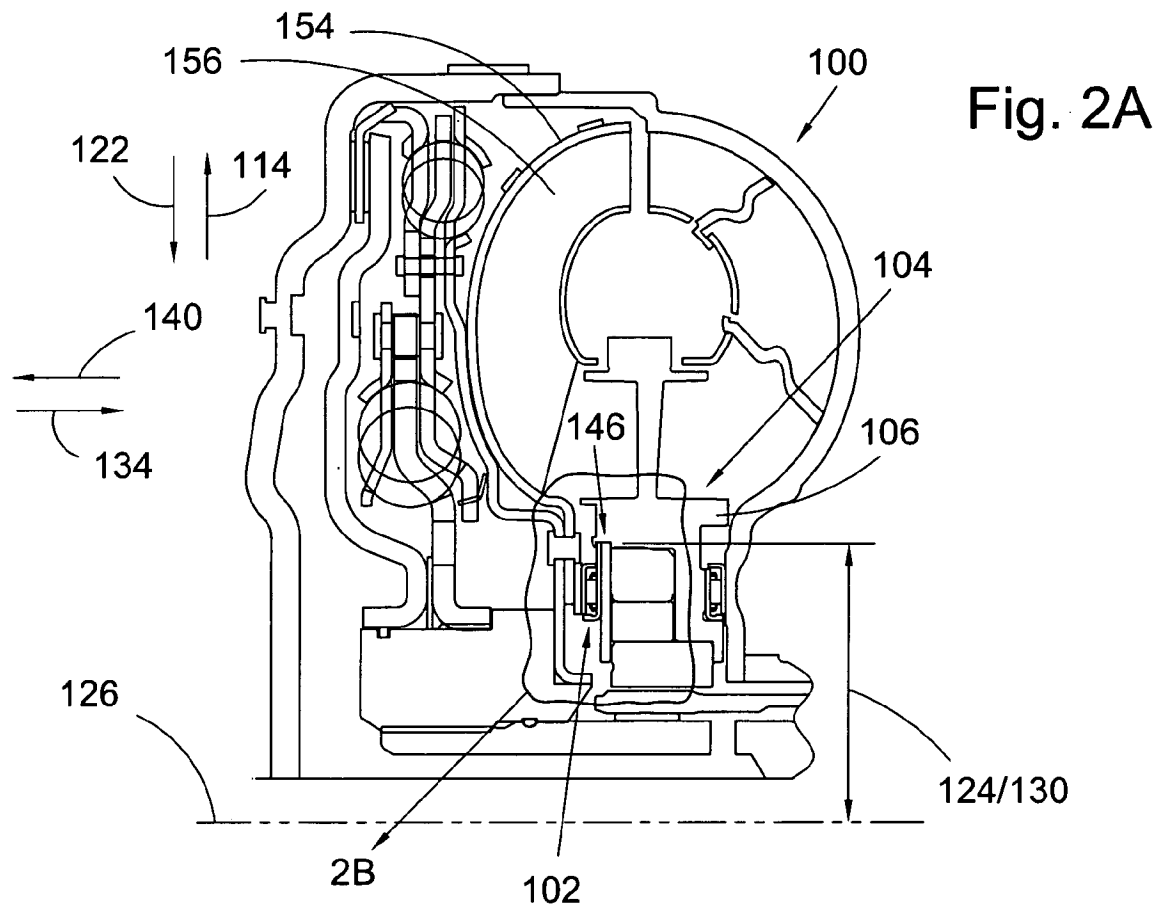


Fig. 1B



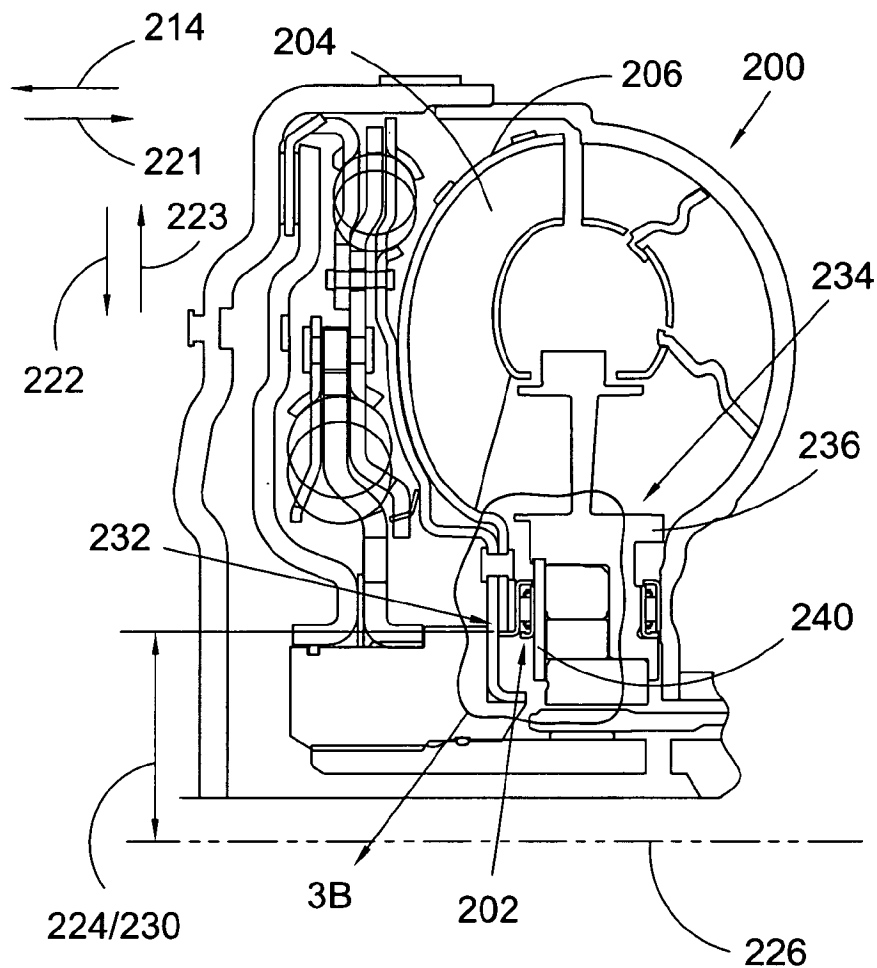


Fig. 3A

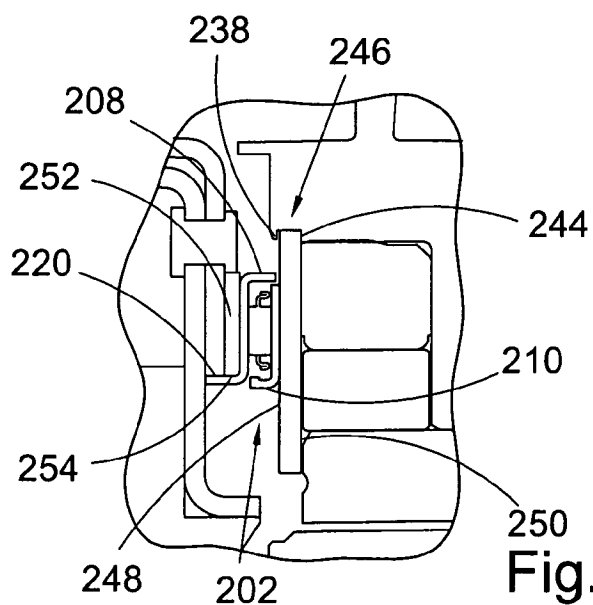


Fig. 3B

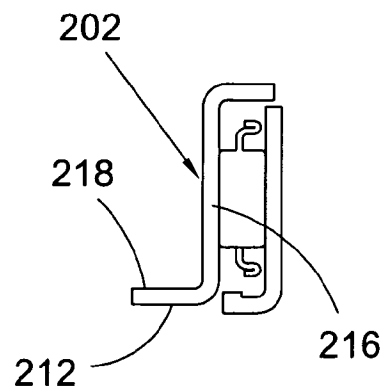


Fig. 3C

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TORQUE CONVERTER TURBINE SIDE BEARING CENTERING AND RETENTION ON THE STATOR

CROSS-REFERENCE TO RELATED APPLICATIONS

This application claims the benefit under 35 U.S.C. §119 (e) of U.S. Provisional Application No. 61/066,301, filed on Feb. 19, 2008, which application is incorporated herein by reference.

FIELD OF THE INVENTION

The invention relates to improvements in apparatus for transmitting force between a rotary driving unit (such as the engine of a motor vehicle) and a rotary driven unit (such as the variable-speed transmission in the motor vehicle). In particular, the invention relates to a thrust bearing centered by contact with a stator hub or a turbine shell.

BACKGROUND OF THE INVENTION

Commonly owned U.S. patent application Ser. No. 11/641,495, filed Dec. 19, 2006 discloses centering a thrust bearing for a torque converter by providing centering features on a side plate for a stator in the torque converter. However, the cost and complexity of the torque converter could be reduced if a means for centering the thrust washer, using already existing and configured components in the torque converter, could be found.

U.S. Pat. No. 6,044,946 discloses the use of a recess in a stator hub to hold a washer for a thrust bearing in a torque converter. Unfortunately, the hub and the washer include respective pluralities of interlocking protrusions, greatly complicating the fabrication of the hub and the washer.

Thus, there is a long-felt need for a means of centering a thrust bearing in a torque converter by use of simple, existing component configurations in the torque converter.

BRIEF SUMMARY OF THE INVENTION

The present invention broadly comprises a torque converter, including: a washer for a thrust bearing, the washer including a first circumferential surface facing radially outward; a stator hub with a second circumferential surface facing radially inward and free of an interlocking engagement with the first circumferential surface; and a shell for a turbine, the shell including a third circumferential surface facing radially inward. The washer is radially inwardly retained by contact between the first circumferential surface and the second or third circumferential surface. In a preferred embodiment, the washer is radially centered by contact between the first circumferential surface and the second or third circumferential surface.

In a first embodiment, the washer is rotatable with respect to the hub according to a thrust load applied to the bearing. In a second embodiment, the washer includes a segment extending radially outward from an axially disposed segment and the radially extending segment includes the first surface. In a third embodiment, the washer includes an axially disposed segment and the axially disposed segment includes the first surface. In another preferred embodiment, the hub includes at least one radially inwardly extending protrusion and the washer is retainable in an axial direction by the at least one protrusion. The hub includes at least one radially inwardly extending protrusion with an inner circumference and the

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washer includes an outer circumference located radially outward from the inner circumference. In a fourth embodiment, the hub includes a radially inwardly opening notch, the notch includes the second surface, and the washer is at least partially disposed in the notch. In a further preferred embodiment, the torque converter includes a side plate for the stator and the side plate is inwardly radially retained by the second surface. The stator side plate includes first and second radial sides, the first and second sides straight, planar, and parallel to each other.

It is a general object of the present invention to provide a means of centering a thrust bearing in a torque converter by use of existing component configurations in the torque converter.

These and other objects and advantages of the present invention will be readily appreciable from the following description of preferred embodiments of the invention and from the accompanying drawings and claims.

BRIEF DESCRIPTION OF THE DRAWINGS

The nature and mode of operation of the present invention will now be more fully described in the following detailed description of the invention taken with the accompanying drawing figures, in which:

FIG. 1A is a perspective view of a cylindrical coordinate system demonstrating spatial terminology used in the present application;

FIG. 1B is a perspective view of an object in the cylindrical coordinate system of FIG. 1A demonstrating spatial terminology used in the present application;

FIG. 2A is a partial cross-sectional view of a present invention torque converter;

FIG. 2B is a detail of area 2B shown in FIG. 2A;

FIG. 2C is a detail of the thrust bearing shown in FIG. 2A; FIG. 3A is a partial cross-sectional view of a present invention torque converter;

FIG. 3B is a detail of area 3B shown in FIG. 3A; and,

FIG. 3C is a detail of the thrust bearing shown in FIG. 3A.

DETAILED DESCRIPTION OF THE INVENTION

At the outset, it should be appreciated that like drawing numbers on different drawing views identify identical, or functionally similar, structural elements of the invention. While the present invention is described with respect to what is presently considered to be the preferred aspects, it is to be understood that the invention as claimed is not limited to the disclosed aspects.

Furthermore, it is understood that this invention is not limited to the particular methodology, materials and modifications described and as such may, of course, vary. It is also understood that the terminology used herein is for the purpose of describing particular aspects only, and is not intended to limit the scope of the present invention, which is limited only by the appended claims.

Unless defined otherwise, all technical and scientific terms used herein have the same meaning as commonly understood to one of ordinary skill in the art to which this invention belongs. Although any methods, devices or materials similar or equivalent to those described herein can be used in the practice or testing of the invention, the preferred methods, devices, and materials are now described.

FIG. 1A is a perspective view of cylindrical coordinate system 80 demonstrating spatial terminology used in the present application. The present invention is at least partially described within the context of a cylindrical coordinate sys-

tem. System **80** has a longitudinal axis **81**, used as the reference for the directional and spatial terms that follow. The adjectives “axial,” “radial,” and “circumferential” are with respect to an orientation parallel to axis **81**, radius **82** (which is orthogonal to axis **81**), and circumference **83**, respectively. The adjectives “axial,” “radial” and “circumferential” also are regarding orientation parallel to respective planes. To clarify the disposition of the various planes, objects **84**, **85**, and **86** are used. Surface **87** of object **84** forms an axial plane. That is, axis **81** forms a line along the surface. Surface **88** of object **85** forms a radial plane. That is, radius **82** forms a line along the surface. Surface **89** of object **86** forms a circumferential plane. That is, circumference **83** forms a line along the surface. As a further example, axial movement or disposition is parallel to axis **81**, radial movement or disposition is parallel to radius **82**, and circumferential movement or disposition is parallel to circumference **83**. Rotation is with respect to axis **81**.

The adverbs “axially,” “radially,” and “circumferentially” are with respect to an orientation parallel to axis **81**, radius **82**, or circumference **83**, respectively. The adverbs “axially,” “radially,” and “circumferentially” also are regarding orientation parallel to respective planes.

FIG. 1B is a perspective view of object **90** in cylindrical coordinate system **80** of FIG. 1A demonstrating spatial terminology used in the present application. Cylindrical object **90** is representative of a cylindrical object in a cylindrical coordinate system and is not intended to limit the present invention in any manner. Object **90** includes axial surface **91**, radial surface **92**, and circumferential surface **93**. Surface **91** is part of an axial plane, surface **92** is part of a radial plane, and surface **93** is part of a circumferential plane.

FIG. 2A is a partial cross-sectional view of present invention torque converter **100**.

FIG. 2B is a detail of area **2B** shown in FIG. 2A.

FIG. 2C is a detail of the thrust bearing shown in FIG. 2A. The following should be viewed in light of FIGS. 2A through and 2C. Torque converter **100** includes thrust bearing **102** and stator **104** with hub **106**. The bearing includes washers **108** and **110**. Washer **108** includes radial segment **112** that extends radially outward in direction **114** from axially disposed segment **116**. Washer **108**, and in particular, segment **112**, includes circumferential surface **118**, which faces radially outward. The hub includes circumferential surface **120**, facing radially inward. Washer **108** is radially inwardly retained, that is, retained in direction **122**, by contact between circumferential surfaces **118** and **120**. Alternately stated, washer **108** is prevented from movement in direction **114** by contact with surface **120**. In a preferred embodiment, washer **108** is radially centered within torque converter **100** by contact with the hub, specifically by contact with surface **120**.

Washer **108** is not rotationally connected to the hub by mechanical means, such as splines or interlocking features. However, when sufficient thrust is applied to the washer in direction **134**, the washer is rotationally connected to the side plate by friction and pressure. Therefore, the washer may be rotatable with respect to the hub when thrust loads are absent from the bearing. It is understood that when a sufficient thrust load is applied to the bearing in direction **134**, the bearing may be displaced in direction **134** such that washer **108** is pressed against side plate **136** of the stator and rotates with the side plate and hub.

In another preferred embodiment, surface **118** is substantially continuous and at uniform distance **124** from axis **126** for the torque converter. That is, outer circumference **128** of washer **108** is substantially smooth and circular. In like manner, surface **120** is at uniform distance **130** from axis **126** for

the torque converter (distances **124** and **130** are essentially equal and are shown as one in the figures). That is, inner circumference **132** of the hub is substantially smooth and circular. This configuration of surfaces **118** and **120** is a corollary to the lack of mechanical connection between the washer and the hub. It should be understood that notches could be placed in surfaces **118** and **120** while maintaining the general configuration of the surfaces and without resulting in a mechanical connection between washer **108** and the hub.

In a preferred embodiment, the hub includes at least one radially inwardly extending protrusion **138**. The protrusion can be a continuous lip or can be circumferentially intermittent, that is, include a plurality of separate protrusions. In one embodiment, the protrusion is at axial end **139** of the hub. In another preferred embodiment, the protrusions are formed by staking end **139** after washer **108** has been installed in the stator. The washer is retainable in axial direction **140** by protrusion **138**. That is, outer circumference **128** is radially outward of inner circumference **142** of the protrusion so that displacement of the washer in direction **140** is prevented when the washer contacts the protrusion. One example of when such contact may occur is when the torque converter experiences “ballooning.” In one embodiment washer **108** is in constant contact with the protrusion and in another embodiment, there is an axial space between washer **108** and the protrusion, depending on the operation of the torque converter.

In another preferred embodiment, protrusion **138** and shoulder **144** of the hub form notch **146**, which opens radially inward. Washer **108** is at least partially disposed in the notch. In one embodiment, the stator includes side plate **148**, which is inwardly radially retained by surface **120** in a manner similar to that described for washer **108**. The side plate includes radial sides **150** and **152**. Advantageously, since the side plate is not needed for centering of the thrust bearing, specifically washer **108**, sides **150** and **152** are straight, planar, and parallel to each other. For example, the side plate can be formed by a stamping operation to form an annular shape without further fabricating steps, such as adding lips or protrusions, which would increase the cost of producing the side plate.

In one embodiment, spacer **152** is disposed between washer **110** and shell **154** for turbine **156** as needed to fill axial space between the washer and the shell. In general, spacer **152** is provided and sized as needed to accommodate the thrust bearing to an existing configuration of a torque converter housing the bearing, such as torque converter **100**.

FIG. 3A is a partial cross-sectional view of present invention torque converter **200**.

FIG. 3B is a detail of area **3B** shown in FIG. 3A.

FIG. 3C is a detail of the thrust bearing shown in FIG. 3A. The following should be viewed in light of FIGS. 3A through and 3C. Torque converter **200** includes thrust bearing **202** and turbine **204** with shell **206**. The bearing includes washers **208** and **210**. Washer **208** includes axial segment **212** that extends axially in direction **214** from radially disposed segment **216**. Washer **208**, and in particular, segment **212**, includes circumferential surface **218**, which faces radially outward. The shell includes circumferential surface **220**, facing radially inward. Washer **208** is radially inwardly retained, that is, retained in direction **222**, by contact between circumferential surfaces **218** and **220**. Alternately stated, washer **208** is prevented from movement in direction **223** by contact with surface **220**. In a preferred embodiment, washer **208** is radially centered within torque converter **200** by contact with the shell, specifically by contact with surface **220**.

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Washer **208** is not rotationally connected to the hub by mechanical means, such as splines or interlocking features. However, when sufficient thrust is applied to the washer in direction **221**, the washer is rotationally connected to the side plate by friction and pressure. Therefore, the washer may be rotatable with respect to the hub when thrust loads are absent from the bearing. It is understood that when a sufficient thrust load is applied to the bearing in direction **221**, the bearing may be displaced in direction **221** such that washer **208** is pressed against side plate **240** of the stator and rotates with the side plate and hub.

In another preferred embodiment, surface **218** is substantially continuous and at uniform distance **224** from axis **226** for the torque converter. That is, surface **218** of washer **208** is substantially smooth and circular. In like manner, surface **220** is at uniform distance **230** from axis **226** for the torque converter (distances **224** and **230** are essentially equal and are shown as one in the figures). That is, inner circumference **232** of the shell is substantially smooth and circular. This configuration of surfaces **218** and **220** is a corollary to the lack of mechanical connection between the washer and the shell. It should be understood that notches could be placed in surfaces **218** and **220** while maintaining the general configuration of the surfaces and without resulting in a mechanical connection between washer **208** and the shell.

In one embodiment (not shown), washer **208** and shell **206** are rotationally connected by any means known in the art, for example, a spline or other interlocking connection.

The torque converter includes stator **234** with hub **236**. In one embodiment, the hub includes at least one radially inwardly extending protrusion **238**. The protrusion can be a continuous lip or can be circumferentially intermittent, that is, include a plurality of separate protrusions. Side plate **240** for the stator is retainable in axial direction **241** by protrusion **238**. That is, the protrusion prevents further displacement of the side plate in direction **214** once the side plate contacts the protrusion. One example of when such contact may occur is when the torque converter experiences “ballooning.” In one embodiment, side plate **240** is in constant contact with the protrusion and in another embodiment, there is an axial space between the side plate and the protrusion, depending on the operation of the torque converter.

In another preferred embodiment, protrusion **238** and shoulder **244** of the hub form notch **246**, which opens radially inward. The side plate is at least partially disposed in the notch. The side plate includes radial sides **248** and **250**. Advantageously, since the side plate is not needed for centering of the thrust bearing, sides **248** and **250** are straight, planar, and parallel to each other. For example, the side plate can be formed by a stamping operation to form an annular shape without further fabricating steps, such as adding lips or protrusions, which would increase the cost of producing the side plate.

In one embodiment, spacer **252** is disposed between washer **208** and shell **206** as needed to fill axial space between the washer and the shell. In general, spacer **252** is provided and sized as needed to accommodate the thrust bearing to an existing configuration of a torque converter housing the bearing, such as torque converter **200**.

In one embodiment, the spacer includes circumferential surface **254**, facing radially inward. Washer **208** is radially inwardly retained, that is, retained in direction **222**, by contact between circumferential surfaces **218** and **254**. Alternately stated, washer **208** is prevented from movement in direction **223** by contact with surface **254**. Washer **208** is radially centered within torque converter **200** by contact with the

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spacer, specifically by contact with surface **254**. In another embodiment, washer **208** is radially retained by both shell **206** and the spacer.

The following should be viewed in light of FIGS. **2A** through **3C**. Thrust bearings **102** and **202** are advantageously centered by the use of component configurations already in place for other purposes in torque converters **100** and **200**, respectively. For example, surface **120** is in place to center side plate **148**. Thus, without the necessity of more extensive fabrication operations on the side plate or other components, washer **108** is centered by “existing” surface **120**. Surface **220** is necessarily a part of shell **206**. Thus, in like manner, without the necessity of more extensive fabrication operations on side plate **240** or other components, washer **208** is centered by “existing” surface **220**.

Although a present invention torque converter has been shown in a specific torque converter with a specific configuration of component parts, it should be understood that a present invention torque converter is not limited to the configurations shown.

Thus, it is seen that the objects of the present invention are efficiently obtained, although modifications and changes to the invention should be readily apparent to those having ordinary skill in the art, which modifications are intended to be within the spirit and scope of the invention as claimed. It also is understood that the foregoing description is illustrative of the present invention and should not be considered as limiting. Therefore, other embodiments of the present invention are possible without departing from the spirit and scope of the present invention.

What I claim is:

1. A torque converter, comprising:

a thrust washer including:

a first washer including:

a radially disposed segment including a radially outwardly facing circumferential surface including a radially outermost end of the first washer; and,
an axially disposed segment extending from the radially disposed segment and including a radially innermost end of the first washer; and,

a second washer at least partially aligned with the first washer in a radial direction or in an axial direction; and,

a stator hub with:

a radially inwardly facing circumferential surface; and
at least one radially inwardly extending protrusion, wherein the axially disposed segment extends from the radially disposed segment in a direction away from the stator hub, wherein the radially outwardly facing circumferential surface and the radially inwardly facing circumferential surface are free of an interlocking engagement, wherein the washer is radially centered by contact between the radially outwardly facing circumferential surface and the radially inwardly facing circumferential surface, and wherein the washer is retainable in an axial direction by the at least one protrusion.

2. A torque converter, comprising:

a thrust washer including:

a first washer including:

a radially disposed segment;

a first axially disposed segment extending from the radially disposed segment and including a radially innermost end of the first washer with a radially outwardly facing circumferential surface; and,

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a second axially disposed segment extending from the radially disposed segment and including a radially outermost end of the first washer; and,
a second washer at least partially aligned with the first washer in an axial direction; and,
a turbine shell with a radially inwardly facing circumferential surface, wherein the washer is radially centered by contact between the radially inwardly facing and radially outwardly facing circumferential surfaces.

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