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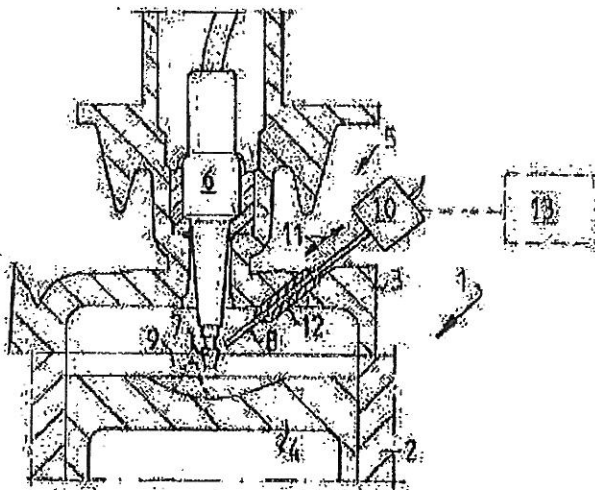
Bibliografiska data: US2003051699 (A1) — 2003-03-20

Spark electrodes with adjustable gap

Uppfinnare: MARFORIO KARL [SE]; HEDLUND ALF [SE] ±
Sökande: MARFORIO KARL, ; HEDLUND ALF, ; SAAB AUTOMOBILE AB
Klassning: internationell: *F02P13/00; F02P15/00; F02P15/12; H01T13/24; H01T13/26; F02B75/12;* (IPC1-7): F02F3/26
 -europeisk: *H01T13/26*
Ansökningsnummer: US20020168246 20020919
Prioritetsnummer: SE19990004596 19991215; WO2000SE02419 20001204
Även publicerad som: US6712033 (B2) WO0145216 (A1) SE9904596 (A) SE9904596 (L) SE518338 (C2) mer

Sammandrag av US2003051699 (A1)

In an ignition electrode arrangement for a cylinder in an internal combustion engine, for example at Otto engine, a cylinder head (3) bears a first electrode (7) and a second electrode (8) which interact with one another. At least the first electrode (7) is arranged on an ignition means (6) fastened in the cylinder head. According to the invention, the second electrode (8) is movable relative to the cylinder head (3) and the first electrode (7) in order to make it possible to change the spark gap. The second electrode (8) can be mounted on the cylinder head (3) itself or on the ignition device (6). The size of the spark gap is controlled during operation by the ignition system of the engine.



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2004 40181

Bibliografiska data: SE529460 (C2) — 2007-08-14

FORCE TRANSMITTING SYSTEM FOR A HYBRID DRIVEN MOTOR VEHICLE

Uppfinnare: ANDERSSON ROLAND ±
Sökande: SAAB AUTOMOBILE [SE] ±
Klassning: - internationell: B60K6/26; B60K6/387; B60K6/40; B60K6/48
 - europeisk: B60K6/26; B60K6/387; B60K6/40; B60K6/48; F16D21/08
Ansökningsnummer: SE20040001827 20040709
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Även publicerad som: WO2006006919 (A2) WO2006006919 (A3) US2008264706 (A1) SE0401827 (A) SE0401827 (L) mer

Inget sammandrag tillgängligt för SE529460 (C2)
 Sammandrag från ett motsvarande dokument: WO2006006919 (A2)

Power transmission system for a hybrid motor vehicle, where the vehicle is alternatively drivable by means of one or the other of two motors which are independent of one another, in particular an internal combustion engine and an electric motor (16), or by combined operation of these motors. The system has an input shaft (12) connected to the internal combustion engine, which shaft can, via a clutch arrangement, on the one hand transmit rotation of the input shaft (12) to an output shaft (14), which is connected to a transmission of the vehicle, and on the other hand transmit rotation of the electric motor (16) to the output shaft (14).; The electric motor (16) comprises an annular stator (22) and an annular rotor (24), which are arranged in a common radial plane and coaxially with the output shaft (14), the clutch arrangement comprising a first clutch unit (18), which is arranged so as to be capable of transmitting rotation from the rotor (24) of the electric motor (16) to the output shaft (14), and a second clutch unit (20), which is arranged so as to be capable of transmitting rotation of the input shaft (12) to the output shaft (14) via the rotor (24) of the electric motor (16) and the first clutch unit (18).