Newtype COMMUNICATIONS

www.newtypecommunications.com

445 Fifth Avenue
New York, New York 10016
Phone 212-686-5555
Fax 212-686-5414

STATE OF NEW YORK)
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CERTIFICATION

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the results of these proceedings.

I declare under penalty of perjury under the laws of the United States of America that the translation into ENGLISH is true and accurate of the attached document relating to:

DE 10 2007 057 448.9

written in GERMAN.

NEWTYPE COMMUNICATIONS, INC.

Sworn to and subscribed before me
this 8th day of August, 2016

NOTARY PUBLIC

BRIAN G. BROWN
Notary Public, State of New York
No. 01BR6151227
Qualified in Suffolk County
Commission Expires August 14, 2018

Translator's notes re PCT/DE2008/001900:

1. Claim 11:
   Translated with same word order as in German. The sentence is confusing because of the 2 occurrences of "mit" (= with). A similar sentence was not found in the description.

2. Claim 20:
   "is achieved" may be a misprint for "is disposed".

3. Claim 24:
   The subject "Bestandteile" (components) is plural and the verb "bildet" is singular.

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FEDERAL REPUBLIC OF GERMANY

Priority Certification
DE 10 2007 057 448.9
concerning filing of a patent application

File No.:	10 2007 057 448.9
Filing Date:	November 29, 2007
Applicant/Proprietor:	LuK Lamellen und Kupplungsbau Beteiligungs KG, 77815 Bühl/Germany
Title:	Force-transmission device, especially for power transmission between a drive machine and a power take-off
IPC:	F 16 F 15/14, F 16 D 3/12

The attached documents are a true and accurate reproduction of the parts of the documents in this patent application filed on November 29, 2007, independent of any color deviations that might have been caused by the copying process.

Munich, September 9, 2008
German Patent and Trademark Office
The President
Officially,
[signature]
[name stamp:] Hauck

[seal]
A 9161 [illegible]
8.07

Force-transmission device, especially for power transmission between a drive machine and a power take-off

The invention relates to a force-transmission device, especially for power transmission between a drive machine and a power take-off, comprising an input and an output and a damper arrangement disposed between input and output with at least two dampers that can be connected in series and a rotational-speed-adaptive vibration absorber.

Force-transmission devices in drive trains between a drive machine and a power take-off are known in the most diverse embodiments from the prior art. If an internal-combustion machine is used as the drive machine, a torsional motion superposed on the rotational motion develops on the crankshaft, with a frequency that varies with the rotational speed of the shaft. Vibration-absorbing arrangements are used for reduction. They comprise an additional mass, which is coupled via a spring system with the vibration system. The mode of action of the vibration absorber is based on the fact that, at a certain exciter frequency, the primary mass remains at rest while the additional mass executes a forced vibration. However, since the exciter frequency changes with the rotational speed of the drive machine, while the natural frequency of the vibration absorber remains constant, this vibration-absorbing effect takes place only at a certain rotational speed. Such an arrangement is already known, for example, from the publication DE 10236752 A1. Therein the drive machine is connected via at least one starting element, especially a clutch or a hydrodynamic rotational-speed/torque converter, with one or more gear-mechanism parts. This means that a spring-and-mass system capable of vibrations is not connected in series with the drive train but instead is disposed in parallel connection relative thereto, whereby the elasticity of the drive train is not impaired. This spring-and-mass system, capable of vibration, functions as a vibration absorber. According to a particularly advantageous embodiment in conjunction with the converter lockup clutch, this is associated therewith in order to prevent possible force surges during closing of the converter lockup clutch. According to one improvement, it is further provided to connect a torsion damper having two torsion-damping stages downstream from the starting element, in which case this is disposed in the force flow of the drive train. This means that the spring-and-mass system is disposed between the first torsion-damping stage and the second torsion-damping stage, whereby particularly good transmission behavior is supposed to be achieved. The spring-and-mass system may be provided with a variable natural frequency for use in a broader frequency band, which can be influenced by open-loop or closed-loop control.

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