

## Eccentric gearing type clutch

### TECHNICAL FIELD

5 The present invention relates to a clutch in a mechanical driving device, and more particularly, to an eccentric gearing type clutch for power transmission by taking advantage of eccentric principle.

### BACKGROUND OF THE INVENTION

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A clutch is widely used in a mechanical driveline for power transmission, more particularly in automobiles utilizing an internal combustion engine, and it is mainly used to transmit the power from a driving machine to a driven machine for convenient manipulation of the driven machine. In the entire driving system of an automobile, as  
15 one of the main parts thereof, the clutch is arranged at the front end and used frequently during the driving of the automobile. The existing clutches include gear clutches, friction clutches, hydraulic clutches, electromagnetic clutches, and the like.

A conventional friction clutch operates based on friction, the heat generated during frequent usage leads to the rise in temperature of the pressure plate, flywheel and  
20 other components of the clutch, which accelerates the wearout of the friction disc and shortens the lifespan of the clutch, such that the heat dissipation of the entire clutch needs to be improved. Further, the braking of the friction clutch is not precise, among other things, an instant braking of a large machine could hardly be implemented. An existing hydraulic clutch transmits torque via an operation oil (fluid oil), its housing is  
25 integrated with the pump wheel as a drive member; in contrast, the turbine is a driven member; when the rotation speed of the pump wheel is relative slow, the turbine will

not be driven, such that the drive member and driven member are in a disengaged state; as the rotation speed of the pump wheel increases, the turbine will be driven and the drive member and driven member are in an engaged state. The braking performance of such a machine utilizing the pump wheel and turbine for power transmission is also not precise, and its loading capacity is limited. An electromagnetic clutch is a clutch that is engaged and disengaged by powering on and off an electric coil. By putting some magnetic powders between the drive member and driven member, the engagement force will be enhanced, and such a clutch is called a magnetic particle clutch, which is relatively high in energy consumption and manufacturing cost, uneconomical, and could not be promoted and used extensively. In recent years, new attempts have been made to improve the clutches. For example, PRC patent ZL200510119050.2 discloses a pump type hydraulic clutch, which adopts an inner gearing of a pinion and a large gear ring, the pinion is coaxially rotatably connected in the housing, a crescent separator board is arranged in the pinion and the large gear ring, in such a manner that a high pressure oil cavity and a low pressure oil cavity are respectively formed between the pinion, large gear ring, crescent separator board and housing, the operation oil is filled into the high pressure oil passage and low pressure oil passage via oil inlets, and the engagement and disengagement operations are controlled by pressure valves connected with respective oil passages; though the clutch of this PRC patent is an improvement to conventional clutches and has the advantages of being high in transmission efficiency, small in volume, low in manufacturing cost, and so on, however, as it transmits power via gear engagement, the frictional force between the gears will lead to the wearout of various degrees, which affects the surface quality of the gears and shortens the lifespan of the entire clutch. US Patent US3974900 discloses a rotary displacement mechanical coupling device, which also utilizes gear engagement for power transmission thereby having

also the foregoing defects. US Patent US4924989 discloses an automatic clutch control system for coupling two rotating shafts, which also utilizes gear in control of the rotation torque, wherein it comprises a friction disc, a pinion and the like, whereby the defects as those in the prior art unavoidably exist.

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In view of the various defects in the foregoing clutches, there is a need for a new type clutch which is safe and stable in operation, good in brake performance, long in lifespan, free of surface wear, simple in configuration, and low in power consumption.

10 SUMMARY OF THE INVENTION

An object of the present invention is to overcome the above defects by providing an eccentric gearing type clutch which is long in lifespan, simple in manipulation, good in reliability, capable of instant braking, and excellent in heat dissipation.

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In order to achieve the above object, the present invention provides an eccentric gearing type clutch, which comprises a housing in a rotatable connection with a drive shaft; at least one set of rotors, each of which having two parallelly arranged rotors concentric with the housing, the rotors being in rotatable connection with a driven shaft; at least one set of cylinder rings matchable with the rotors, each of which having two parallelly arranged cylinder rings located between the housing and the rotors and capable of upward and downward displacement inside the housing, the two cylinder rings being separated by a separator plate; a vane movably arranged in a slot in the rotor; and a joint control mechanism for controlling the upward and downward displacement of the two cylinder rings; wherein space inside the housing is filled with an operation oil and sealed

As a variation of the eccentric gearing type clutch, an eccentric gearing type clutch having a different configuration is provided, which comprises a housing in rotatable connection with a drive shaft; a rotor concentric with the housing and in rotatable connection with a driven shaft; an eccentric cylinder ring eccentricly and firmly connected with the housing; a thrust hoop concentric with the eccentric cylinder ring and rotatable with respect to the eccentric cylinder ring; at least three plungers equally and movably arranged in a slot of the rotor; a control valve coaxially arranged in the rotor and axially movable in the rotor; wherein space inside the housing is filled with an operation oil and sealed

The plunger herein refers to an element capable of blocking the operation oil, which can be in a form of quadrat, column and any other forms adapted to the present invention.

In the design of the present invention, the entire clutch is in a sealed form and full of an operation oil, and the entire oil storage system is in a state of dynamic equilibrium. In one embodiment of the present invention, the housing is devised to be concentric with the rotor and rotates with the drive shaft, and the driven shaft is forced to rotate by the pushing and pulling forces generated under the effect of hydraulic pressure. The cylinder ring is arranged between the rotor and the housing, and the cylinder ring could move up and down for the purpose of eccentric adjustment. The cylinder ring has a rotor having a slot, and a vane in rectangular form is located in the slot; when the cylinder ring moves up and down, the vane is also moved in the slot of the rotor, which serves to communicate or block the operation oil at both sides of the vane; a small trough is arranged at one side of the slot, and a T-shaped conduit is arranged

inside the vane, when necessary, the conduit enables the operation oil to link up with the slot in the rotor through the small trough, but this will only effect unidirectional rotation. As an alternative, small troughs could be arranged at two sides of the plunger, and a ball could be arranged inside the transverse portion of the T-shaped conduit, once the compression state occurs, the ball could block the flow of the operation oil, such that a bi-directional rotation is realized.

In the running process of a cylinder ring, there always exists a point of the highest power efficiency and a point of the lowest power efficiency, in order to improve that, it requires the arrangement of at least one set of cylinder rings and rotors in the housing for complementary adjustments. There could coexist a multiple of sets according to the site of application and the magnitude of the power. Each set shall include even-numbered cylinder rings, or two cylinder rings in general speaking. When there is only one set of cylinder rings, the adjustment of the cylinder rings is realized with a rocker arm passing through the cylinder rings and a matchable axle housing. The rocker arm links up two cylinder rings with a separator board therebetween, which can acts as a fulcrum by which the rocker arm can move up and down; when the axle housing effects axial movement, the rocker arm moves cooperatively with the axle housing by means of a movable lever, whereby the cylinder rings could produce correspondingly a desired eccentric distance. Further, apart from acting as the fulcrum, the two cylinder rings connected by the rocker arm may also compensate the synchronized back and forth locomotion in a cyclic operation of the cylinder rings, such that the operation of the clutch will be more stable, and the manipulation of the clutch will be more easy and smooth, too.

Taking into consideration that the internal pressure of the housing might vary when

the operation oil expands or shrinks along with the change of the season and region which the clutch operates in, a synthetic rubber membrane is arranged at one end of the housing for adjusting and balancing the internal and external pressure thereof. The rubber membrane is elastic and could expand or shrink to accommodate the expansion  
5 or shrinkage forces from the operation oil, it will transform in a timely and automatic manner so as to minimize the difference between the internal pressure of the housing and the ambient pressure, which further facilitates the sealing of the clutch.

During the running process of the clutch, the leakage of operation oil of the cylinder  
10 rings and rotors might occasionally occurs which lead to the malfunction of the clutch. To this end, a buffer oil passage formed with a plurality of interconnected conduits is arranged inside the housing (excluding the interior of the adjustable cylinder rings and rotors), the conduits are interconnected, once a leakage occurs, the buffer oil passage will play its role of compensating the leakage so as to restore the amount of oil to an  
15 effective amount in the normal working state, and the clutch filled with the operation oil will also be able to restore its equilibrium state, and the optimum performance of the clutch will be attained again.

In another configuration, an eccentric cylinder ring eccentricly and firmly connected  
20 with the housing is employed, and a thrust hoop concentric with the eccentric cylinder ring is used for power and torque transmission. In the housing, at least 3 plungers are radially arranged in the rotor in a equal distance, and the above object is realized by controlling the motion of the plungers. In this configuration, when the eccentric cylinder ring rotates, a corresponding plunger will effect a reciprocating movement.  
25 When the axle housing connected with the control valve effects axial movement, the inflow and outflow rates of the operation oil will vary with generation of different

expansion and shrinkage forces, such that the eccentric cylinder ring will effect synchronous or desired rotation while transmitting the power to the thrust hoop (including the plungers and rotors).

5 The eccentric gearing type clutch of the present invention makes a breakthrough to the prior art. The invention adapts the eccentric principle to a clutch with an unique eccentric gearing configuration whereby obtaining excellent braking, deceleration, engaging and disengaging performances. By employing a hydraulic pressure approach, the present invention features a timely and precisely braking operation with a high  
10 accuracy and enables an excellent heat dissipation of the overall system as the generated heat could be absorbed properly by a fluid thereof. During a continuous engaging and disengaging operation, there occurs no wearout as in conventional friction clutches caused by the prolonged engaging and disengaging operation of the pressure plates thereof, such that the performance will not be gradually degraded due  
15 to friction and abrasion, and the lifespan and reliability in running state thereof will be enhanced; as the present invention being independent to the friction plate, the manipulation of the engaging and disengaging operation of the clutch could always be carried out smoothly such that the operation of the machine will be more stable and unhindered, thus satisfying requirement of various degrees. The present invention also  
20 possesses the advantages of being noise free in operation, high in efficiency and so on, which could be extensively promoted and adopted.

#### BRIEF DESCRIPTION OF THE DRAWINGS

25 The present invention will be described in details with reference to specific embodiments and the accompanying drawings.

Figure 1 is a transverse sectional view of a mechanism having a rotor 4A in an eccentric gearing type clutch of a first embodiment of the present invention.

Figure 2 is a transverse sectional view of a mechanism having a rotor 4B in an  
5 eccentric gearing type clutch of a first embodiment of the present invention.

Figure 3 is a longitudinal sectional view of an eccentric gearing type clutch formed by combining Fig. 1 with Fig. 2.

Figure 4.1a is a schematic view of the rotor 4A of the eccentric gearing type clutch of the first embodiment of the present invention which is at a point of lowest power  
10 efficiency in a fully engaged state.

Figure 4.1b is a schematic view of the rotor 4B of the eccentric gearing type clutch of the first embodiment of the present invention which is at a point of highest power efficiency in a fully engaged state.

Figure 4.2a is a schematic view of the rotor 4A of the eccentric gearing type clutch of  
15 the first embodiment of the present invention which is at a point of lowest power efficiency in an intermediate state.

Figure 4.2b is a schematic view of the rotor 4B of the eccentric gearing type clutch of the first embodiment of the present invention which is at a point of highest power efficiency in an intermediate state.

20 Figure 4.3a is a schematic view of the rotor 4A in a fully disengaged state of the eccentric gearing type clutch of the first embodiment of the present invention.

Figure 4.3b is a schematic view of the rotor 4B in a fully disengaged state of the eccentric gearing type clutch of the first embodiment of the present invention.

Figure 5 is a structural representation of a vane in the first embodiment.

25 Figure 6 is a schematic view of a buffer oil passage of the clutch in the first embodiment.



Figure 7 is a transverse sectional view of a clutch of a second embodiment of the present invention.

Figure 8 is a longitudinal sectional view of a clutch of a second embodiment of the present invention.

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The reference numbers indicated in the drawings are listed as follows.

1, 21: housings	2A, 2B: cylinder rings
3, 30: driven shafts	4A, 4B, 27: rotors
5A, 5B: vanes	6, 28: axle housings
10 7: separator plate	8, 31: rubber membranes
9, 33: protecting covers	10, 32: through holes
11: rocker arm	12: fulcrum
13: small trough	14: ball
15 15: buffer oil passage	16: bearing
17: opening	18: control lever
22: eccentric cylinder ring	23: thrust hoop
24: plunger	26: control valve
25: sliding shoe	251: sliding shoe ball
29: jogger	111: movable articulation point

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#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Embodiment 1:

As shown in Figs. 1-3, an eccentric gearing type clutch of the present invention  
25 comprises a fully sealed housing 1 in which an operation oil is filled, the housing 1 is  
connected with a drive shaft (not shown) by which the housing can be rotated together

therewith. Inside the housing there is provided with one set of rotors formed with two parallelly arranged rotors 4A and 4B concentric with the housing, wherein the rotors 4A and 4B are connected with a driven shaft 3, under the action of force, the driven shaft 3 is rotated by the rotors. The clutch further comprises one set of cylinder rings matchable with the rotors, each set has two parallelly arranged cylinder rings 2A and 2B located between the housing 1 and the rotors, and capable of relative displacement in up and down directions inside the housing 1, the eccentric configuration of the rotors and cylinder rings is altered by manipulating the motion of the cylinder rings, such that a mechanism effects eccentric motion is formed. The two parallel cylinder rings are separated by a parallel separator plate 7 or the like, and the separator plate 7 is firmly connected with the housing 1. In each of the rotors a slot is preset and the size of the slot can be determined as desired with reference to the location in which the clutch is employed. In the slot vanes 5A and 5B are arranged, which could move up and down inside the slot, on one hand, the vanes could be in full contact with the cylinder rings, and on the other hand, they could be retracted into the slot, wherein the curvature radius of one side of the vanes in contact with the cylinder ring is smaller than that of the cylinder ring. As shown in Fig. 5, a T-shaped conduit is arranged in the vane 5B, and a small trough 13 is arranged at either side or both sides of the vane, such that the T-shaped conduit allows the small trough 13 to communicate with the retractable portions of the vane and thus the operation oil could flow into and flow out the slot of the rotor. The vane 5A is of the same configuration as the vane 5B, wherein a small trough 13 arranged at one side of the vane only allows for rotation of the rotor in one way, while two way rotation of the clutch could be effected by arranging small troughs 13 at two sides of the vane. In the present invention, the small troughs 13 will be arranged at two sides for completeness of function whereby it could be adapted to various working conditions. In the transverse portion of the T-shaped conduit a ball 14,

such as a steel ball, is arranged, which ball could move back and forth in the transverse portion for selective blocking of the operation oil, when the ball is pressed to one end of the transverse portion, it will prevent the operation oil from flowing through the end, while the operation oil flowed through the other end will enter into the slot via the small trough 13. For a set of cylinder rings, its manipulation requires a joint control mechanism comprising a rocker arm 11, which is inserted into an opening 17 preset in one end of the cylinder ring, a fulcrum 12 on the rocker arm 11 which could be located selectively on the separator plate 7; and a control lever 18 movably connected with the rocker arm 11 via a movable articulation point 111, and the control lever 18 being connected with an axle housing 6 arranged on the housing 1. In this embodiment, the axle housing 6 is fixed with a bearing 16, and the control lever 18 is connected with the axle housing 6 in a cross joint manner (not shown), such that the axle housing 6 could effect axial movement while the driven shaft 3 and the housing 1 rotate. When the axle housing 6 effects the axial movement, the control lever 18 forces the rocker arm 11 to move up and down, whereby the cylinder rings are driven, a different eccentric center is formed and the object of the present invention is realized. In the clutches of the present invention, all clutch shafts are fixed with bearings 16.

When the clutch is used in a different condition, the state of the operation oil will be varied. For example, the operation oil will expand in summer and shrink in winter. It will be the same case as the operation oil being used in southern and northern region of the country. Further, the operation oil will generate heat in the working state, which makes the internal pressure of the housing 1 to change, such that there is a need of an elastic member for adjusting the internal and external pressure thereof, and the elastic member might be any resilient object. In the invention, an elastic synthetic rubber

membrane 8 is employed which could tolerate the change of pressure. In addition, a protecting cover 9 having a through hole 10 is further arranged outside the rubber membrane for the protection of the rubber membrane. When the interior of the housing expands, the rubber membrane will protrude outwardly; and it will protrude inwardly when the interior of the housing shrinks. By the arrangement of the rubber membrane, the difference between the internal pressure of the housing and the ambient pressure is reduced, which promotes the sealing feature of the clutch.

As shown in Fig.6, when a leakage of the operation oil occurs between the rotors and the cylinder rings, the operation of the clutch will be affected. To this end, in the housing a plurality of buffer oil passages 15 are arranged at locations which have not been occupied by the cylinder rings and rotors, and the buffer oil passages are distributed in such a way that the oil could interflow among them. Once the leakage occurs, the operation oil in the entire housing would restore to an evenly distributed state in virtue of the existence of the buffer oil passages 15, which protect the clutch from malfunctioning and breaking.

It should be noted that the so called “one set” of the present invention may comprise 2, 4 or any other even-numbered cylinder rings and rotors. In view of the practical site of application, production cost, difficulty in manufacturing and accuracy requirement thereof, the term “one set” of the present embodiment refers to 2. Further, the entire clutch is fully sealed and filled with the operation oil, and there does not undergo any inflow or outflow of the operation oil.

The processes during which various engaged and disengaged states occur in the working state will be described hereinbelow (with reference to a single mechanism)

with reference to the drawings:

1. A fully engaged state

As shown in Fig. 4.1b, after adjusting manually the eccentric distance between the  
5 cylinder ring 2B and rotor 4B to a maximum value, the rotor 4B will be in intimate  
contact with the cylinder ring 2B, such that the operation oil could not communicate  
with the contact position of the rotor and the cylinder ring. When the drive shaft (not  
shown) drives the housing 1 to effect counterclockwise rotation (view from a  
direction entering into the paper), the cylinder ring 2B will be driven by the housing 1  
10 and rotate in the same direction, such that the space on the left of the rotor 4B and  
vane 5B will be reduced, a compression zone is formed and a pushing force is  
generated; while an expansion zone is formed on the opposite side and a pulling force  
is generated. Referring to Fig. 5, as the operation oil between the rotor and cylinder  
ring flows through the small trough 13 on the left and pushes the ball 14 to the end on  
15 the right, and the operation oil produces a locking force in the T-shaped conduit and  
the retractable portion of the vane, together with the effect of the centrifugal force due  
to rotation of the vane 5B and continual outward expansion of a spring (not shown)  
between the retractable portion and the vane 5B, such that the vane 5B is in intimate  
contact with the cylinder ring, and the operation oil could not interflow due to the  
20 blockage of the vane 5B, and thus, the vane 5B is subject to the pushing force  
generated in the compression zone, while the vane 5B is subject to the pulling force  
generated in the expansion zone, which makes the rotor and the cylinder ring to effect  
synchronous rotation, at this point they are in the fully engaged state and could drive a  
load thereof. In Fig. 4.1a, the cylinder ring 2A and the rotor 4A (together with the  
25 position of the vane) illustrates a configuration at a point of the lowest power  
efficiency. Similarly, Fig. 4.1b illustrates a configuration at a point of the highest

power efficiency.

2. An intermediate state (between the engaging and disengaging states) of the clutch

As shown in Fig. 4.2b, the eccentric distance between the cylinder ring 2B and the  
5 rotor 4B needs to be adjusted if a deceleration is desired. By the adjustment of the  
eccentric distance, the intimate contact zone of the cylinder ring 2B and rotor 4B will  
be altered, and the operation oil could flow between the compression zone and the  
expansion zone in a restricted manner, which leads to a variety of flow rates and  
different magnitudes of pushing and pulling forces, such that the rotor 4B and the  
10 cylinder ring 2B will effect non-synchronous rotation, and the desired speed to be  
maintained by the clutch is realized. At this time, the clutch is in the intermediate state.  
Similarly, Fig. 4.2a illustrates another rotor amid the intermediate state.

3. A fully disengaged state

15 As shown in Fig. 4.3b, after adjusting the distance between the cylinder ring 2B and  
the rotor 4B and making them to be spaced from each other in a equal distance, then  
the rotor 4B will no longer be in intimate contact with the cylinder ring 2B, such that  
the flow of the operation oil will not be restricted without the pushing and pulling  
forces produced from the compression or expansion thereof, in this way, the cylinder  
20 ring 2B and rotor 4B are in the fully disengaged state. At this point, the cylinder ring  
and rotor illustrated in Fig. 4.3a will be spaced from each other in an equal distance  
and being in the fully disengaged state as illustrated in Fig. 4.3b.

When the ambient conditions change such that the speed of the rotor is surpassed by  
25 the housing 1 rotated in the same direction (e.g. clockwise direction), the clutch will  
cease to be in effect. At this point, as shown in Fig. 5, due to the design of

bidirectional feature of the vane 5B, when the space on the left of the rotor and cylinder ring separated by the vane 5B is gradually reduced, it will change from an expanded state into a compressed state, the operation oil inside the compressed space will flow through the small trough 13 on the left and push the ball 14 inside the vane 5B to the end on the other side of the conduit, and the operation oil also produce a locking force in the bottom of the retractable portion of the vane 5B, which makes the vane 5B permanently contacts with the cylinder ring, such that the rotor and the cylinder ring could be separated or communicated by the vane 5B, and there is a mutual traction between them, by which the driven shaft will become the drive shaft, and the compression and expansion force generated by the operation oil enable the clutch to run properly and maintain persistently its operation.

However, in a cycle of an engaging and disengaging process of a clutch with one vane, there exists simultaneously a point of lowest power efficiency and a point of highest power efficiency in a cyclic manner. In order to eliminate such a phenomenon, the clutch of the present invention adopts a configuration having a set of elements, each set comprises even-numbered cylinder rings and rotors and each set is under control of the foregoing joint control mechanism, when the cylinder ring 2A in use migrates from the point of highest power efficiency to the point of lowest power efficiency, the cylinder ring 2B will migrate from the point of lowest power efficiency to the point of highest power efficiency, in this way, the clutch can operate in a much more stable and smooth manner. As shown in Fig 3, one end of the control lever 18 is fixed on the axle housing 6, and during the operation, when the axle housing 6 is controlled to effect axial movement, the rocker arm 11 will be driven by the control lever 18 via the movable articulation point 111 and will move up and down in virtue of the fulcrum 12, such that the eccentric distance of the pair of cylinder rings could be easily adjusted,

and the clutch could function in a optimum manner.

#### Embodiment 2:

As shown in Figs. 7 and 8, a variation of an eccentric gearing type clutch of the present invention comprises a housing 21 in rotatable connection with a drive shaft (not shown); a rotor 27 concentric with the housing 21 and in rotatable connection with a driven shaft 30; an eccentric cylinder ring 22 eccentricly and firmly connected with the housing 21; a thrust hoop 23 concentric with the eccentric cylinder ring 22 and rotatable with respect to the eccentric cylinder ring; at least three plungers 24 equally arranged in a preset slot of the rotor 27, the plungers 24 being movable in the slot and connected by a control valve 26 which is coaxially and axially movably arranged in the rotor 27; wherein the housing 21 is fully sealed, and the space inside the housing is filled with an operation oil. In this embodiment, the plunger 24 is connected to the thrust hoop 23 via a sliding shoe ball 251 on a sliding shoe 25. The control valve 26 is of a barrel shape (referred as the barrel valve 26 hereinbeow), the connection portion of the barrel valve and the bottom of each plunger slot are interconnected, the barrel valve 26 is connected with an axle housing 28 fixed on the driven shaft 30 by means of a jogger 29, such that the axle housing 28 could axially move when the driven shaft 30 rotates. The barrel valve 26 could effect axial movement by controlling the axle housing 28. Like embodiment 1, an elastic member 31 and its protecting cover 33 having a through hole 32 are arranged at one side of the housing 21 for adjusting and balancing internal and external pressure of the clutch. The fixed structure of the entire clutch is mounted with bearing 35. It should be noted that the number of the plungers 24 could be adjusted as required, but there should be at least three of them, the more of the plungers 24, the more stable the system is, however, the manufacturing cost, technology and accuracy requirements of the



plunger 24 and the control valve 26 will be correspondingly boosted. In general, three to nine plungers are advantageous, and preferably, the number of plungers of this embodiment is nine.

5 Referring again to Fig. 8, the engaging and disengaging function of the clutch is realized by changing the flow of the operation oil while altering the back and forth motion of the plungers 24. At the end of the plunger 24 the operation oil flows in and out gradually, which means the operation oil is sucked in to and flow out from the barrel valve 26 (if a V-shaped notch is arranged in the barrel valve 26 at a position  
10 corresponding to each of the plunger for the sucking in and flowing out of the operation oil, the control of the progressive in and out of the operation oil will be enhanced by changing the axial movement of the barrel valve 26). As different flow rates lead to different compression and expansion forces, the eccentric cylinder ring 22 might effect synchronous or desired rotation while transmitting power to the thrust  
15 hoop 23. The specific operation is realized as follows: seal the entire clutch and fill the interior of the clutch with the operation oil to reach an initial state of dynamic equilibrium, during which no operation oil will flow in or flow out the clutch; the drive shaft (not shown) transmits power to the housing 21 which in turn transmits the power to the eccentric cylinder ring 22 is eccentricly and firmly connected therewith,  
20 and together they would effect an eccentric rotation; at this time, control the barrel valve 26 by manipulating the axle housing 28, block the operation oil in the plunger cavity 241 illustrated in the Fig. 8 such that the operation oil therein could not flow in or out, the plunger can not effect reciprocating movement, and the trust hoop and rotor is in an integrated and eccentric configuration, which makes the eccentric  
25 cylinder ring 22 and the thrust hoop 23 to closely lean against each other, then the eccentric cylinder ring 22 could transmit power to the thrust hoop 23 and in turn to the

driven shaft 30 so as to effect rotation in the same direction, whereby attaining the fully engaged state.

When the axle housing 28 is controlled and pushed to the left hand side of Fig. 8, namely to be pushed inwardly along the axial direction, the operation oil blocked by the plunger cavity 241 and the barrel valve 26 will flow in and out in a proper rate, whereby generating different compression and expansion forces, which make the thrust hoop and the rotor to effect only a restricted reciprocating movement because of the plunger, such that a corresponding discrepancy is produced when the power is transmitted to the thrust hoop (including the plunger and rotor) during the rotation of the eccentric cylinder ring, as a result, different desired speed could be maintained, and various engaged and disengaged states could be reached.

When the barrel valve 26 is controlled by the axle housing 28 to move, the operation oil in the plunger cavity 241 could directly flow in and out, the expansion and compression forces will be completely vanished, such that there is free of any mutual traction between the eccentric cylinder ring and the thrust hoop (including the plunger and rotor), at this point, the power of the drive shaft could not be transmitted to the driven shaft 30, whereby the fully disengaged state is reached.

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When the plunger undergoes a high power oil taking process, the illustrated design of the configuration of the thrust hoop could not withstand the traction thereof, therefore, a ball valve 34 could be arranged at each of the plunger slot; during the oil taking process, the ball valve 34 will be opened automatically, which enables the oil to selectively flow through the control valve 26 and the ball valve 34, such that the traction subjected by the thrust hoop will be reduced and the entire structure could

25

operate in a long lasting manner.

The material used in the embodiments is metals, or high precision steel in general speaking, the housing is sealed in a manner well known in the art, and all elements are  
5 also connected in a manner well known by a person skilled in the art.

No doubt there are still further embodiments of the present invention. While a person skilled in the art could make various adaptive alterations and modifications based on the present invention without departing from the spirit and substance thereof, such  
10 alterations and modifications shall all fall into the scope of the claims accompanied herewith.

## Abstract

The present invention discloses an eccentric gearing type clutch, which comprises a housing in a rotatable connection with a drive shaft; at least one set of rotors, each of which having two parallelly arranged rotors concentric with the housing, the rotors being in rotatable connection with a driven shaft; at least one set of cylinder rings matchable with the rotors, each of which having two parallelly arranged cylinder rings located between the housing and the rotors and capable of upward and downward displacement inside the housing, the two cylinder rings being separated by a separator plate; a vane movably arranged in a slot in the rotor; and a joint control mechanism for controlling the upward and downward displacement of the two cylinder rings; wherein space inside the housing is filled with an operation oil and sealed. The present invention utilizes a fully sealed operation oil and transmits power via hydraulic pressure without causing any friction wear among the assemblies thereof, such that it could improve substantially the performance of the existing clutches and enhance the lifespan and braking accuracy thereof.

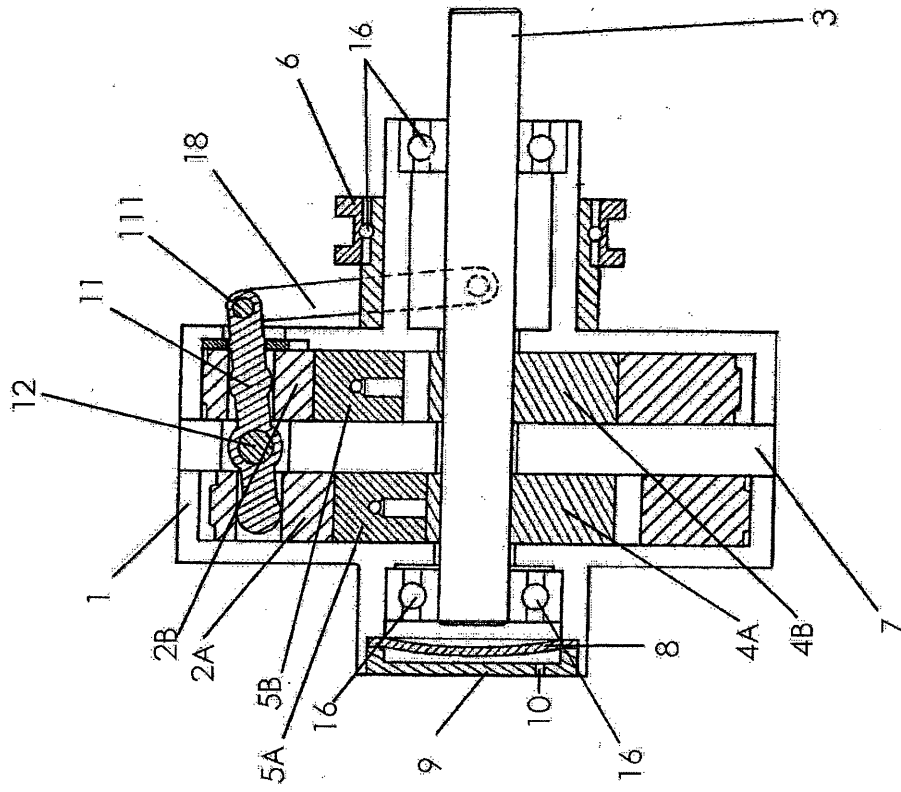


Fig. 1

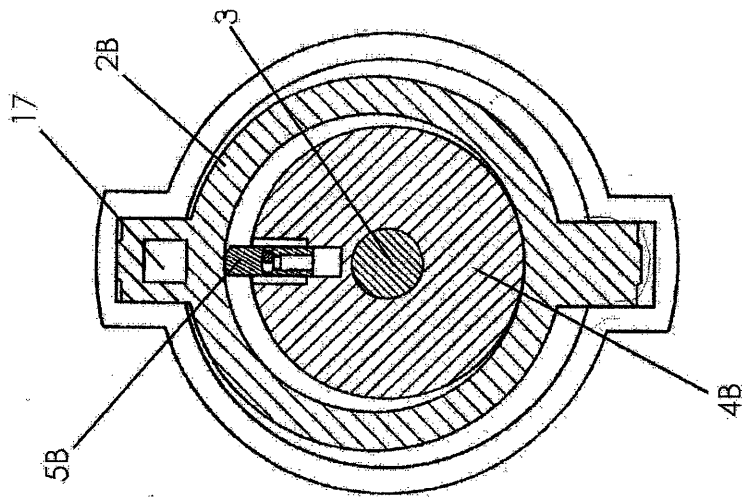


Fig. 2

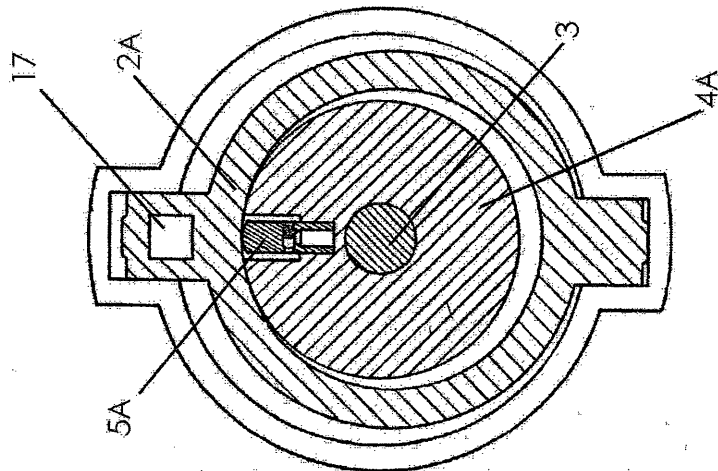


Fig. 3

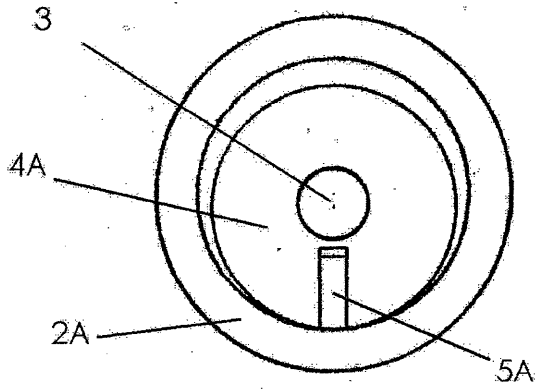


Fig. 4.1a

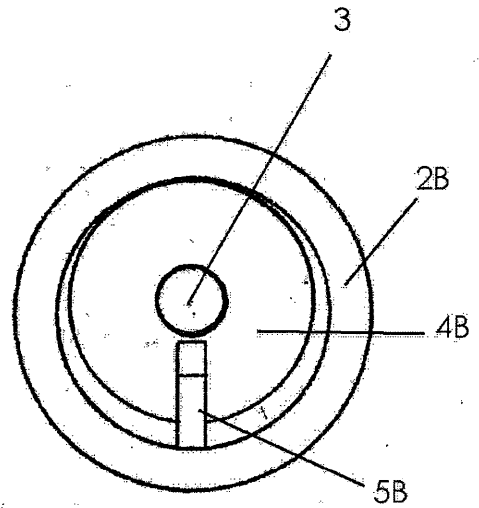


Fig. 4.1b

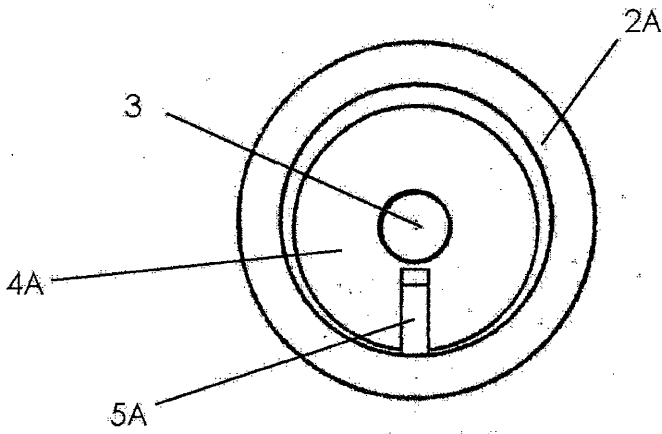


Fig. 4.2a

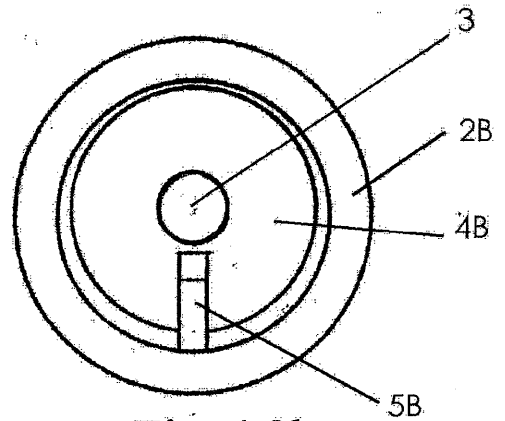


Fig. 4.2b

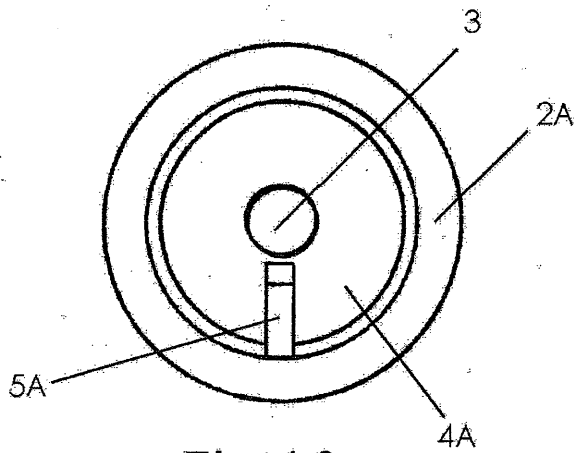


Fig. 4.3a

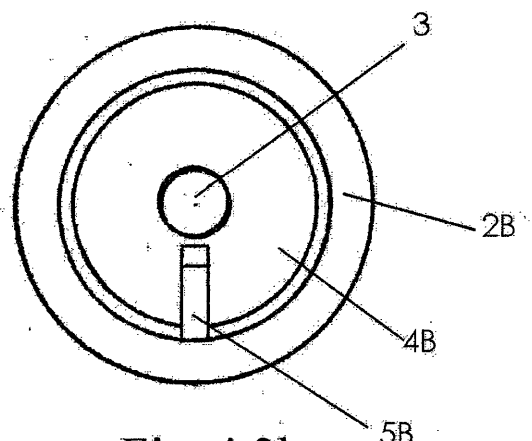


Fig. 4.3b

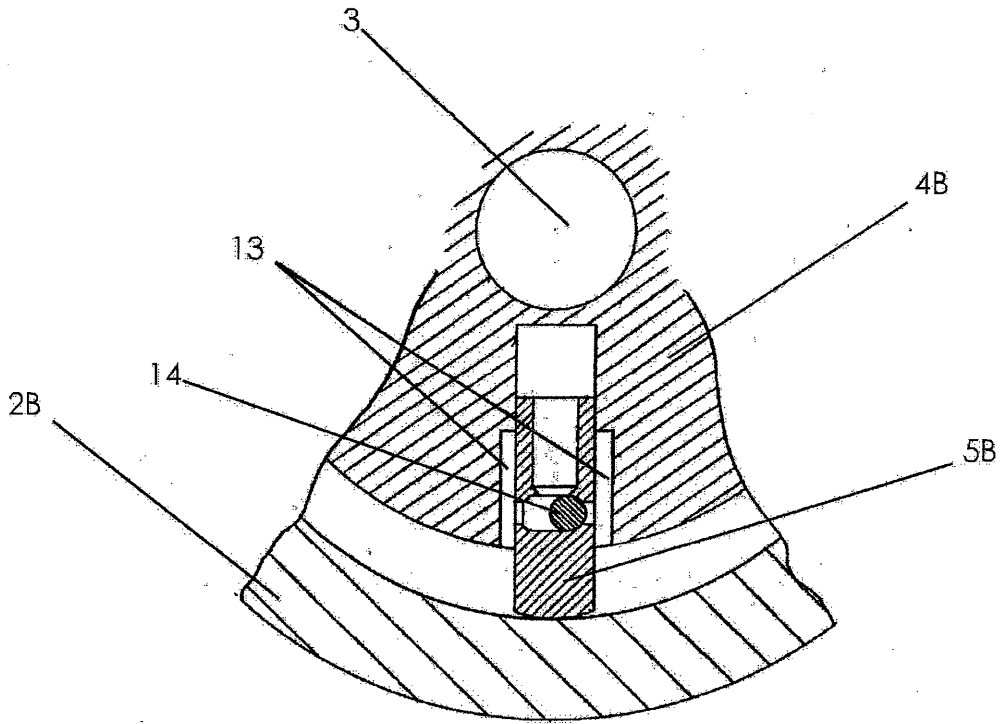


Fig. 5

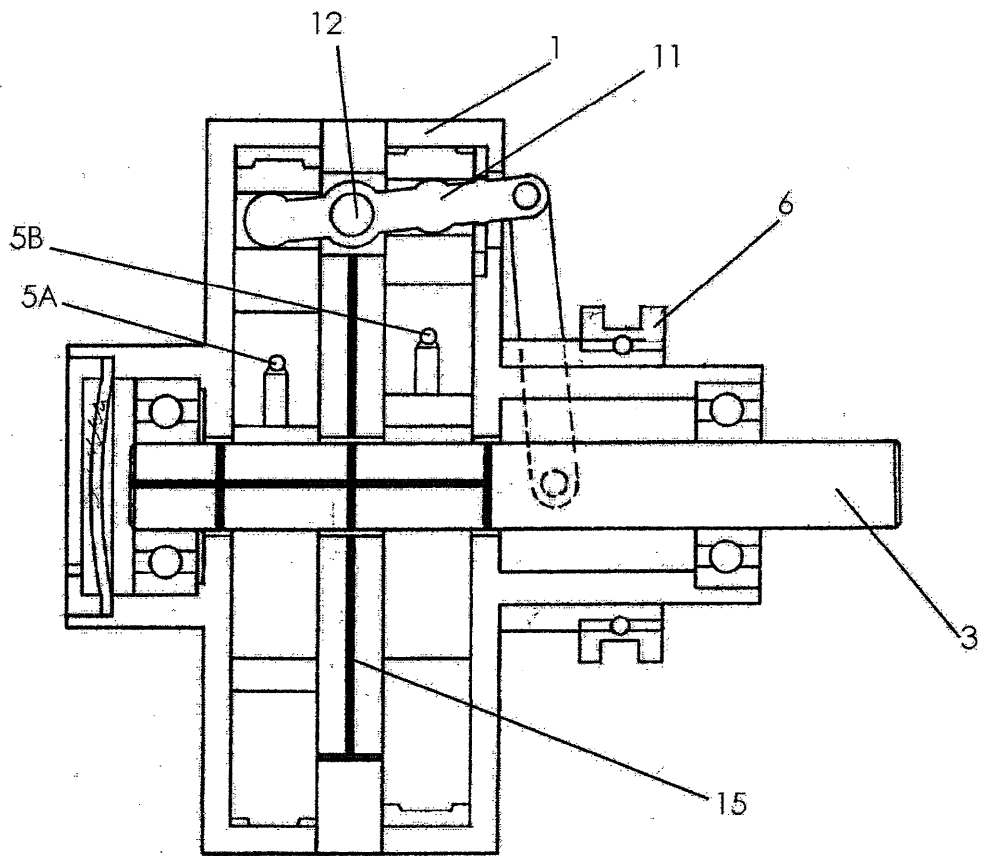


Fig. 6

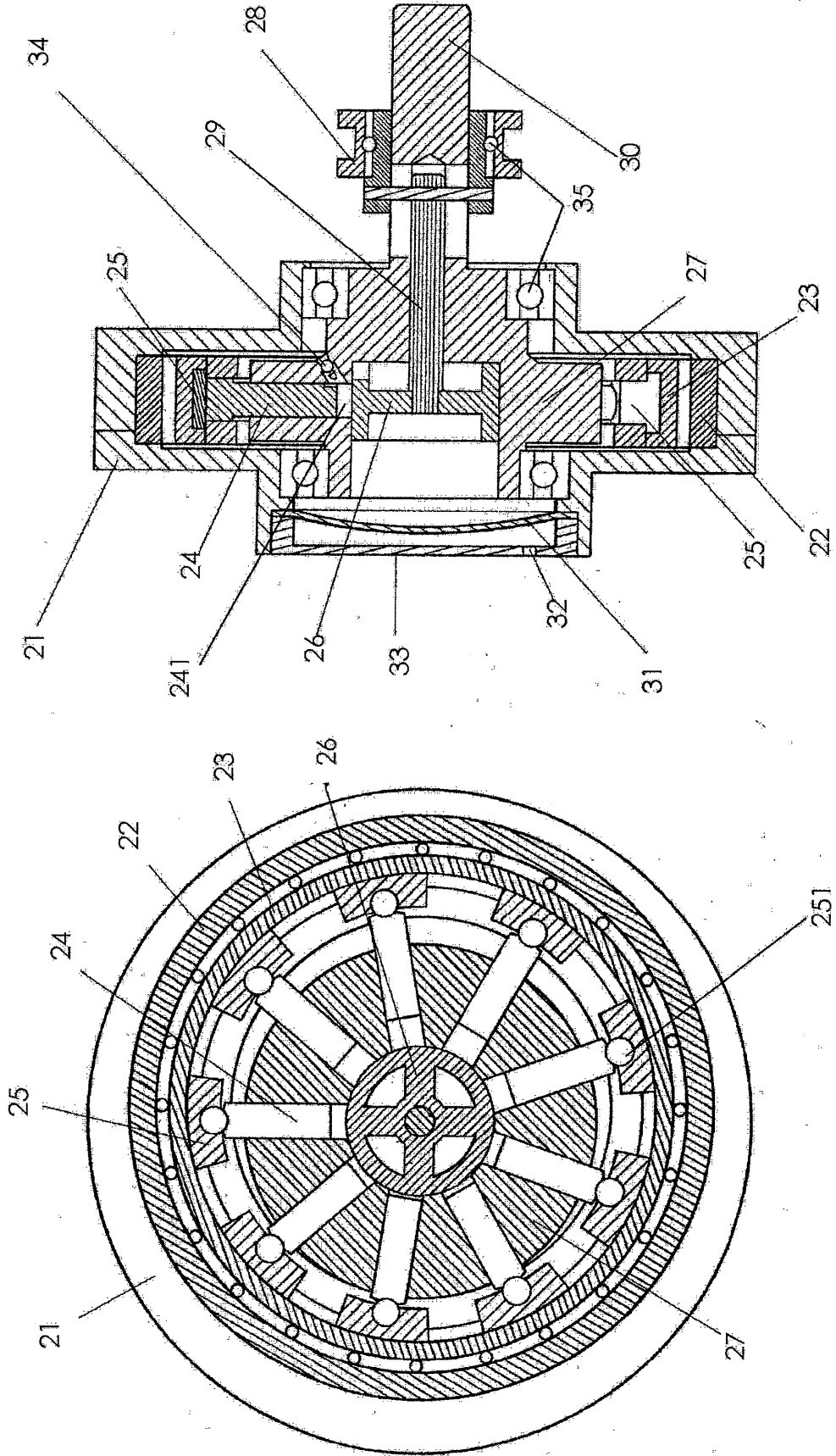


Fig. 7

Fig. 8