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(54) **ELECTRIC POWER STEERING APPARATUS**

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(51) **Int. Cl.⁷** **B62D 5/04**

(52) **U.S. Cl.** **180/444; 180/443**

(58) **Field of Search** **180/443, 444**

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(57) **ABSTRACT**

An electric power steering apparatus for a vehicle includes a rack shaft having a rack of gear teeth formed at one end portion thereof and an externally threaded screw formed at a portion thereof excluding the toothed one end portion, a pinion meshing with the rack, a ball-screw mechanism having a nut threadedly engaged with the screw via balls, and an electric motor having a hollow motor shaft extending around the rack shaft and connected to the nut such that an assist torque generated by the electric motor is transmitted from the motor shaft via the nut to the rack shaft. The nut is disposed between the rack and the electric motor. This arrangement ensures that the electric motor and the electric power steering apparatus can be assembled easily and efficiently.

3 Claims, 11 Drawing Sheets

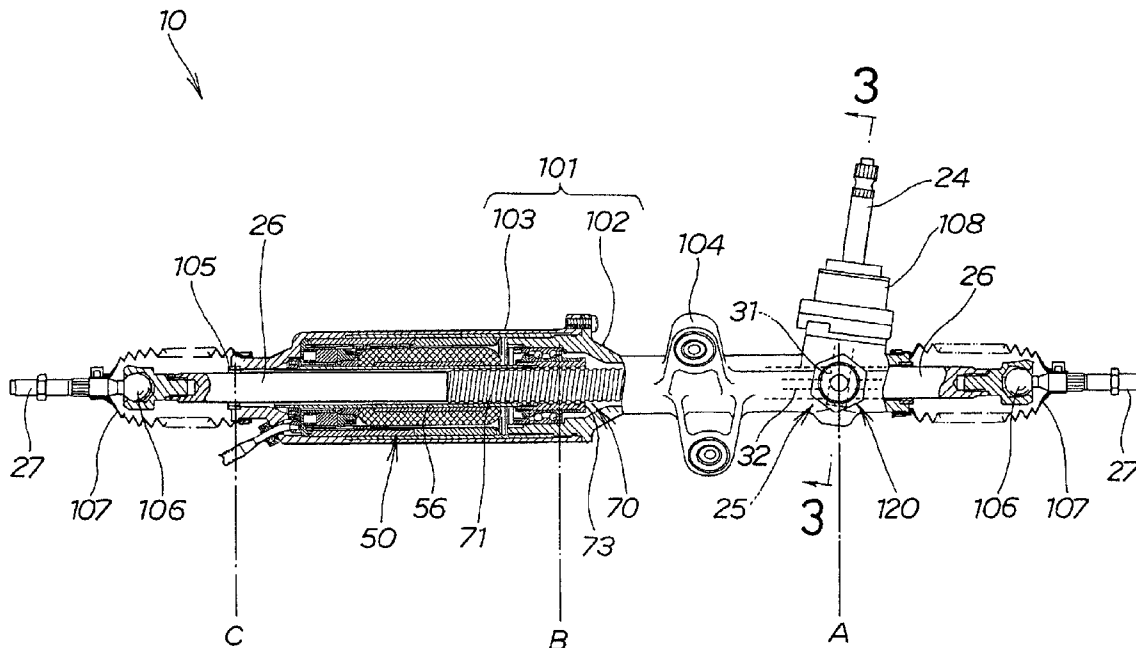
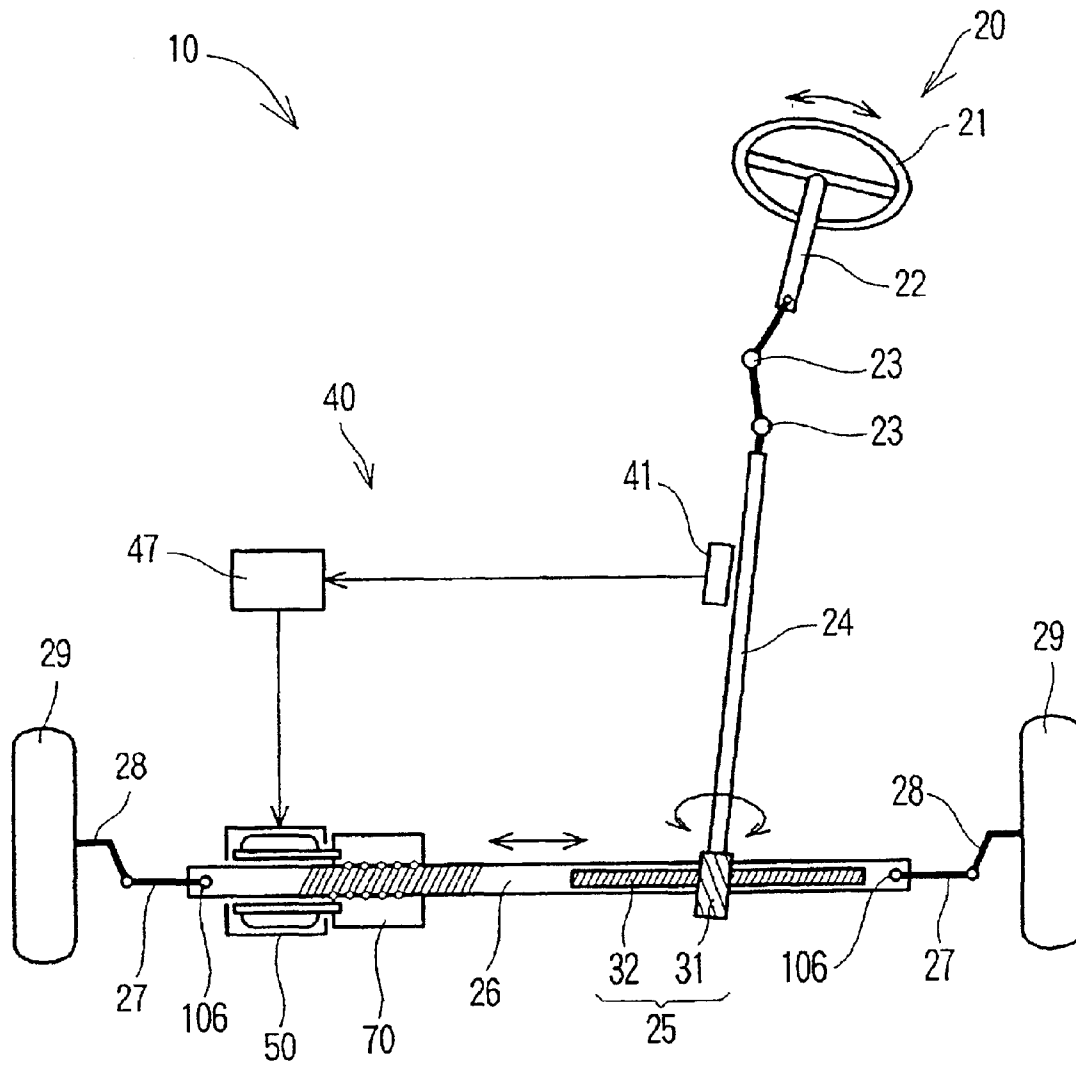


FIG. 1



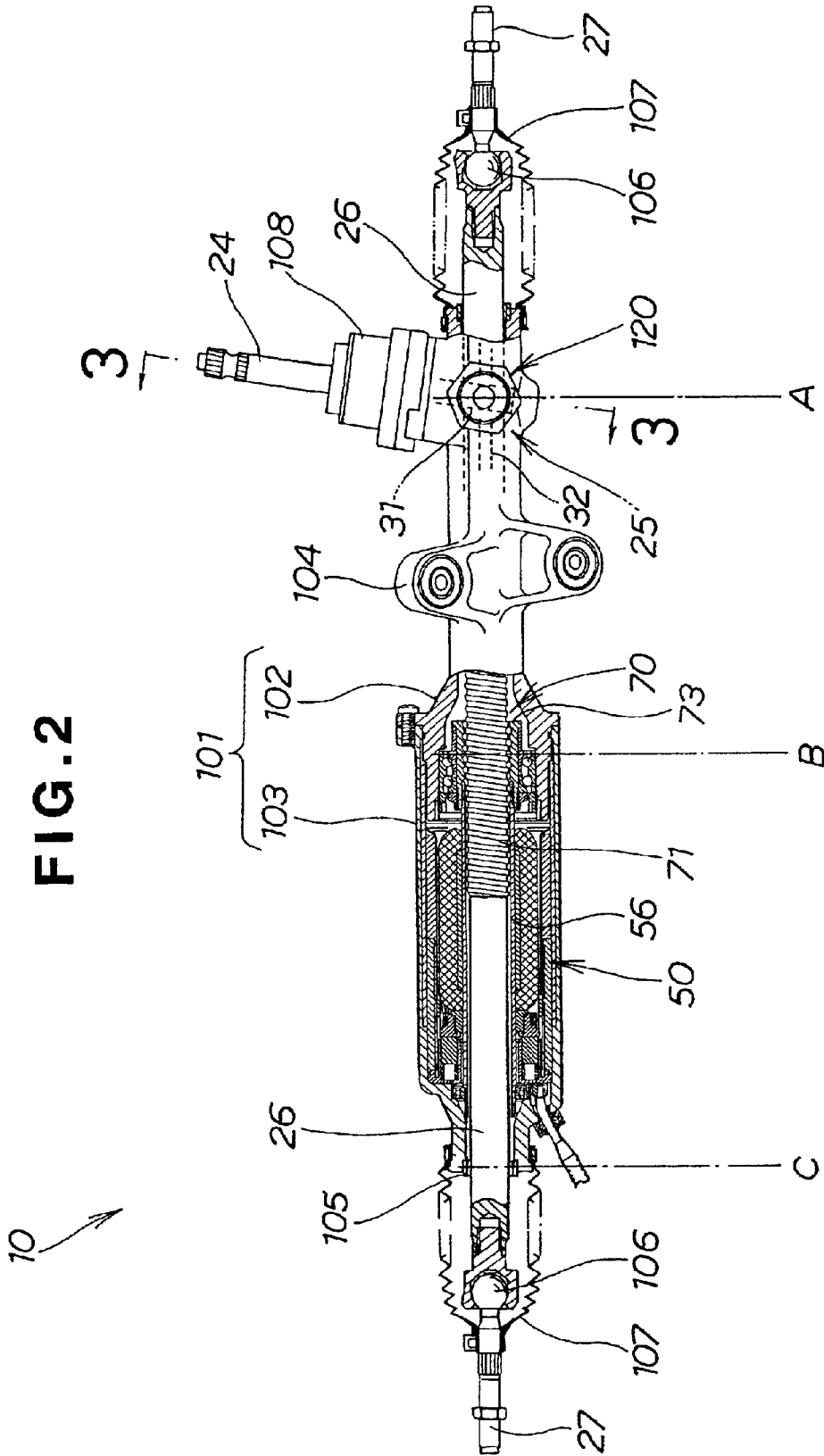
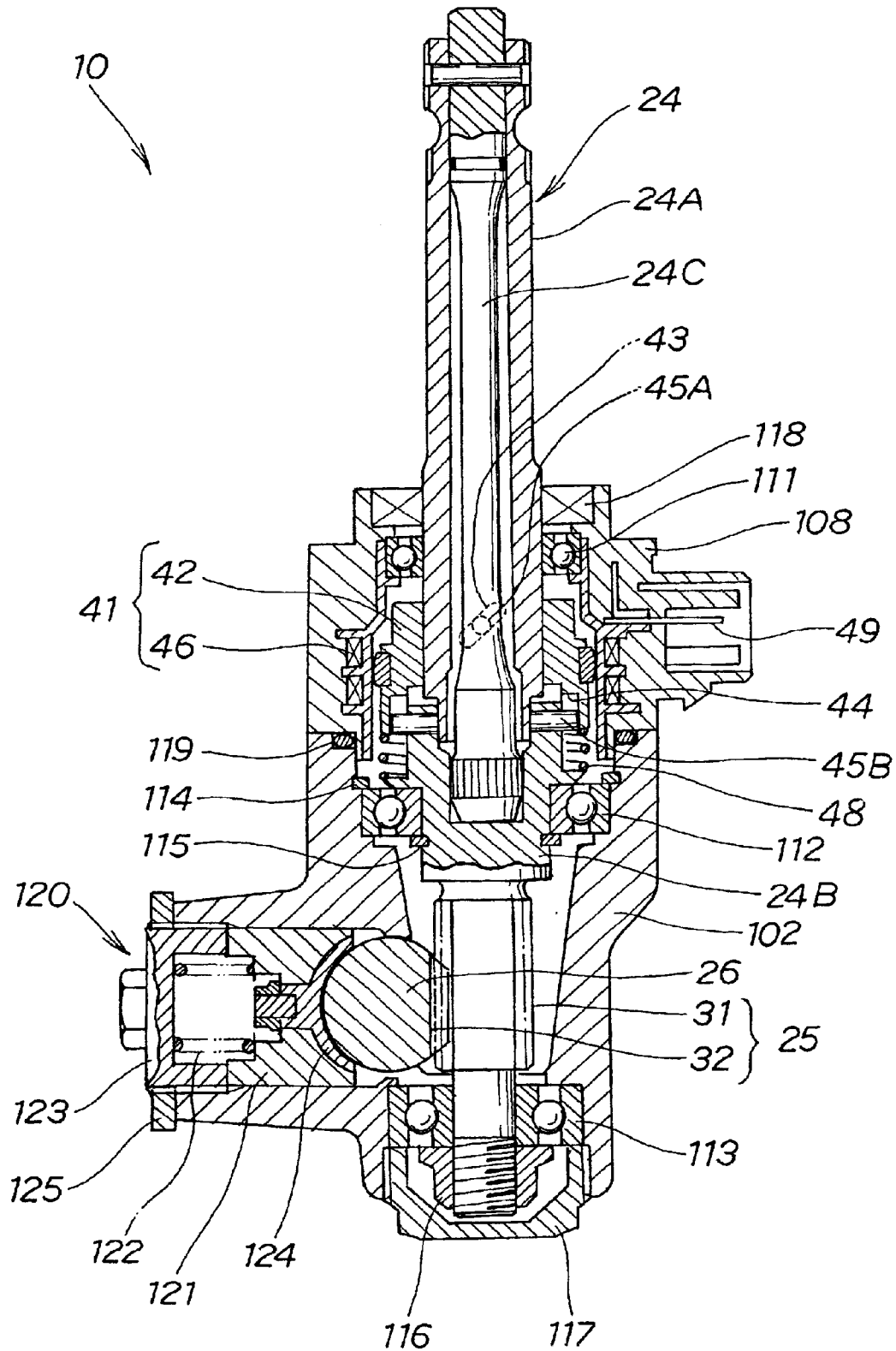


FIG. 3



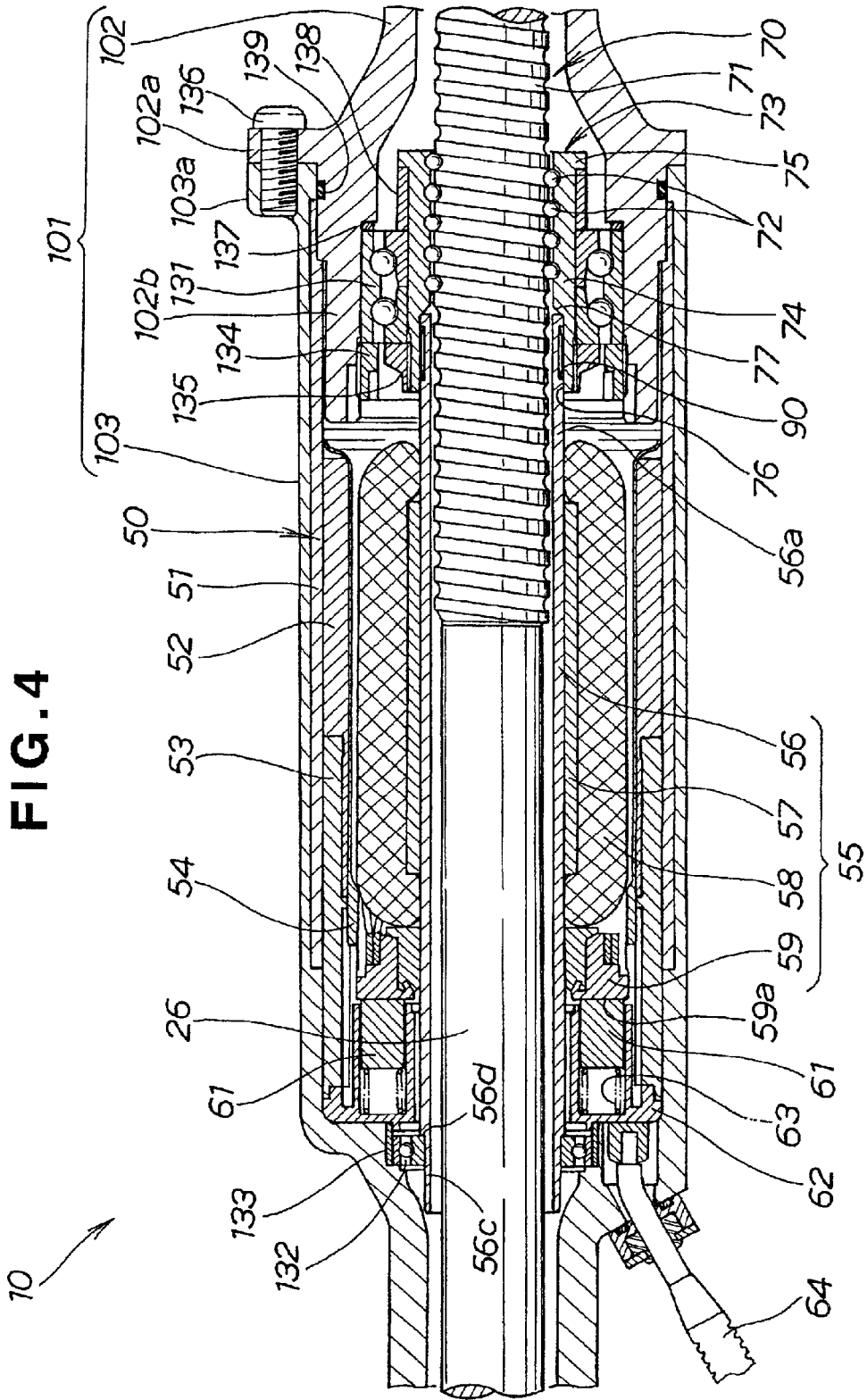


FIG. 4

FIG. 5

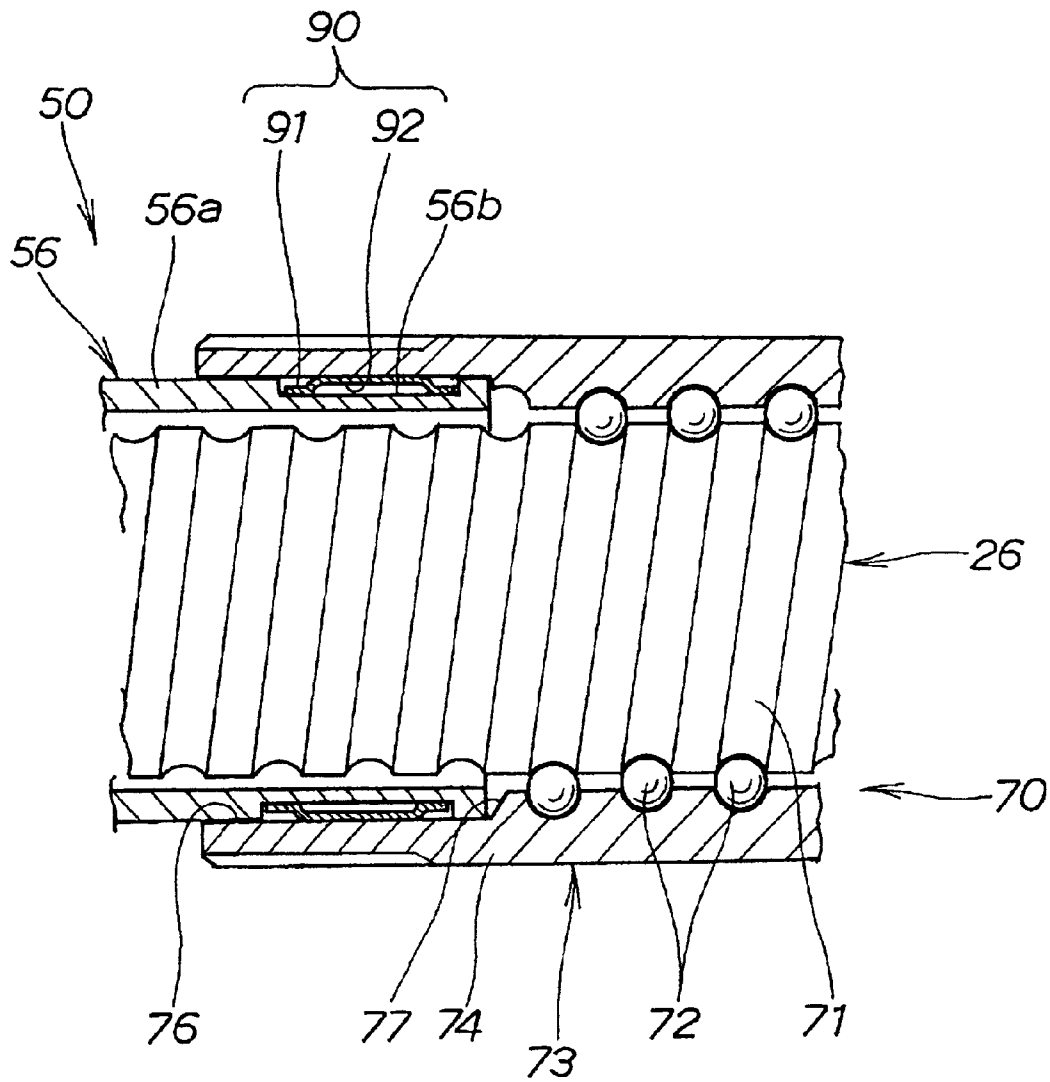


FIG. 6A

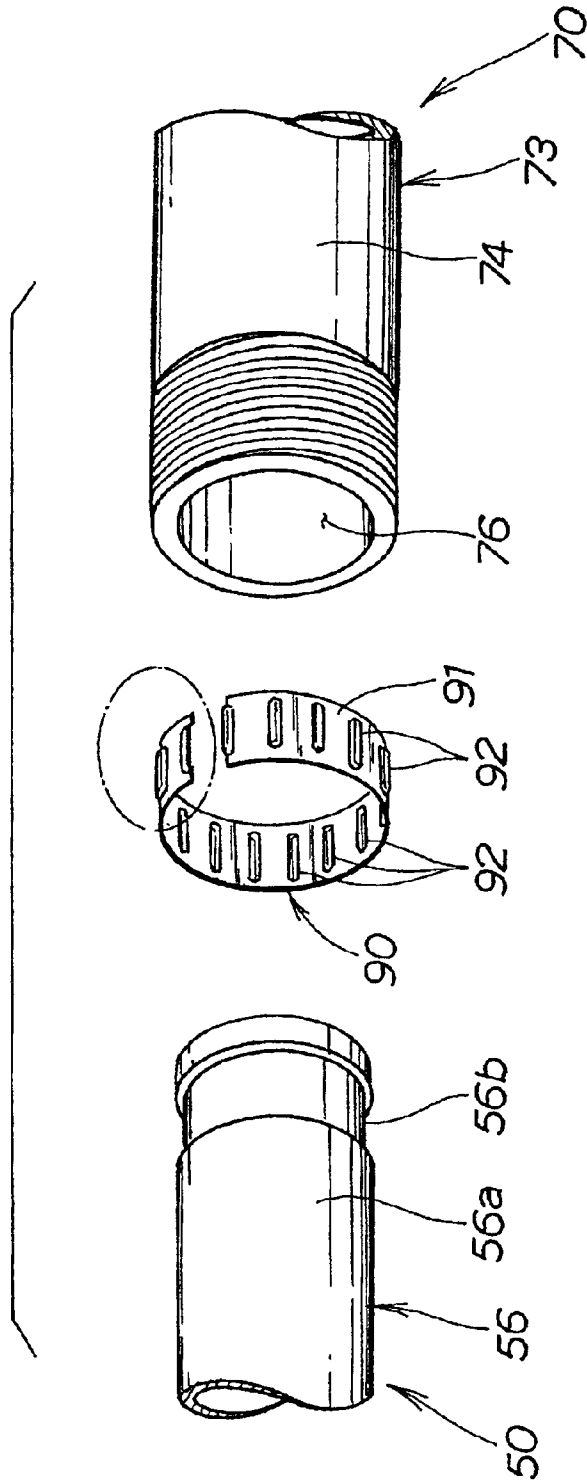


FIG. 6B

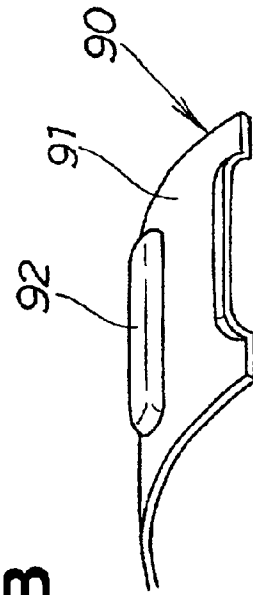


FIG. 7

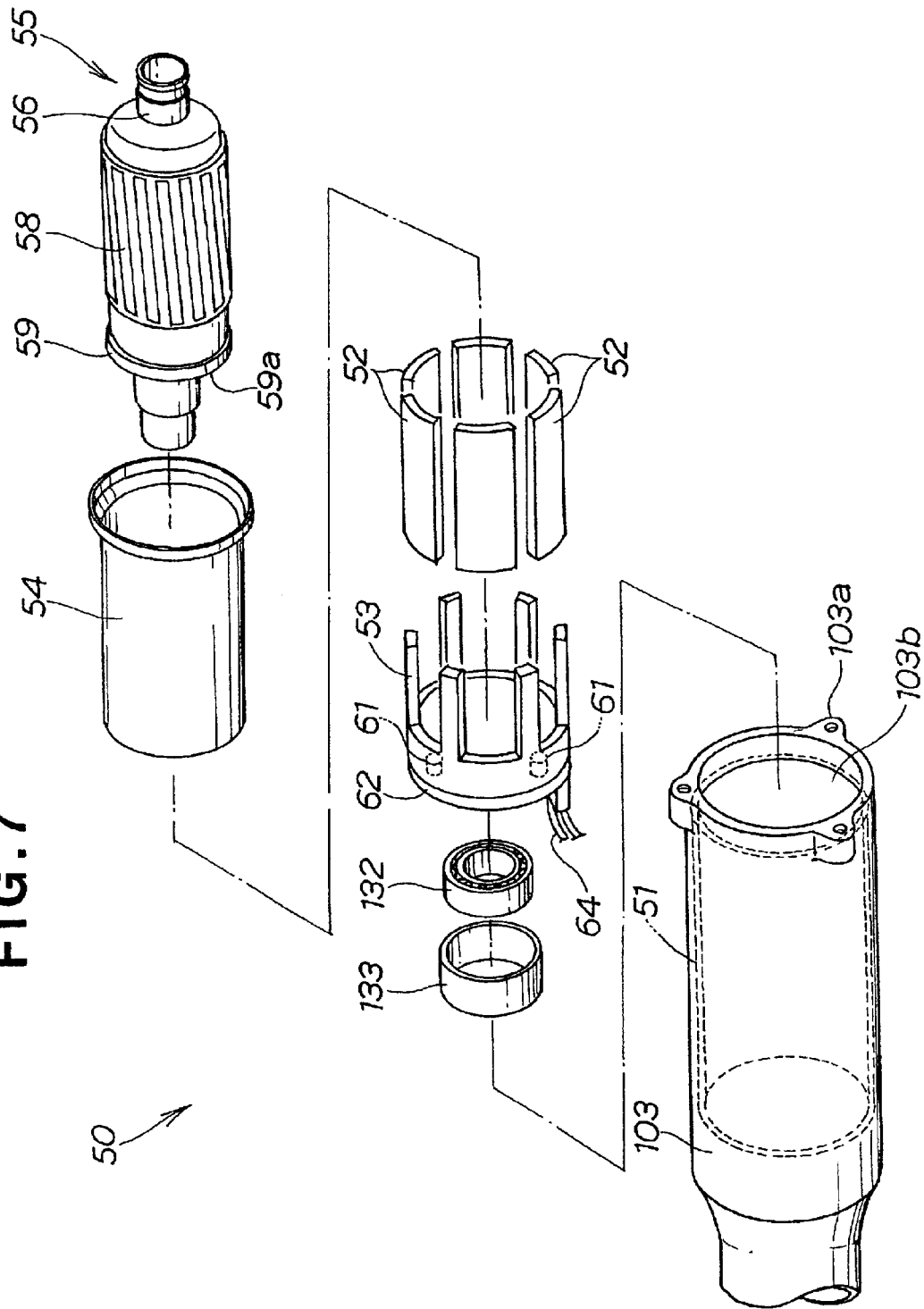


FIG. 8

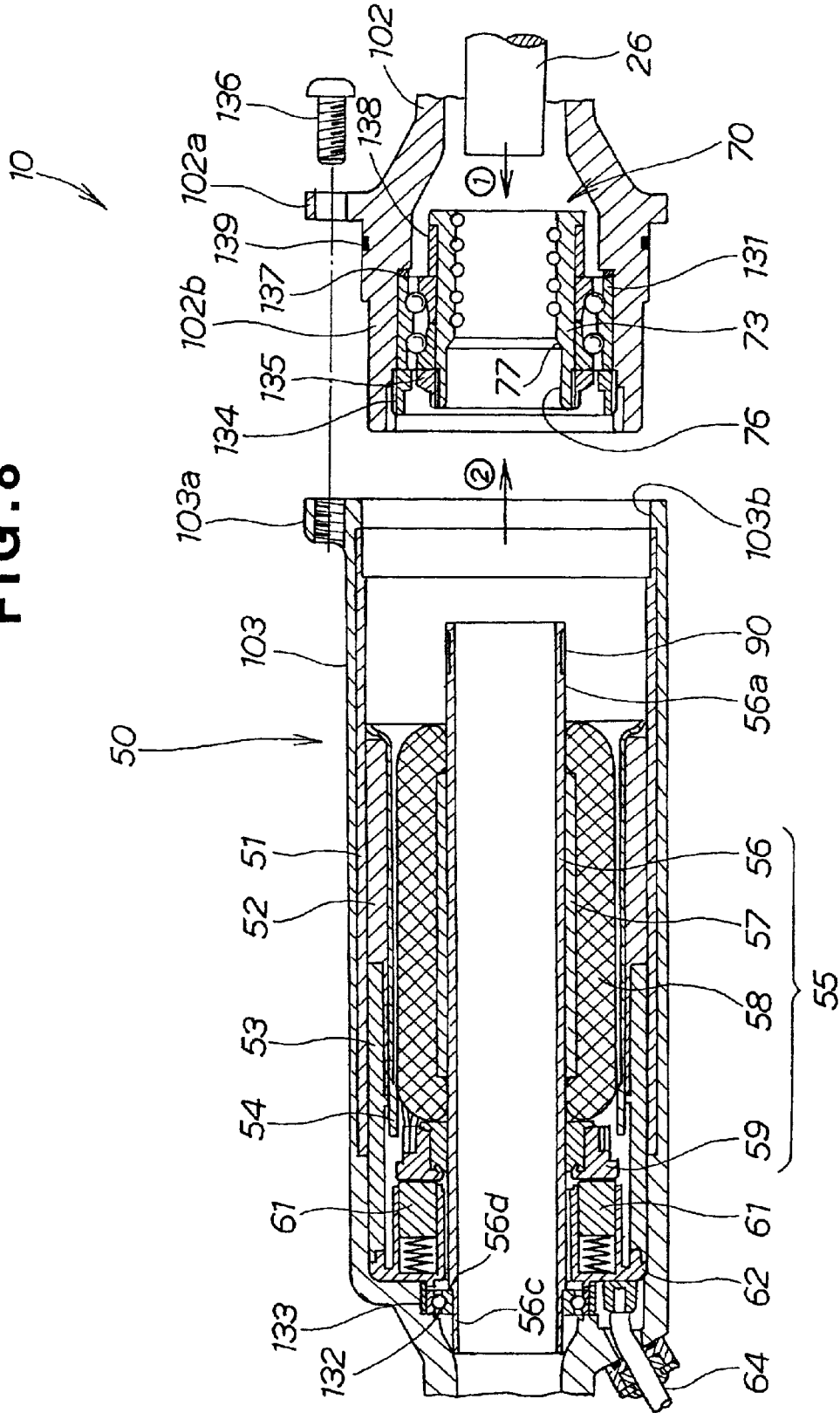
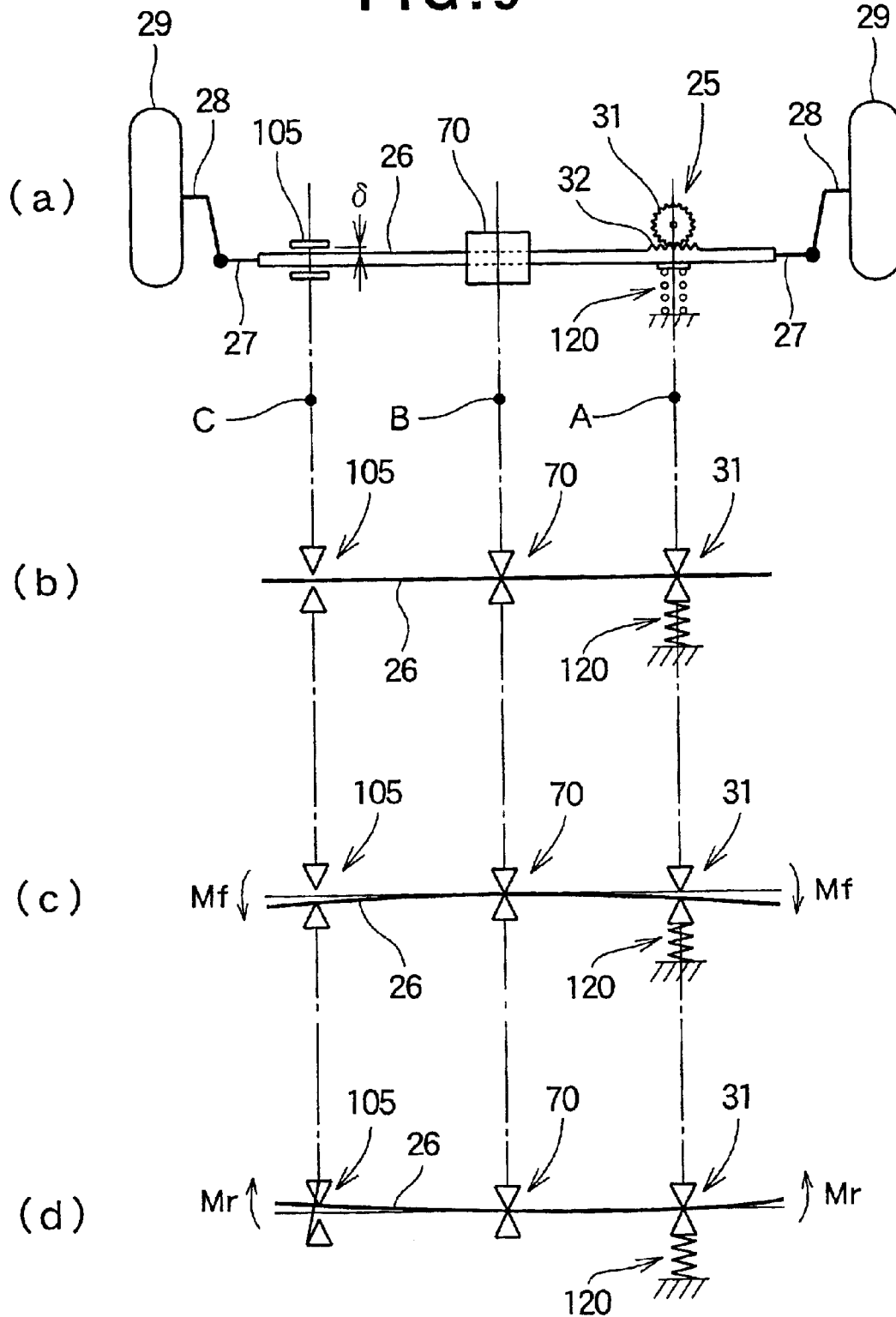
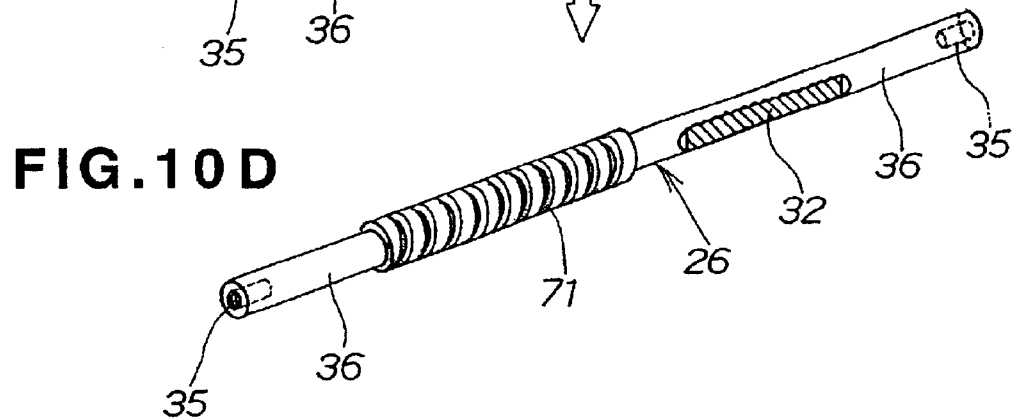
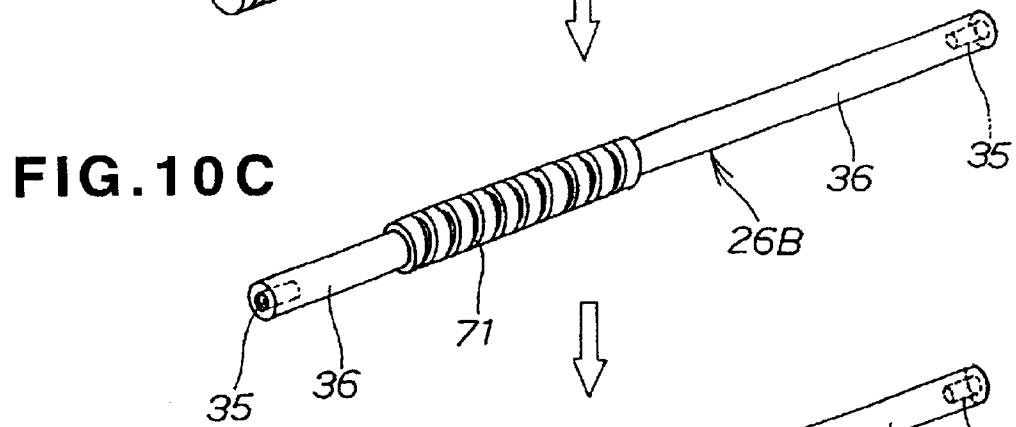
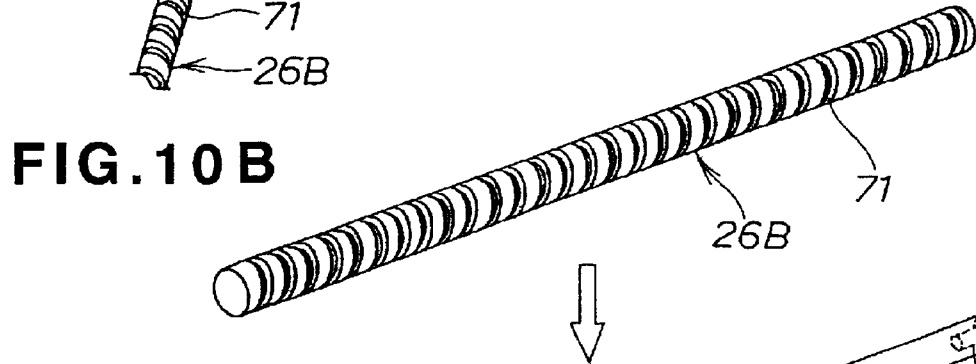
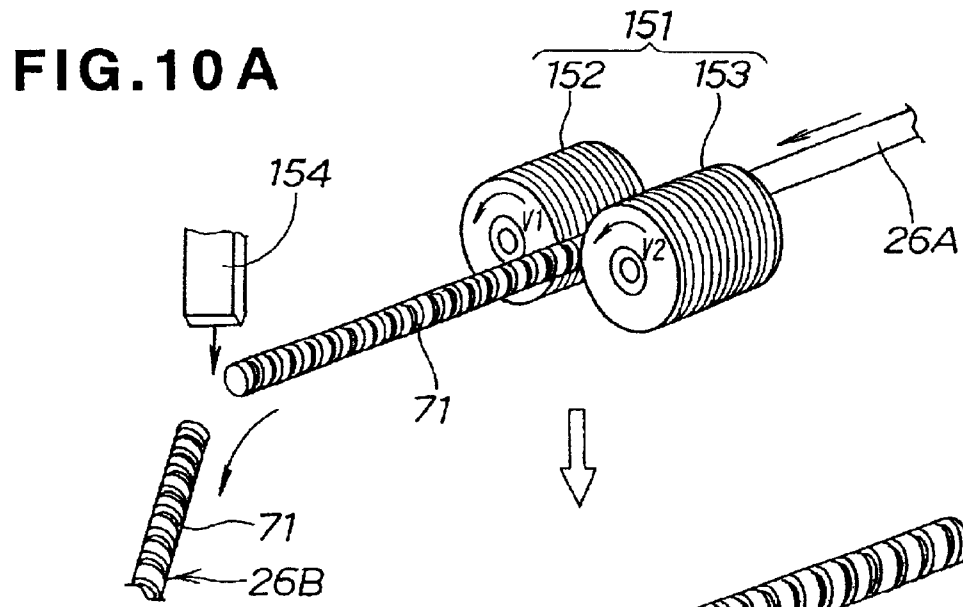


FIG. 9





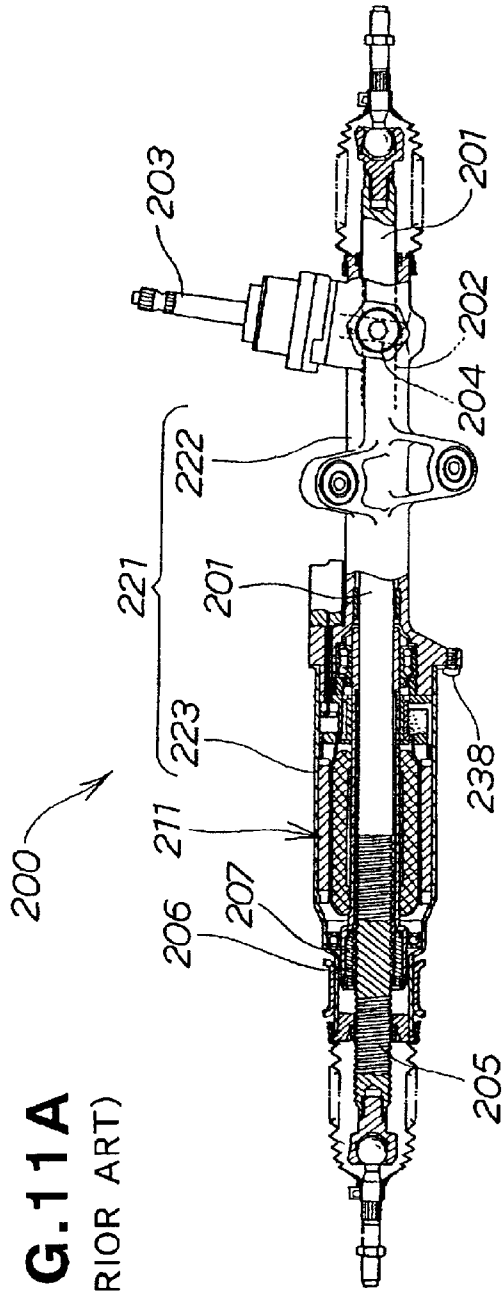


FIG. 11A
(PRIOR ART)

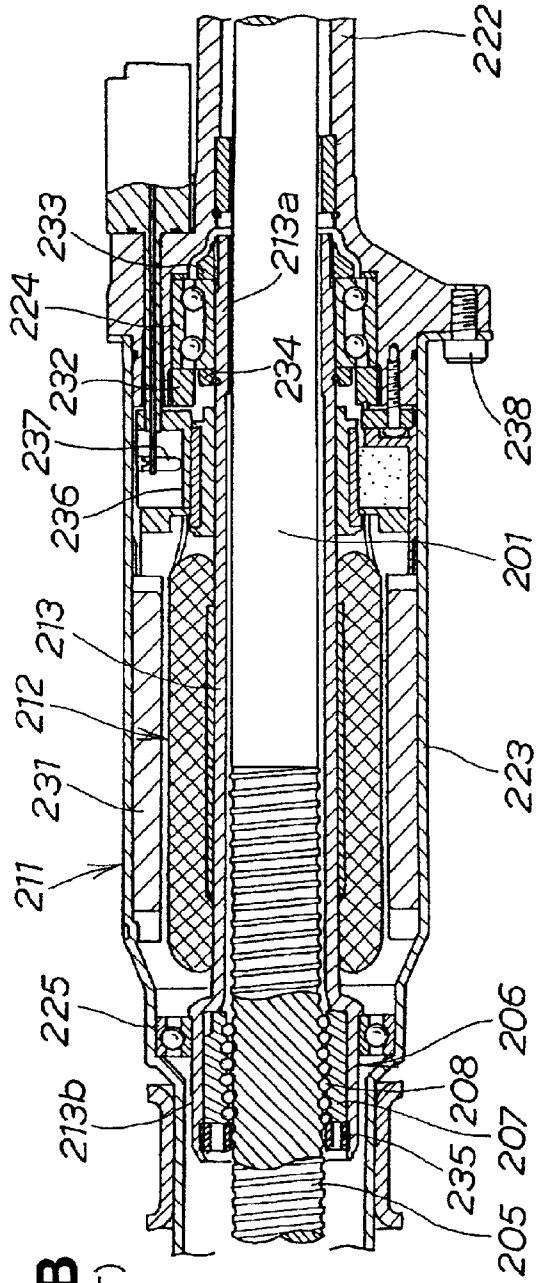


FIG. 11B
(PRIOR ART)

ELECTRIC POWER STEERING APPARATUS

FIELD OF THE INVENTION

The present invention relates to improvements in an electric power steering apparatus carried on a vehicle.

BACKGROUND OF THE INVENTION

In recent years, electric power steering apparatuses have increasingly been used to provide a comfortable steering touch or feel to the driver by reducing the manual steering effort or force needed to turn the steering wheel. The electric power steering apparatuses of the type concerned are constructed such that an assist torque generated by an electric motor in proportion to the steering torque is transmitted to the rack shaft of a steering system. A typical example of such known steering apparatuses will be described below with reference to FIGS. 11A and 11B.

As shown in FIGS. 11A and 11B, the conventional electric power steering apparatus 200 includes a rack shaft 201 extending in a transverse direction of the vehicle and having a rack 202 of gear teeth formed at its one end portion, a pinion shaft 203 having a pinion 204 meshing with the rack 202, a ball-screw mechanism (often referred to as "ball-nut mechanism") 206 having a nut 207 engaged theadedly, via balls 208 (FIG. 11B), with a worm screw 205 formed at the other end portion of the rack shaft 201, and an electric motor 211 having a motor shaft 213 (FIG. 11B) connected to the nut 207.

The pinion shaft 203 forms a steering shaft connected to a steering wheel (not shown), and the worm screw 205 is a mail or externally threaded screw extending over a predetermined length of the rack shaft 201 from the other end (left end in FIG. 11A) thereof. The rack shaft 201 is slidably received in an elongate housing 221 which is composed of a first housing 222 on the rack side (right-hand side in FIG. 11A) and a second housing on the electric motor side (left-hand side in FIG. 11A). On the rack shaft 201, the electric motor 211 is located between the rack 201 and the nut 207. With this arrangement, an assist torque generated by the electric motor 211 in proportion to the steering torque applied to the steering wheel is transmitted via the nut 207 to the rack shaft 201.

As shown in FIG. 11B, the first housing 222 supports one end portion 213a (right end in FIG. 11B) of the motor shaft 213 of a rotor 212 via a bearing 224 such that the motor shaft 213 is not slidable but rotatable relative to the first housing 222. The second housing 223 rotatably supports the other end portion 213b (left end in FIG. 11B) of the motor shaft 213 via a bearing 225. The motor shaft 213 is a hollow shaft surrounding a longitudinal portion of the rack shaft 201, and the nut 207 is assembled integrally with the end portion 213b of the motor shaft 213. In FIG. 11B, reference numeral 231 denotes a stator of the electric motor 211. Reference numerals 232 and 233 denote a lock nut for the bearing 224 and a lock nut for the motor shaft 213, respectively. Reference numeral 234 denotes a stopper for positioning the motor shaft 213. Reference numeral 235 denotes a lock nut for the nut 207. Reference numerals 236 and 237 denote a cylindrical commutator of the rotor 212 and a brush of the stator 231, respectively. Reference numeral 238 denotes a bolt firmly connecting together the first and second housings 222, 223.

As discussed above with reference to FIG. 11B, the conventional electric power steering apparatus 200 (FIG. 11A) is arranged such that the electric motor 211 is disposed

between the rack 201 on the first housing 222 side and the nut 207 on the second housing 223 side, with one end portion 213a of the motor shaft 213 being non-slidably supported by the first housing 222, the other end portion 213b of the motor shaft 213 being supported by the second housing 223, and the nut 207 being supported by the other end portion 213b of the motor shaft 213.

The conventional electric power steering apparatus 200 of the foregoing construction is generally assembled and inspected in a manner, as described below.

- (1) Structural parts or members of the electric motor 211 are assembled in the second housing 223. In this instance, the second housing serves also as a motor case.
- (2) The electric motor 211 is subjected to a quality inspection and performance test, and after that the electric motor 211 is disassembled.
- (3) The nut 207 is firmly attached to the end 213b of the motor shaft 213.
- (4) The end 213a of the motor shaft 213 is assembled in the first housing 222 via the bearing 224 and the related parts 232-234.
- (5) The structural members of the electric motor 211 and the second housing 223 are assembled with the first housing 222.
- (6) The rack shaft 201 is assembled in the housing 221 so that an electric power steering apparatus 200 is produced.
- (7) The electric motor 211 is solely subjected again to a quality inspection and performance test.
- (8) The electric power steering apparatus 200 as a whole is subjected to a quality inspection and performance test.

As thus for explained, the conventional electric power steering apparatus 200 requires assembly of the electric motor 211 for the quality inspection and performance test, followed by disassembly of the electric motor 211 for the assembly of the rack shaft 201 and ball-screw mechanism 206 with the electric motor 211. This increases the assembling and inspection man-hours of the electric power steering apparatus 200, which leads to an increase in cost. Thus, there is room for improvement in the conventional electric power steering apparatus 200.

SUMMARY OF THE INVENTION

It is accordingly an object of the present invention to provide an electric power steering apparatus having structural features which enable substantial reduction of assembling and inspection man-hours and cost.

To achieve the foregoing object, according to the present invention, there is provided an electric power steering apparatus comprising: a rack shaft extending in a transverse direction of the vehicle, the rack shaft having a rack of gear teeth formed at a portion of a peripheral surface of one end portion thereof and an externally threaded screw formed at a portion thereof excluding the one end portion on which the rack is formed; a pinion meshing with the rack and adapted to be rotated to reciprocate the rack shaft in a longitudinal direction thereof; a ball-screw mechanism having balls and a nut threadedly engaged with the screw via the balls; and an electric motor for generating an assist torque corresponding to a steering torque, the motor having a hollow motor shaft extending around the rack shaft and connected to the nut such that the assist torque generated by the electric motor is transmitted from the motor shaft via the nut to the rack shaft. The nut is disposed between the rack and the electric motor.

The nut of the ball-screw mechanism is assembled in the electric power steering apparatus before the motor shaft is

connected to the nut. This arrangement ensures that after the electric motor is subjected to a quality inspection and performance test, the rack shaft and the ball-screw mechanism can be assembled with the electric motor while keeping the motor in an assembled state. This eliminates a disassembling process due in the conventional electric power steering apparatus before the electric motor is assembled with the rack shaft and the ball-screw mechanism and a quality inspection and performance test due also in the conventional electric steering apparatus after the electric motor is assembled with the rack shaft and the ball-screw mechanism. The electric power steering apparatus of the present invention is, therefore, assembled easily and efficiently and can be manufactured at a relatively low cost. Furthermore, the electric motor is not subjected to a reassembly process and hence can retain a high assembling accuracy.

It is preferably that the motor shaft and the nut are fitted together in the longitudinal direction of the rack shaft so as to form a connection capable of transmitting a torque between the motor shaft and the nut. Since the connection can be formed by merely fitting together the motor shaft and the nut in the longitudinal direction of the rack shaft, the man-hours due for assembling the motor shaft and the nut can be reduced.

Preferably, the connection includes a torque limiter acting between the motor shaft and the nut to release the engagement between the motor shaft and the nut when subjected to a torque larger than a predetermined value. The electric motor is thus protected against damage when subjected to an undue force or load.

The torque limiter may comprise a split ring of resilient material having a plurality of engagement ribs extending axially of the split ring and formed on an outer peripheral surface of the split ring at equal intervals in the circumferential direction of the split ring. The engagement ribs are normally held in friction engagement with an inner peripheral surface of the nut and they are resiliently deformable in a radial inward direction of the split ring when subjected to the torque larger than the predetermined value.

The electric motor includes a commutator attached to the motor shaft and having a brush-contact surface, and brushes being in slide contact with the brush-contact surface of the commutator, the brush-contact surface extending in a plane perpendicular to the axis of the motor shaft. The brushes abut on the brush-contact surface in the axial direction of the motor shaft. This arrangement allows the brushes and commutator to be assembled together from a direction same as the direction of assembly of the motor shaft, which leads to a further improvement in the assembling efficiency of the motor.

The electric power steering apparatus may further comprise a rack guide disposed on a back side surface of the peripheral surface of the rack shaft, diametrically opposed from the peripheral surface portion on which the rack is formed, for pressing the back side surface toward the pinion, and a bush disposed around the rack shaft at a position offset from the screw toward the other end portion of the rack shaft. The bush is normally spaced by a predetermined distance from the rack shaft in a radial direction such that the bush supports the rack shaft when the rack shaft bends at an axial center of the bush by a predetermined value. When the vehicle is running, particularly when the steering wheel is turned, an external force or moment resulting from a reactive force from the road surface is applied to the opposite ends of the rack shaft. The bush supports the rack shaft when the rack shaft bends or flexes at an axial center of the bush by

the predetermined value. The other end of the rack shaft is thus allowed to bend or flex only a limited amount, so that the vibration of the rack shaft can be restricted. The restriction of the rack shaft vibration further leads to suppression of the steering wheel vibration and thus provides an improved steering tough or feeling.

BRIEF DESCRIPTION OF THE DRAWINGS

Certain preferred embodiments of the present invention will hereinafter be described in detail, by way of example only, with reference to the accompanying drawings, in which:

FIG. 1 is a schematic view illustrating the general arrangement of an electric power steering apparatus according to an embodiment of the present invention;

FIG. 2 is an enlarged view showing, partly in cross section, the construction of the electric power steering apparatus;

FIG. 3 is a cross-sectional view taken along line 3—3 of FIG. 2;

FIG. 4 is an enlarged cross-sectional view showing a part of FIG. 2 including a rack shaft, an electric motor and a ball-screw mechanism of the electric power steering apparatus;

FIG. 5 is a cross-sectional view showing a connection between the electric motor and the ball-screw mechanism;

FIG. 6A is an exploded perspective view showing the connection between the electric motor and the ball-screw mechanism via a torque limiter;

FIG. 6B is an enlarged view of a portion of FIG. 6A;

FIG. 7 is an exploded perspective view illustrative of the manner in which the electric motor is assembled;

FIG. 8 is a cross-sectional view showing the manner in which the electric power steering apparatus including the electric motor is assembled;

FIG. 9 is a diagrammatic view illustrating the operation of the electric power steering apparatus;

FIGS. 10A through 10D are schematic perspective view showing the manner in which the rack shaft is produced;

FIG. 11A is a view similar to FIG. 2, but showing the construction of a conventional electric power steering apparatus; and

FIG. 11B is an enlarged cross-sectional view showing a part of FIG. 11A including a rack shaft, an electric motor and a ball-screw mechanism of the conventional electric power steering apparatus.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Referring now to the drawings and FIG. 1 in particular, there is shown the general arrangement of an electric power steering apparatus 10 according to an embodiment of the present invention. The electric power steering apparatus 10 generally comprises a steering system 20 extending from a steering wheel 21 of a vehicle to steerable road wheels 29, 29 and an assist torque mechanism 40 for applying an assist torque to the steering system 20. The illustrated electric power steering apparatus is of the so-called "end take-off type" steering apparatus wherein a steering torque is taken out from opposite ends of a rack shaft 26.

The steering system 20 includes a steering shaft 22 connected at one end to the steering wheel 21 for co-rotation with the steering wheel 21. The other end of the steering shaft 22 is connected to a pinion shaft 24 via a pair of

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universal joints **23, 23**. The pinion shaft **24** is connected to the rack shaft **26** via a rack-and-pinion mechanism **25**. The opposite ends of the rack shaft **26** are connected via tie rods **27, 27** and knuckle arms **28, 28** to the steerable road wheels **29, 29** of the vehicle.

The rack-and-pinion mechanism **25** is composed of a pinion **31** formed integrally on the pinion shaft **24** and a rack **32** of gear teeth formed on a portion of a peripheral surface of one end portion (right end portion in FIG. 1) of the rack shaft **26**. The pinion **31** and the rack **32** are in mesh with each other. With this arrangement, when the driver of the vehicle turns the steering wheel **21**, a steering torque is generated in the steering system **20** produced. By the steering torque, the steerable road wheels **29, 29** can be steered via the rack-and-pinion mechanism **25** and the tie rods **27, 27**.

The assist torque mechanism **40** has a steering torque sensor **41** for detecting the steering torque applied by the driver to the steering wheel **21** and outputs an electric signal corresponding to the detected steering torque, a control unit **47** for generating a control signal based on the signal from the steering torque sensor **41**, an electric motor **50** for generating an assist torque corresponding to the steering torque based on the control signal from the control unit **47**, and a ball-screw mechanism **70** for transmitting the assist torque from the electric motor **50** to the rack shaft **26**.

Stated in brief, the electric power steering apparatus **10** is constructed such that a steering torque generated in the steering system **20** by turning the steering wheel **20** is transmitted via the rack-and-pinion mechanism **20** to the rack shaft **26** and, at the same time, an assist torque generated by the electric motor **50** in accordance with the steering torque is applied via the ball-screw mechanism **70** to the rack shaft **26**. The steering torque generated in the steering system **20** and the assist torque generated by the electric motor **50** are combined together to form a composite torque, and by the composite torque the rack shaft **26** is reciprocated to steer the steerable road wheels **29, 29**.

As shown in FIG. 2, the rack-and-pinion mechanism **25**, the motor **50** and the ball-screw mechanism **70** of the electric power steering apparatus **10** are contained in a housing **101** extending in a transverse or widthwise direction of the vehicle.

The housing **101** is composed of two generally tubular housings **102, 103** that are bolted together end to end so as to form a single elongate gearbox. The first housing **102** has a bracket **104** adapted to be connected to a body (not shown) of the vehicle. The second housing **103** serves also as a motor case of the electric motor **50**.

The rack shaft **26**, extending transversely of the vehicle, extends through the housing **101** and is reciprocally movable relative to the housing **101** in the widthwise direction of the vehicle. The rack shaft **26** has one end portion (right end portion in FIG. 2) connected to the rack-and-pinion mechanism **25**, a longitudinal central portion connected to the ball-screw mechanism **70**, and an opposite end portion (i.e., a portion offset from the ball-screw mechanism **70** in a direction away from the rack-and-pinion mechanism **25**) corresponding in position to the electric motor **50**. The ball-screw mechanism **70** is disposed between the rack-and-pinion mechanism **25** and the electric motor **50**.

The rack shaft **26** has the rack **32** formed at the right end portion thereof and an externally threaded screw **71** formed at a portion thereof excluding the right end portion formed with the rack **32**. The ball-screw mechanism **70** has a nut **73** engaged threadedly with the screw **71**. The nut **73** is connected to a hollow motor shaft **56** of the electric motor

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50, the hollow shaft **56** extending around the rack shaft **26**. The nut **73** is located between the rack **32** and the electric motor **50**. In other words, the motor **50** is disposed at a position located closer to the left end portion of the rack shaft **26** than the nut **73**.

The housing **101** includes a rack guide **120** located at a center of meshing engagement between the pinion **31** and the rack **32**, and a bush **105** located at a position offset from the screw **71** toward the left end portion of the rack shaft **26**. The bush **105** is a member which bears or supports a portion of the rack shaft **26** when the rack shaft **26** is bent or flexed by a predetermined value. Longitudinal portions of the rack shaft **26**, which are devoid of screw **71**, have an outside diameter smaller than the minor diameter (or the root diameter) of the screw **71**. The rack guide **120** will be described in detail with reference to FIG. 3.

In FIG. 2, the center of meshing engagement between the pinion **31** and the rack **32** is designated by reference character A (hereinafter referred to as "pinion center A"). The axial center of assemblage of the ball-screw assembly **70** is designated by reference character B (hereinafter referred to as "ball-screw center B"). The axial center of the bush **105** is designated by reference character C (hereinafter referred to as "bush center C"). In this figure, reference numeral **106** denotes ball joints each connecting one end of the rack shaft **26** to the corresponding tie rod **27**, and reference numeral **107** denotes dust seal or boots for covering the ball joints **106**.

FIG. 3 is a cross-sectional view of the electric power steering apparatus **10**. As shown in this figure, the rack-and-pinion mechanism **25** and the steering torque sensor **41** are contained in the first housing **102**, with an open upper end of the first housing **102** being closed by a lid **108**.

The pinion shaft **24** is composed of an upper first shaft **24A** connected to the steering wheel **21** (FIG. 1), a lower second shaft **24B** having the pinion **31** formed integrally therewith, and a torsion bar **24C** interconnecting the first and second shafts **24A** and **24B**. The torsion bar **24C** is a resilient member which is capable of producing a twist angle exactly proportional to the steering torque and which allows the first and second shafts **24A, 24B** to create a relative torsional displacement therebetween.

The steering torque sensor **41** is the so-called "torsion bar type" torque sensor which detects a steering torque in the steering system **20** (FIG. 1) by detecting a relative twist angle between the first and second shafts **24A, 24B**. The steering torque sensor **41** is composed of a tubular slider **42** and a variable inductance sensor part or unit **46**. The tubular slider **42** is slidably fitted over the first and second shafts **24A, 24B**. The slider **42** has a helical groove **43** slidably receiving therein a pin **45A** connected to the first shaft **24A** and an axial straight groove **44** slidably receiving therein a pin **45B** connected to the second shaft **24B**.

With this arrangement, the slider **42** is displaceable in the axial direction in response to the relative torsional displacement between the first and second shafts **24A, 24B**. In this instance, the amount of axial displacement of the slider **42** is proportional to the steering torque. The sensor unit **46** converts the amount of slider displacement into an electric signal. The electric signal is supplied as a steering torque detection signal to the control unit **47** (FIG. 1).

In FIG. 3, reference numeral **48** denotes a coil spring urging the slider **42** upward. Numeral **49** denotes a terminal of the steering torque sensor **41**. Numerals **111, 112** and **113** denote ball bearings for rotatably supporting the pinion shaft **24** relative to the first housing **102**. Numeral **114** and **115**

denote stop rings associated with the bearing **112**. Numeral **116** denotes a nut threaded with the second shaft **24B** for retaining the bearing **113**. Numeral **117** denotes a cap nut threaded with the first housing **102** to close an open lower end of the first housing **102**. Numerals **118** and **119** denote an oil seal and an O-ring, respectively.

The rack guide **120** performs two different functions. Its first function is to guide and hold the rack shaft **26** to allow reciprocating movement of the rack shaft **26**. The second function is to urge the rack shaft **26** to bring the rack **32** of gear teeth into meshing engagement with the pinion **31**. The rack guide **120** includes a guide member **121** for supporting and guiding a back side surface of the peripheral surface of the rack shaft **26**, diametrically opposed from the peripheral surface portion on which the rack **32** is formed, an adjustment screw **123** for forcing the guide member **121** toward the rack shaft via a compression spring (resilient member) **122** acting between the guide member **121** and the adjustment screw **123**, and a lock nut **125** mounted threadedly on the adjustment screw **123** to lock the adjustment screw **123** in position against movement relative to the first housing **102**. The adjustment screw **123** is threadedly received in the first housing **102**. Reference numeral **124** denotes a backing member of low-friction material disposed between the guide member **121** and the rack shaft **26** to insure smooth sliding movement of the rack shaft **26** relative to the guide member **121**.

The electric motor **50** comprises a tubular yoke **51** of ferromagnetic material firmly fitted in the second housing **103**, a plurality of permanent magnets **52** attached to an inner peripheral surface of the yoke **51** at predetermined intervals in the circumferential direction of the yoke **51** so as to form a stator, inner and outer magnet holders **35** and **54** holding the magnets **52** in a given orientation within the second housing **103**, and a rotor **55** disposed rotatably inside the stator **52**.

The rotor is formed by the tubular motor shaft **56** loosely fitted around the rack shaft **26** for rotation relative to the rack shaft **26**, a tubular core **57** firmly fitted around an outer peripheral surface of the motor shaft **56**, a coil **58** wound around an outer peripheral surface of the core **57**, and a commutator **59** connected to ends of the coil **58**. As described previously, the motor shaft **56** is a hollow shaft through which the rack shaft **26** extends. The motor shaft **56** has an inside diameter larger than the outside diameter (major diameter) of the screw **71**.

The commutator **59** is firmly fitted around the outer peripheral surface of the motor shaft **56** at an end of the coil **58**. The commutator **59** has a flat brush-contact surface **59a** extending in a plane perpendicular to the axis of the motor shaft **56**, the brush-contact surface **59a** facing leftward in FIG. 4. Brushes **61** are held in a brush holder **62** assembled in the second housing **103**. The brushes **61** are urged in slide contact with the brush-contact surface **59a** of the commutator **59** by means of compression springs **63** acting between the brush holder **62** and the respective brushes **61**. Reference numeral **64** denotes a brush cord electrically connected to the brushes **61**.

The brushes **61** abut on the brush-contact surface **59a** of the commutator **59** in the axial direction of the motor shaft **56**. This arrangement ensures that the brushes **61** can be assembled with the commutator **59** in a direction same as the direction of assembly of the motor shaft **56** relative to the second housing **103**. With the assembling directions thus matched, the electric motor **50** can be assembled with high efficiency.

The ball-screw assembly **70** is composed of the externally threaded screw **71** formed on the rack shaft **26** and the nut **73** engaged threadedly with the screw **71** via balls **72**. The ball-screw assembly **70** is of the known type, such as a so-called internal-or external-circulation ball screw, wherein the balls **72** arrived at a screw groove end of the nut **71** are circulated through a tube (not shown), and transmits an assist torque from the electric motor **50** through the nut **73** and via the balls **72** to the screw **71**.

The first housing **102** rotatably supports an output end portion **56a** of the motor shaft **56** via the nut **73** and a first bearing **131**. The second housing **103** rotatably supports a non-output end portion **56c** of the motor shaft **56** via a second bearing **132** and a bush **133**. The first and second bearings **131**, **132** are roller bearings. The bush **133** is a tubular member disposed between the inner peripheral surface of the second housing **103** and an outer peripheral surface of the outer race of the second bearing **132**.

The first housing **102** has an integral ball-screw receiving portion **102b** at an end thereof, and the nut **73** of the ball-screw mechanism **70** is rotatably retained inside the ball-screw receiving portion **102b** by means of the first bearing **131**. An internally threaded lock screw **134** is threaded in the ball-screw receiving portion **102b** to lock the first bearing **131** in position against movement in the axial direction relative to the first housing **102**. The first bearing **131** rotatably supports a central portion of the nut **73** or a portion proximate to the central portion of the nut **73**.

The nut **73** has a support portion **74** fitted with the first bearing **131**, a large-diameter flange portion **75** contiguous to one end (right end in FIG. 4) of the support portion **74** and having an outside diameter larger than that of the support portion **74**, and a connection hole **76** formed in an inner peripheral surface of the support portion **74**. The connection hole **76** extends from an opposite end (left end in FIG. 4) of the support portion **74** located remotely from the flange portion **75**. The first bearing **131** fitted with the support portion **74** is held between the flange portion **75** and the lock screw **135**, with a spacer ring **138** being disposed between the flange portion **74** and the bearing **131**, so that the nut **73** is made immovable in the axial direction relative to the first housing **102**. Thus, the nut **73** is rotatable but is not axially movable (slidable) relative to the first housing **102**.

The output end portion **56a** of the motor shaft **56** is fitted in the connection hole **76** of the nut **73** and is coupled with the nut **73**. The output end portion **56a** thus connected is rotatably supported by means of the nut **73** and the first bearing **131**. A fore end of the output end portion **56** abuts on a step **77** formed at the bottom of the connection hole **76** so that the motor shaft **56** is prevented from moving axially in the rightward direction in FIG. 4. The non-output end portion **56c** of the motor shaft **56** has a shoulder **56d** held in abutment with an end face of the inner race of the second bearing **132**, so that the motor shaft **56** is prevented from moving axially in the leftward direction in FIG. 4. Thus, the motor shaft **56** is not movable in the axial direction.

As shown in FIG. 4, the first housing **102** has a flange **102a** at an end thereof, and the second housing **103** also has a flange **103a** at an end thereof. The flanges **102a** and **103a** are connected together by a plurality of bolts (only one being shown) **136**. In FIG. 4, reference numeral **137** is a spacer disposed between the outer race of the first bearing **131** and the first housing **102**. Reference numeral **139** denotes an O-ring disposed between the first and second housings **102**, **103**.

FIG. 5 shows a connection between the electric motor **50** and the ball-screw mechanism **70**. As shown in this figure,

the motor shaft **56** and the nut **73** are fitted together in the axial direction of the rack shaft **26** such that they jointly form a connection which is capable of transmitting a torque from the motor shaft **56** to the nut **73**. The connection includes a torque limiter **90** acting between the motor shaft **56** and the nut **73** to limit a maximum torque transmitted between the motor shaft **56** and the nut **73** of the ball-screw mechanism **70**.

The motor shaft **56** has a circumferential groove **56b** of a predetermined width formed on the outer peripheral surface of the output end portion **56a**. The torque limiter **90** is assembled in the circumferential groove **56b**. The nut **73**, as described previously, has the connection hole **76** formed concentrically with the rack shaft. The inside diameter of connection hole **76** is larger than the inside diameter of the support portion **74** associated with the balls **72**, so that the step **77** is formed at the bottom of the connection hole **76**. With the torque limiter **90** being assembled in the circumferential groove **56b**, the output end portion **56a** of the motor shaft **56** is fitted axially in the connection hole **76** of the nut **73** until the fore end of the output shaft portion **56a** abuts against the step **77**.

By thus fitting the output end portion **56a** of the motor shaft **56** in the connection hole **76** of the nut **73** in the longitudinal direction (axial direction) of the rack shaft **26**, the motor shaft **56** and the nut **73** are connected together via the torque limiter **90** such that a torque can be transmitted from the motor shaft **56** to the nut **73** as long as it does not exceed a predetermined value set by the torque limiter **90**. The connection between the motor shaft **56** and the nut **73**, which is formed merely by fitting together the output end portion **56a** in the connection hole **76**, reduces the man-hours necessary for assembling the electric motor **50** and the nut **73** of the ball-screw mechanism **70**.

As shown in FIG. 6, the torque limiter **90** is formed by a split ring **91** of resilient metal such as spring steel and has a uniform width throughout the length or perimeter thereof and a very small thickness such as 0.3 mm. The split ring **91** of the torque limiter **90** has a plurality of axial engagement projections or ribs **92** formed integrally with an outer peripheral surface thereof at a uniform pitch (ranging from 6 to 7 mm, for example). The engagement ribs **92** are formed by press-forming an elongate blank (not shown) of the split ring **91** and have a height of 0.7 mm and a length of 9 mm, for example.

The torque limiter **90** thus formed is generally called a tolerance ring and performs a function to prevent transmission of an excessive torque larger than the predetermined value. More specifically, the torque limiter (tolerance ring) **90** assembled in the circumferential groove **56b** of the motor shaft **56** has an inner peripheral surface fitted with the bottom surface of the groove **56b** and top surfaces of the engagement ribs **92** fitted with the peripheral surface of the connection hole **76**. With this fitting engagement, the torque limiter **90** can transmit a torque via frictional forces acting between the bottom surface of the circumferential groove **56b** and the inner peripheral surface of the torque limiter **90** and between the engagement ribs **92** of the torque limiter **90** and the peripheral surface of the connection hole **76** of the nut **73**. The engagement ribs **92** are designed such that when subjected to an undue torque larger than the predetermined value, the engagement ribs **92** resiliently deform or flex in a radial inward direction of the torque limiter (tolerance ring) **90**. The radial inward deformation or flexing of the engagement ribs **92** decreases the frictional force acting between the engagement ribs **92** and the peripheral surface of the connection hole **76** of the nut **73**.

Referring back to FIG. 5, operation of the electric motor **50**, nut **73** and torque limiter **90** will be described. An assist torque generated by the electric motor **50** is transmitted from the motor shaft **56** to the rack shaft **26** successively through the torque limiter **90**, the nut **73**, the balls **72** and the screw **71**. With this transmission through the ball-screw mechanism **70**, the assist torque is converted into a thrust force acting on the rack shaft **26** in the axial direction of the rack shaft **26**.

When the torque limiter **90** is subjected to a torque larger than the predetermined value, the engagement ribs **92** resiliently flex in a radial inward direction of the ring-shaped torque limiter, thereby allowing the motor shaft **56** to slip on the nut **73** due to a decrease in the frictional forces acting between the motor shaft **56** and torque limiter **90** and between the torque limiter **90** and the nut **73**. The electric motor **50** is thus protected against damage which may occur when subjected to an excessively large torque.

The electric motor **50** is assembled in a manner, as described below with reference to FIG. 7.

- (1) A second housing **103** is prepared, with a yoke **51** being assembled in the second housing **103**.
- (2) A second bearing **132** and a bush **133** is assembled in the second housing **103** from a flanged open end **103b** of the second housing **103**.
- (3) A brush holder **62**, with brushes **61** being assembled therein with compression springs **61** (FIG. 4) disposed behind the respective brushes **61**, is assembled in the second housing **103** from the open end **103b** of the second housing **103**.
- (4) Permanent magnets **52** are held between an outer stator holder **53** and an inner stator holder **54** (FIG. 4) to thereby form a stator assembly.
- (5) The stator assembly is assembled in the second housing **103** from the open end **103a** of the second housing **103**.
- (6) A rotor **55** formed by a motor shaft **56**, a core **57** (FIG. 4) a coil **58** and a commutator **58** is assembled in the second housing **103** from the open end **103a** of the second housing **103** such that the rotor **55** is disposed inside the inner stator holder **54** (FIG. 4) with the motor shaft **56** being rotatably supported by the second bearing **132**. In this assembled condition, a brush-contact surface **59a** of the commutator **59** is brought into contact with the brushes **61**. An assembling operation of the electric motor **50** is thus completed.

As is apparent from the foregoing explanation, in assembling the electric motor **50**, all of the structural motor parts or members are placed in a given sequence into the second housing **103** from the same direction (i.e., from the open end **103a** of the second housing **103**). Such a unidirectional assembling process considerably lessens the loads on the operator, increases the assembling efficiency and is readily adapted to an automated assembly of the electric motor **50**.

FIG. 8 illustrates the manner in which the electric power steering apparatus **10** is assembled. As shown in this figure, the electric motor **50** assembled in the second housing **103** can be subjected to a quality inspection and performance test. When the performance test is achieved, a proper jig (not shown) is used to rotatably support the output end portion **56a** of the motor shaft **56**. After the performance test, a torque limiter **90** is assembled on the output end portion **56a** of the motor shaft **56**.

The electric power steering apparatus **10** is assembled in a manner, as described below.

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- (1) A nut **73** of a ball-screw mechanism **70** is assembled in a first housing **102**.
- (2) A rack shaft **26** is inserted through the first housing **102** in a direction of the arrow (1) shown in FIG. 8 such that a screw **71** (FIG. 4) is in threaded engagement with the nut **73** via balls **72** to thereby complete a ball-screw mechanism **70**.
- (3) The output end portion **56** of the motor shaft **56**, with the torque limiter **90** being carried on the output end portion **56**, is fitted axially in a connection hole **76** of the nut **73** from a direction of the arrow (2), so that the motor shaft **56** and the nut **73** are connected together via the torque limiter **90**. In this instance, the open end **103b** of the second housing **103** is fitted around a ball-screw receiving portion **102b** of the first housing **102** with an 0-ring disposed therebetween.
- (4) A flange **102a** of the first housing **102** and a flange **103a** of the second housing **103** are connected together by a plurality of bolts (one being shown) **136**. An electric power steering apparatus **10** is thus assembled.

It is apparent from the foregoing explanation that the electric motor **50** can be assembled with the rack shaft **26** and the ball-screw mechanism **70** without requiring disassembly of the electric motor **50** subsequent to the quality inspection and performance test.

Furthermore, after assembly of the electric motor **50** relative to the rack shaft **26** and the ball-screw mechanism **70**, it is no longer necessary to achieve the same quality inspection and performance test as done before for the electric motor **50**. This decreases the man-hours for assembly, inspection and test of the electric motor, thereby achieving a considerable reduction in cost of the electric power steering apparatus **10**. The electric motor **50**, which is free from re-assembling, can retain a high assembling accuracy.

As thus for explained, the electric motor **50** is located at a position offset from the nut **73** toward an end (left end in FIG. 4) of the rack shaft **26** which is opposite to an end portion on which the rack **32** is formed. The motor shaft **56** and the nut **73** are formed as separate members and they are fitted together in the longitudinal direction of the rack shaft **26** so as to form a connection capable of transmitting a torque.

In other words, the nut **73** is disposed between the rack **32** (FIG. 2) on the first housing **102** side and the electric motor **50** on the second housing **103** side. The electric motor **50** is contained in the second housing **103**. The nut **73** is supported by the first housing **102** such that the nut **73** is rotatable but immovable in the axial direction. The output end portion **56a** of the motor shaft **56** is fitted axially in the nut **73** so as to form a connection which is capable of transmitting a torque. The non-output end portion **56c** of the motor shaft **56** is rotatably supported by the second housing **103**.

This arrangement ensures that the nut **73** is pre-assembled with the first housing **102** and the motor shaft **56** is then connected to the nut **73**. The electric motor **50** assembled with the second housing **103** can be subjected to a quality inspection and performance test, and subsequent to such inspection and test, the electric motor **50** while keeping an assembled state can readily be assembled with the rack shaft **26** and the ball-screw mechanism **70**.

Next, the operation of the electric power steering apparatus explained above will be discussed with reference to (a) to (d) of FIG. 9. (a) of FIG. 9 is a schematic illustration of the electric power steering apparatus represented by combining FIG. 1 with FIG. 2. Since all of the reference parts

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have been explained in relation to FIGS. 1 and 2, their explanation will be omitted. The bush **105** fitted around the rack shaft **26** normally defines between itself and the rack shaft **26** a space δ which is determined such that when the bush **105** supports the rack shaft **26** when the rack shaft **26** bends at the bush center A by a predetermined value.

(b) of FIG. 9 is a diagrammatical illustration of the rack shaft **26** and its vicinity. The rack shaft **26** is supported at the pinion center A and ball-screw center B and pressed against the pinion **31** by the rack guide **120** at the pinion center A. Stated more specifically, being assembled with the rack shaft **26**, the ball-screw mechanism **70** supports the rack shaft **26** from both forward and rearward directions (vertical direction in FIG. 9) of a vehicle body. The pinion **31** supports the rack shaft **26** from the forward direction of the vehicle body. The rack guide **120** presses the rack shaft **26** from the rearward direction of the vehicle body. The bush **105** supports the rack shaft **26** when the rack shaft **26** bends at the bush center C by the predetermined value.

Referring to (c) and (d) of FIG. 9, an external force or moment (hereinafter referred to as "moments M_f , M_f from the forward direction (front side) of the vehicle body" and "moments M_r , M_r from the rearward direction (back side) of the vehicle body", resulting from the ball-screw mechanism **70** and a reactive force from the road surface arising when the vehicle is running, particularly when the steering wheel is turned, is applied to the opposite ends of the rack shaft **26**.

As shown in (c) of FIG. 9, when one end of the rack shaft **26** is bent away from the pinion **31** by the moments M_f , M_f from the forward direction of the vehicle body with the other end portion of the rack shaft **26** flexed rearward by the predetermined value, the rack shaft **26** is supported by three points, i.e., by the ball-screw mechanism **70**, the bush **105** and the rack guide **120**. As a result, the rack shaft **26** flexes as shown by a thick solid line in (c) of FIG. 9.

As shown in (d) of FIG. 9, when one end of the rack shaft **26** is pressed against the pinion **31** by the moments M_r , M_r from the rearward direction of the vehicle body with the other end portion of the rack shaft **26** flexed forward by the predetermined value, the rack shaft **26** is supported by three points, i.e., by the ball-screw mechanism **70**, the bush **105** and the pinion **31**. As a result, the rack shaft **26** flexes as shown by a thick solid line in (d) of FIG. 9.

As is apparent from the foregoing description, when the moments M_f , M_f , M_r , M_r are applied from both the forward and rearward directions of the vehicle body to the opposite ends of the rack shaft **26** to such an extent that the left end of the rack shaft **26** flexes by the predetermined value, the flexing left end of the rack shaft **26** is supported by the bush **105**. The left end of the rack shaft **26** is thus allowed to bend or flex only a limited amount, so that the vibration of the rack shaft **26** can be restricted.

The restriction of the rack shaft vibration further leads to suppression of the steering wheel vibration and thus provides an improved steering tough or feeling. The steering wheel with suppressed vibration can lower the noise level inside the passenger compartment of the vehicle.

FIGS. 10A through 10D illustrate the manner in which the rack shaft **26** is produced. As shown in FIG. 10A, a continuous round steel rod **26A** is continuously supplied into a rolling machine **151**. The rolling machine **151** has a cooperating pair of circular rolling dies **152** and **153** rotating at different circumferential speeds V_1 and V_2 . The round steel rod **26A** is fed longitudinally to pass through the rolling machine **151** at a speed which is half the difference between the circumferential speeds V_1 and V_2 with the result that an externally threaded screw **71** is formed by rolling on an outer

peripheral surface of the round steel rod 26A. The roll-threaded round steel bar is then severed by a cutter 154 into semi-finished shafts (one being shown in FIG. 10B) 26B of a product length.

Then, the semi-finished shaft 26B with a screw 71 on its outer peripheral surface is subjected to a machining process to remove part of the screw 71 so as to form round small-diameter portions 36, 36 on opposite sides of the screw 71, as shown in FIG. 10C. The small diameter portions 36 have an outside diameter smaller than the minor diameter (root diameter) of the screw 71.

Finally, as shown in FIG. 10D, a rack 32 of gear teeth is formed on a portion of an outer peripheral surface of one of the small-diameter portions 36. A rack shaft 26 is thus produced.

The rack shaft producing process explained above is not restrictive but illustrative in nature. A sequence of operations employed to carry out the rack producing process can be changed. The screw 71 of the rack shaft 26 may be formed by thread-cutting or infield-rolling a selected longitudinal portion of the round steel rod 26A.

The steering torque sensor 41 is not limited to the torsion-bar-type torque sensor in the illustrated embodiment but may include a magnetostrictive torque sensor. When the magnetostrictive torque sensor is used, the upper and lower shafts 24A, 24B of the pinion shaft 24 may be formed integrally with each other. Furthermore, the connection between the motor shaft 56 and the nut 73 may be replaced by a spline connection or a serration connection provided that a connection capable of transmitting a torque is formed by fitting together the motor shaft 56 and the nut 73 in the longitudinal direction of the rack shaft 26.

Obviously, various minor changes and modifications are possible in the light of the above teaching. It is to be understood that within the scope of the appended claims the present invention may be practiced otherwise than as specifically described.

The present disclosure relates to the subject matter of Japanese Patent Application No. 2001-37483, filed Feb. 14, 2001, the disclosure of which is expressly incorporated herein by reference in its entirety.

What is claimed is:

1. An electric power steering apparatus for a vehicle comprising:

- a rack shaft extending in a transverse direction of the vehicle, the rack shaft having a rack of gear teeth formed at a portion of a peripheral surface of one end portion thereof and an externally threaded screw formed at a portion thereof excluding the one end portion on which the rack is formed;
- a pinion meshing with the rack and adapted to be rotated to reciprocate the rack shaft in a longitudinal direction thereof;
- a ball-screw mechanism having balls and a nut threadedly engaged with the screw via the balls; and
- an electric motor for generating an assist torque corresponding to a steering torque, the motor having a hollow motor shaft extending around the rack shaft and connected to the nut such that the assist torque gener-

ated by the electric motor is transmitted from the motor shaft via the nut to the rack shaft,

wherein the nut is disposed between the rack and the electric motor,

wherein the motor shaft and the nut are fitted together in the longitudinal direction of the rack shaft so as to form a connection capable of transmitting a torque between the motor shaft and the nut,

wherein the connection includes a torque limiter acting between the motor shaft and the nut to release the engagement between the motor shaft and the nut when subjected to a torque larger than a predetermined value,

wherein the torque limiter comprises a split ring of resilient material having a plurality of engagement ribs extending axially of the split ring and formed on an outer peripheral surface of the split ring at equal intervals in the circumferential direction of the split ring, the engagement ribs being normally in friction engagement with an inner peripheral surface of the nut and being resiliently deformable in a radial inward direction of the split ring when subjected to the torque larger than the predetermined value,

wherein the hollow motor shaft has one end portion rotatably supported by a hollow motor shaft bearing and an opposite end portion supported within a connection hole of the nut via the resilient split ring of the torque limiter,

wherein further comprising a housing through which the rack shaft extends, the housing is composed of a first housing and a second housing connected together end-to-end, the first housing contains a rack-and-pinion mechanism formed jointly by the rack and the pinion and rotatably supports the nut via a rack-and-pinion bearing, and the second housing contains the electric motor with the hollow motor shaft rotatably supported only at the one end portion via the hollow motor shaft bearing.

2. The electric power steering apparatus according to claim 1, wherein the electric motor includes a commutator attached to the motor shaft and having a brush-contact surface, and brushes being in slide contact with the brush-contact surface of the commutator, the brush-contact surface extending in a plane perpendicular to an axis of the motor shaft.

3. The electric power steering apparatus according to claim 1, further comprising a rack guide disposed on a back side surface of the peripheral surface of the rack shaft, diametrically opposed from the peripheral surface portion on which the rack is formed, for pressing the back side surface toward the pinion, and a bush disposed around the rack shaft at a position offset from the screw toward the other end portion of the rack shaft, wherein the bush is normally spaced by a predetermined distance from the rack shaft in a radial direction such that the bush supports the rack shaft when the rack shaft bends at an axial center of the bush by a predetermined value.