Search history

Search 1: FT=(snow* or ice*) and (wheel or tire or hubcap) and automat* and (claw* or blade*) (Results 629)

Search 2: FT=(snow* or ice*) and (wheel or tire or hubcap) and automat* and (claw* or blade*) and (car or truck) (Results 93)

Search 3: FT=(claw* or blade* or spike* or grip*) and wheel* and (mud* or snow* or ice*) and (car or automobile or truck) (Results 1022)

Search 4: FT=(claw* or blade* or spike* or grip*) and wheel* and (mud* or snow* or ice*) and (car or automobile or truck) and automat* (Results 241)

- session log created:09 July 2017 20:58:27
- Update information:

PatBase Coverage at Update 2017 Week 26 (Year 2017 Week 26)

PatBase Coverage includes 100+ million documents from over 100 patent–issuing authorities and includes patent applications, granted patents, utility models and designs â€“ detailed in the below coverage listings.

Major countries

Publishing body	Document type	Bibliographic publication date		Full–Text publication date	
		Earliest	Latest	Earliest	Latest
CN China	Patent Applications	19850910	20170627	19850910	20170627
	Patents	19930106	20170630	19930106	20170630
	Utility Model Applications	19850409	19921230	19850409	19921230
	Utility Models	19930106	20170627	19930106	20170627
	Designs	19850910	20170630	19850910	20150819
DE Germany	Patent Applications	19211221	20170629	19650317	20170629
	Patents	18770101	20170629	19200113	20170629
	Utility Models	19280626	20170629	19610831	20170629
	EP/WO Patents	19871217	20140410		
EP European Patent Office	Patent Applications	19781220	20170628	19781220	20170628
	Patents	19800109	20170628	19800109	20170628
FR France	Patent Applications	19690307	20170630	19810102	20170609
	Patents	18550227	20170630	19600502	20170630
	Utility Model Applications	19720107	20170630	19800104	20170609
	Utility Models	19730112	20170623	19690802	20170623
GB United Kingdom	Unpublished Patent Applications	19830209	20170614		
		19790104	20170628	19790104	20170614

	Patent Applications				
	Patents	17820704	20170628	19020911	19811216
JP Japan	Patent Applications	19710116	20170629	19930108	20170622
	Patents	19281026	20170614	19960529	20170614
	Utility Model Applications	19710723	20060209	19990817	20031107
	Utility Models	19640805	19960329		
	Registered Utility Models	19940726	20170615	19940726	20101216
	Designs	20141110	20170626		
KR Republic of Korea	Patent Applications	19781209	20170630	19940103	20170630
	Patents	19700820	20170630	19970104	20170630
	Utility Model Applications	19781127	20170630	19940730	20170630
	Utility Models	19780110	20170630	19970104	20170630
US United States of America	Patent Applications	20010315	20170629	20010315	20170629
	Patents	18360101	20170627	18560617	20170627
	Designs	18650912	20170627	19770719	20170627
WO World Intellectual Property Organization (WIPO)	Patent Applications	19781019	20170629	19781019	20170629
	Designs	20151127	20170630	20151127	20170630

20170705 09:55

- Login to Patbase:09 July 2017 20:58:27
- **search:** SS1 FT=(snow* or ice*) and (wheel or tire or hubcap) and automat* and (claw* or blade*) (Results 629)
- List: SS1 1–50 (FT=(snow* or ice*) and (wheel or tire or hubcap) and automat* and (claw* or blade*)) (Results 629)

0) US2006086127A – ICE MAKING AND DISPENSING SYSTEM

1) Family number: 32865688 (US2006086127A) © PatBase

Title: ICE MAKING AND DISPENSING SYSTEM

Priority: US20040973513 20041025 US20040973516 20041026 US20070830162 20070730 US20090388096 20090218 US20110985451 20110106 US20120608511 20120910 US20140220483 20140320 US20150816241 20150803

Family:

Publication number	Publication date	Application number	Application date
AU2005225154 AA	20060511	AU20050225154	20051025
EP1653174 A2	20060503	EP20050109774	20051020
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US8720221 BB	20140513	US20120608511	20120910
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Probable Assignee: WHIRLPOOL CO

Assignee(s):(std)**:** WHIRLPOOL CO ; PASTRYK JIM J ; TENBARGE ANDREW M ; QUERFURTH KAREN J ; LECLEAR DOUGLAS D ; LECLEAR DOUGLAS ; TENBARGE ANDREW ; MAGLINGER FRANK ; PASTRYK JIM ; KULKARNI TUSHAR ; MAGLINGER FRANK W ; ANSELMINO JEFFERY ; ANSELMINO JEFFERY J ; ANSELMINO MARY ANN ; CUR NIHAT ; FISCHER MARCUS ; FISCHER MARCUS R

Assignee(s): WHIRLPOOL CORP

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Inventor(s): QUERFURTH KAREN ; ANDREW J TENBARGE ; NIHAT CUR ; JIM J PASTRYK ; KAREN J QUERFURTH ; DOUGLAS D LECLEAR

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GUERCI ALESSANDRO; WHIRLPOOL PATENTS COMPANY, MD 0750; WHIRLPOOL PATENTS CO MD 0750; KIRK; MICHAEL D; GOODWIN KIRK; LAFRENZ MICHAEL D

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC MK NL PL PT RO SE SI SK TR YU

International class (IPC 8–9): B67D7/80 F25C1/00 F25C1/22 F25C5/00 F25C5/16 F25C5/18 F25D11/02 F25D21/06 F25D25/00 F25D25/04 F25D3/02 (Advanced/Invention); F25C1/00 F25C5/00 F25D11/02 F25D21/06 F25D25/00 (Core/Invention)

CPC: F25C5/182 F25C5/005

European class: F25C5/00B2

US class: 222/146.6 222/146.600S 222/413 222/413S 62/340 62/344 62/344P 62/353 62/377 62/380 62/380S 62/420 62/425 62/441 62/441S 62/66 62/660

Classification Explorer

Cited documents: WO04085937 A1, WO03102481 A1, WO03033976 A1, US8720221 BB, US7895859 BB, US7509818 BB, US7493777 BB, US7490475 BB, US7484382 BB, US7437885 BB, US7428820 BB, US7392665 BB, US7272949 BB, US7266972 BB, US7228703 BB, US7210601 BB, US7201005 BB, US7188479 BB, US7185508 BB, US7076967 BB, US7065975 BA, US6964177 BB, US6952935 BB, US6945068 BB, US6880355 BB, US6810682 BA, US6745578 BB, US6742353 BB, US6735959 BA, US6571567 BB, US6539742 BB, US6532758 BB, US6484529 BB, US6474094 BB, US6460367 BA, US6442954 BA, US6438988 BA, US6438976 BB, US6425259 BB, US6351958 BA, US6314745 BA, US6286324 BA, US6276146 BA, US6209339 BA, US6167711 BA, US6167711 B1, US6148624 A, US6135173 A, US6120685 A, US6085542 A, US6082130 A, US6050097 A, US6036294 A, US6019447 A, US5956967 A, US5947342 A, US5899083 A, US5896752 A, US5813245 A, US5787724 A, US5737932 A, US5729997 A, US5375432 A, US5359795 A, US5273219 A, US5272888 A, US5230448 A, US5211462 A, US5165255 A, US5125242 A, US5117654 A, US5105631 A, US5092137 A, US5077985 A, US4970871 A, US4942979 A, US4732301 A, US4543800 A, US4368622 A, US4333588 A, US4306757 A, US4285212 A, US4227383 A, US4209999 A, US4176528 A, US4176527 A, US4100761 A, US4087140 A, US4084725 A, US4009595 A, US3969909 A, US3933198 A, US3918266 A, US3913343 A, US3877241 A, US3798923 A, US3789620 A, US3747363 A, US3715119 A, US3650088 A, US3640088 A, US3602007 A, US3580428 A, US3561231 A, US3545217 A, US3463362 A, US3433030 A, US3429140 A, US3390537 A, US3350899 A, US3270519 A, US3226939 A, US3211338 A, US3146606 A, US3146601 A, US3025683 A, US3025679 A, US2900803 A, US2712733 A, US2692809 A, US2443926 A, US2199413 A, US2006218961 AA, US2006201189 AA, US2006090496 AA, US2005257536 AA, US2005210909 AA, US2002083731 AA, US2001025505 AA, KRWO2004085937, KR970062375 B1, KR970001294 B1, KR970001293 B1, KR970001293 A, KR20040023461 A, KR20040019963 A, KR2003121043 A, KR20030030961 A, KR20010029590 A, KR20010008710 A, KR20000050416 A, KR20000028513 A, KR1999030143 A, KR1999021017 A, KR19990066209 A, KR19990065602 A, KR19990062189 A, KR19990043740 A, KR19990031465 A, KR19990030143 U, KR19990030143 A, KR19990021540 U, KR19990021017 U, KR19990021017 A, KR1998018912 U, KR19980018912 U, KR19970062375 B1, KR19970001294 B1, KR19970001293 A, KR1020040023461, KR1020040019963, KR0062375 B1, JP7190578 A2, JP6033326 B4, JP6033326 B2, JP6033326 A2, JP6011228 A2, JP56094462 U1, JP56094462 U, JP53041815 A2, JP50154565 A2, JP50069644 A2, JP47026464 Y1, JP47026464 U, JP47026464, JP2003121043 A2, JP2003090667 A2, JP2003075050 A2, JP2003056966 A2, JP2002372349 A2, JP2002350021 A2, JP2002162139 A2, JP2001221555 A2, JP2000320943 A2, JP2000146421 A2, JP2000111229 A2, JP2000105052 A2, JP2000009372 A2, JP1999325691 A2, JP11325691 A2, JP10206004 A2, JP10197119 A2, JP10188125 A2, JP10148437 A2, EP1445558 A2, EP0828120 A1,

Forward Citations: WO11092112, WO08054161, USD727377, US9683771, US9677800, US9541327, US9523528, US9494357, US9423166, US9377233, US9239181, US9200828, US9175893, US9134060, US9127871, US8997517, US8925342, US8919146, US8899064, US8863985, US8794023, US8720221, US8667808, US8627679, US8556321, US8464549, US8371136, US8074464, US7984622, US7921666, US7913509, US7895859, US7770408, US7665316, US7614244, US2014260407, US2014202197, US2014202193, US2014007608, US2013327082, US2013327081, US2013305771, US2013105611, US2013055741, US2012324913, US2012318004, US2012210743, US2012186276, US2012085120, US2012024002, US2012024001, US2012023999, US2012023998, US2012006846, US2011252816, US2011226815, US2011197620, US2011167860, US2011138841, US2011023520, US2010326096, US2010269533, US2010242526, US2010218514, US2010199701, US2010186437, US2010115985, US2010050680, US2010050663, US2009249820, US2009193832, US2009145158, US2009095009, US2008156823, US2008148761, US2007089441, JP5744808, JP2013061146, EP2778571, EP2679939, EP2674702, EP2674702, EP2570755, EP2570755, EP2568235, EP2568235, DE202010003958, CN105705889, CN102997536, CN102741629, CN102741629, CN102345955, AU2011343814,

Abstract:
Source: US2006086127A An dispensing system suitable for lifting and dispensing ice through the refrigerator compartment door of a bottom−mount refrigerator or lifting and dispensing ice from an undercounter ice maker to a dispenser on the countertop.

0) US2001034583A – SPEEDOMETER FOR A MOVING SPORTSMAN

2) Family number: 29953458 (US2001034583A) © PatBase

Title: SPEEDOMETER FOR A MOVING SPORTSMAN

Priority:

US19940344485 19941121 US19960089232 19960602 US19960764758 19961212
US19970867083 19970602 US20000256069P 20001215 US20000201544P 20000503
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Family:

Publication number	Publication date	Application number	Application date
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WO9854581 C2	19990422	WO1998US11268	19980602	

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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZA ZM ZW

International class[(IPC 8–9)]**:** A43B3/00 A43B5/06 A61B5/00 A61B5/024 A61B5/08 A61B5/103 A61B5/11 A61B5/145 A61B5/22 A61F5/14 A63B24/00 A63B71/06 A63C11/00 A63C5/06 A63F13/798 A63K3/00 G01B21/00 G01B21/16 G01B5/02 G01B5/10 G01B7/004 G01C17/38 G01C21/16 G01C22/00 G01C22/02 G01C5/00 G01C9/00 G01G19/44 G01G23/00 G01G23/37 G01G7/00 G01G9/00 G01K13/00 G01L1/00 G01L1/04 G01L1/16 G01L1/22 G01L3/24 G01L5/00 G01P1/12 G01P11/00 G01P13/00 G01P15/00 G01P15/02 G01P15/08 G01P15/18 G01P21/00 G01P3/00 G01P3/36 G01P3/42 G01P3/50 G01P3/62 G01P5/08

G01P5/24 G01P7/00 G01S1/08 G01S11/14 G01S17/02 G01S17/58 G01S19/00 G01S19/19 G04F1/00 G04F10/00 G04F5/00 G04F8/08 G06F11/00 G06F11/30 G06F11/34 G06F15/00 G06F17/00 G06F17/40 G06F19/00 G06K9/36 G06Q10/00 G06Q10/08 G06Q30/00 G07C1/10 G07C1/22 G07C1/24 G07F17/32 G08B1/08 G08B13/14 G08B5/36 G08G1/00 G08G1/123 G08G9/00 G21C17/00 H04L12/26 H04M1/00 H04M1/725 H04N5/38 H04N7/16 H04N7/18 H04Q9/00 H04W4/00 H04W4/02 H04W76/02 H05K5/02 (Advanced/Invention);
A61B5/00 A61B5/113 A63B24/00 A63B69/00 A63B69/16 A63B69/18 A63B69/26 A63B71/06 A63K3/00 G01S11/14 G01S15/60 H04N5/38 H04W4/00 H04W4/04 (Advanced/Non-invention);
A63B71/06 A63K3/00 G01B5/02 G01B5/08 G01C22/00 G01P13/00 G01P15/00 G01P3/42 G01S19/00 G06F11/34 G06F15/00 G06F19/00 G07C1/00 G08B13/14 H04N7/16 H04N7/18 (Core/Invention);
A63B24/00 G01S11/00 (Core/Non-invention)

International class (IPC 1-7): A63B71/06 G01C22/00 G01L1/00 G01L3/00 G01L3/24 G01L5/00 G01P11/00 G01P13/00 G01P3/00 G01P3/50 G01P5/00 G01P7/00 G01P9/00 G04F1/00 G04F10/00 G04F8/08 G06F11/00 G06F11/30 G06F11/32 G06F15/00 G06F17/00 G06F17/40 G06F19/00 G08C19/06 H04N17/00

CPC: A63B71/0616 G07C1/22 A42B3/046 A61B5/6804 A61B5/681 A63B2071/0663 A63B2220/51 A63B2220/53 A63B2230/75 A63C5/03 A63C2203/24 A63B71/10 G01P15/00 A63B5/00 A63B69/182 A63B2024/0071 A63B2220/14 A63B2220/44 A63B2220/64 A63B2220/801 A63B2220/808 G01C21/10 G01C21/20 G01S19/19 A63B2220/74 G01B7/004 G01P21/00 G01P7/00 G01L1/00 G01C9/00 G01P3/00 A63B71/0622 A63B2071/065 A63B2220/803 A63B2225/15 G06F19/00 G01L1/22 G01L1/16 G01S1/08 H05K5/0247 H04L43/00 G07F17/3218 A63B24/0003 A63B24/0006 A63B69/0022 A63B69/0093 A63B69/18 A63B71/06 A63B2071/0647 A63B2208/14 A63B2220/05 A63B2220/12 A63B2220/16 A63B2220/18 A63B2220/34 A63B2220/52 A63B2220/56 A63B2220/62 A63B2220/806 A63B2220/807 A63B2220/833 A63B2220/836 A63B2244/24 A63C17/26 H04N5/38 H04N7/185 A61B5/11 A61B5/6895 A63B24/0021 A63B2024/0025 A63B2069/185 A63B2220/13 A63B2244/08 A63B2244/19 A63C11/00 G01C22/002 G01C22/02 G01P3/366 G01P3/62 G01P5/08 G01S17/023 G01S17/58 A42B3/0433 G01P1/08 G01P1/16 A63C5/06 A63C2203/18 G01S15/60 G04F8/08 G01P1/122 G01P3/42 G01S11/14 G01S19/00 A61B5/1118 A61B5/4866 A61B5/22 H04W76/023 A61B5/14532 A61B5/14542 A61B5/0816 A61B5/721 A61B5/0022 H04Q9/00 H04Q2209/40 A61B5/02438 G01L1/04 H04M1/7253 A43B3/00 A43B5/06 A61B5/1126 A61B5/113 A61B5/6807 A61B2562/0219 A61B2562/08 A61B2562/242 A63B24/0062 A63B69/00 A63B71/0605 A63B2220/20 A63B2230/01 A63B2244/10 G01C22/006 G06Q10/083 G06Q10/0833 H04L43/04 G06F11/3089 H04W4/02 G08B5/36 A63F13/798 G01B21/16 G01P15/02 G01B21/00 G06K9/00342 A43B3/0005 A61B5/0002 A61B5/1112 A61B5/1113 A61B5/1114 A61B5/1117 A61B5/112 A61B5/1122 A61B5/6833 A61B5/7242 A61B2503/04 A61B2503/10 A61B2560/0214 A61B2560/0242 A61B2560/0285 A61B2560/0412 A61B2560/0456 A61B2562/166 A63B24/00 A63B69/0028 A63B69/004 A63B69/16 A63B69/26 A63B2208/12 A63B2220/30 A63B2220/40 A63B2225/50 G01C21/16 G01G19/44 G01G23/00 G01G23/3728 G01P1/127 G01P3/50 G01P15/0891 G01P15/18 G06Q10/08 G07C1/10 G07C1/24 G08G1/20 G08G9/00 H04W4/027 H04W4/043

European class: A42B3/04B6 A42B3/04B6D A43B3/00 A43B3/00E A43B5/06 A61B5/00B A61B5/11 A61B5/11M A61B5/11N A61B5/11P2 A61B5/11W A61B5/68B1D3 A61B5/68B3D1 A63B23/035G A63B24/00 A63B24/00A A63B24/00A1 A63B24/00E A63B24/00G A63B69/00U A63B69/18 A63B69/18C A63B71/06 A63B71/06B A63B71/06D2 A63B71/10 A63C11/00 A63C17/26 A63C5/06 G01C21/10 G01C21/16 G01C21/20 G01C22/00B G01C22/00P G01C22/02 G01G19/44 G01G23/00 G01G23/37W G01P1/06 G01P1/12C G01P15/00 G01P15/08L G01P15/18 G01P3/36C G01P3/42 G01P3/50 G01P3/62 G01P5/08 G01S11/14 G01S17/02C G01S17/58 G01S19/19 G04F8/08 G06Q10/08 G06Q10/083 G06Q10/0833 G07C1/10 G07C1/22 G07C1/24 G08G1/20 G08G9/00 H04N7/18D2 H04W4/02P4 K61B5/113 K61B5/11M K61B5/11N K61B5/11N2 K61B5/11R K61B5/11S2 K61B503/10 K61B560/04B2 K61B562/02C K61B562/08 K61B562/24B K63B208/12 K63B208/14 K63B220/05 K63B220/12 K63B220/13 K63B220/14 K63B220/16 K63B220/18 K63B220/20 K63B220/30 K63B220/34 K63B220/40 K63B220/44 K63B220/51 K63B220/52 K63B220/53 K63B220/56 K63B220/62 K63B220/64 K63B220/74 K63B220/80A K63B220/80C K63B220/80F K63B220/80G K63B220/80M K63B220/83A K63B220/83C K63B225/15 K63B225/50 K63B230/01 K63B230/75 K63B24/00E1 K63B24/00G3 K63B244/08 K63B244/10 K63B244/19 K63B244/24 K63B5/00 K63B69/00 K63B69/00G K63B69/00J K63B69/00K K63B69/00U K63B69/16 K63B69/18 K63B69/18M K63B69/26 K63B71/06 K63B71/06B K63B71/06C K63B71/06D3 K63B71/06D4 K63B71/06D6B2 K63C203/18 K63C203/24 K63C5/03 S01S11/14 S01S15/60 T04N5/38 T04W4/04B

US class: 1/1 177/245 235/105 235/444 324/109 340/323R 340/539.11 340/539.13 340/539.26 340/539.32 340/539.320P 340/545.6 340/568.1 340/568.100P 340/568.7 340/573.1 340/870.05 340/870.06 340/870.07 340/870.11 340/870.16 342/104 342/357.01

342/357.57 342/357.570S 342/463 346/33.00R 346/33R 348/148 348/148P 36/140 361/679.01 364/565 364/569 368/10 368/11 368/14 382/103 382/103P 455/3.01 455/30.1 455/418 455/456.1 455/552.1 455/552.100P 463/42 482/8 482/9 600/300 600/364 600/365 600/508 600/528 600/587 600/595 700/91 701/3 701/7 701/70 702/104 702/108 702/124 702/127 702/127S 702/130 702/138 702/138S 702/139 702/141 702/141P 702/141S 702/142 702/142P 702/142S 702/144 702/149 702/149P 702/149S 702/150 702/150P 702/160 702/160P 702/160S 702/164 702/165 702/166 702/166S 702/173 702/173S 702/176 702/176P 702/178 702/178P 702/178S 702/179 702/182 702/182P 702/182S 702/183 702/187 702/187P 702/188 702/188P 702/189 702/19 702/19P 702/2 702/2P 702/33 702/33S 702/39 702/41 702/41S 702/44 702/44P 702/5 702/55 702/56 702/57 702/5S 702/66 702/67 702/68 702/75 702/76 702/81 702/94 702/94P 702/96 705/330 705/330P 705/333 705/333P 709/224 725/9 725/9P 73/12.01 73/172 73/172S 73/379.01 73/488 73/489 73/514.01 73/862.53 73/862.621 73/862.625 73/862.627

Classification Explorer

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Abstract:
Source: US2001034583A The invention detects the loft time and/or speed of a vehicle, such as a sporting vehicle, during activities of moving and jumping. A loft sensor detects when the vehicle leaves the ground and when the vehicle returns to the ground. A microprocessor subsystem converts the sensed information to determine a loft time. A display shows the recorded loft time to a user of the system. In addition, a speed sensor can detect the vehicle's speed for selective display to the user. The invention is particularly well−suited to sporting activities such as snowboarding where users loft into the air on ski jumps and catch "air" time but have no quantitative measure of the actual time lapse in the air. Therefore, users in skiing can use invention to record, store, and playback selected information relating to their sporting day, including the total amount of "air" time for the day and information such as dead time, i.e., time not spent on the slopes.

0) US2003205027A – AUTOMATED METHOD FOR PACKAGING FOOD

3) Family number: 29429419 (US2003205027A) © PatBase

Title: AUTOMATED METHOD FOR PACKAGING FOOD

Priority:

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Family:

Publication number	Publication date	Application number	Application date
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Probable Assignee: RESTAURANT TECHNOLOGY

Assignee(s):(std)**:** RESTAURANT TECHNOLOGY ; HONG JENNY ; KEOUGH KEVIN ; PINNOW CURTIS CLARENCE ; JUNEAU CHRISTOPHER ; KONOLD STEVEN ; MONTAFI RICHARD ; NUNLEY BENNY ; ROSE CHARLES E ; MANN EDDIE ; LOZOUSKI JAMES ; JONES DOUG ; NEVAREZ ROBERTO ; SANK JERRY ; GREENING DOUGLAS CHRISTIAN ; MEISNER JOHN ; NGUYEN LY ; HONG JENNY M ; RUDESILL BRIAN ; IVANCEVIC DUSAN ; BILLMAN GREGERY M ; BONE DAVID ; CESTE MARIO G ; CONLEY CRAIG ; CORLISS JOHN M ; COUL CHRIS ; DORSTEN RON ; COURIER ANDREW ; EWALD HENRY T ; CURRY TIFFANY ; GERSTMANN JOSEPH ; DAY WILLIAM ; GOODWIN JOSEPH A ; SUS GERALD A ; SCHACKMUTH GLENN ; TERRAZZANO RICHARD ; STANGER KEITH ; WEDEL JOHN A J ; STREW MITCHELL ; ZIZAS MIKE ; YAGLA STEVE ; WEDEL JOHN A ; GREENING DOUG C ; CURRY TIFFANY C ; PINNOW CURTIS C

Assignee(s): JPMORGAN CHASE BANK NA AS AGENT ; JPMORGAN CHASE BANK NA AGENT AS ; GREENING DOUG CHRISTIAN ; FRYMASTER LLC ; WEDEL JOHN AJ ; ENODIS CORP ; RESTAURANT TECHNOLOGY INC

Inventor(s):(std)**:** CESTE MARIO G ; CORLISS JOHN M ; COURIER ANDREW ; DAY WILLIAM ; CURRY TIFFANY ; GERSTMANN JOSEPH ; HONG JENNY ; GREENING DOUGLAS CHRISTIAN ; JONES DOUG ; JUNEAU CHRISTOPHER ; KEOUGH KEVIN ; KONOLD STEVEN ; LOZOUSKI JAMES ; MANN EDDIE ; MONTAFI RICHARD ; NEVAREZ ROBERTO ; NGUYEN LY ; NUNLEY BENNY ; PINNOW CURTIS CLARENCE ; ROSE CHARLES E ; SANK JERRY ; STANGER KEITH ; STREW MITCHELL ; TERRAZZANO RICHARD ; WEDEL JOHN A J ; ZIZAS MIKE ; YAGLA STEVE ; SUS GERALD A ; SCHACKMUTH GLENN ; RUDESILL BRIAN ; IVANCEVIC DUSAN ; HONG JENNY M ; GREENING DOUG CHRISTIAN ; GREENING DOUG C ; GOODWIN JOSPEH A ; GOODWIN JOSEPH A ; EWALD HENRY T ; DORSTEN RON ; COUL CHRIS ; CONLEY CRAIG ; BONE DAVID ; BILLMAN GREGERY M ; WEDEL JOHN A ; SUS GERALD ; PINNOW CURTIS C ; PINNOW CURTIS ; MANN EDDIE R ; GOODWIN JOSEPH ; CURRY TIFFANY C ; CESTE MARIO ; BILLMAN GREGORY M ; BILLMAN GREGORY ; WEDEL JOHN ; ROSE CHARLES ; GREENING DOUG ; EWALD HENRY ; CORLISS JOHN ; MEISNER JOHN

Inventor(s): MIKE ZIZAS ; WEDEL JOHN AJ ; WILLIAM DAY ; STEVE YAGLA ; STEVEN KONOLD ; RICHARD MONTAFI ; ROBERTO NEVAREZ ; RON DORSTEN ; MARIO G CESTE ; KEVIN KEOUGH ; KEITH STANGER ; JOSEPH A GOODWIN ; GREGERY M BILLMAN ; HENRY T EWALD ; JAMES LOZOUSKI ; JENNY M HONG ; JOHN A ; JOHN A J WEDEL ; JOHN M CORLISS ; JOHN MEISNER ; GLENN SCHACKMUTH ; CURTIS CLARENCE PINNOW ; DAVID BONE ; DOUG CHRISTIAN GREENING ; DOUG JONES ; DUSAN IVANCEVIC ; GERALD A SUS ; CRAIG CONLEY ; CHARLES E ROSE ; CHRIS COUL ; ANDREW COURIER ; BENNY NUNLEY ; BILLMAN GREGERY ; BRIAN RUDESILL

Agent(s): MILLS OAKLEY LAWYERS; MILLS OAKLEY; BORDEN LADNER GERVAIS LLP; CLARK JANE ANNE; RYNDAK AND SURI; PATENT AND TRADEMARK DOCKET CLERK, RYNDAK AND SURI; PATENT AND TRADEMARK DOCKET CLERK RYNDAK AND SURI; RYNDAK AND SURI LLP; HINSHAW AND CULBERTSON LLP

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NI NL NO NZ OM PH PL PT RO RU SC SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A23B4/06 A23L1/01 A23L5/10 A23P1/00 A47G19/00 A47G21/00 A47G23/00 A47J37/12 B07C7/04 B65B1/22 B65B1/30 B65B1/32 B65B19/34 B65B25/22 B65B3/24 B65B43/30 B65B63/08 B65B67/02 B65D1/24 B65D1/34 B65D1/36 B65D25/04 B65D57/00 B65D6/00 B65D6/04 B65D8/04 B65D8/18 B65D85/00 B65D90/02 B65G59/00 B65H1/00 B65H3/36 G07F11/00 G07F11/04 G07F11/10 (Advanced/Invention);
B23Q7/12 B65H1/00 B65H9/00 (Advanced/Non–invention);
A23B4/06 A23L1/01 A23P1/00 A47J37/12 B65B25/00 B65B3/00 B65B43/26 B65B63/00 (Core/Invention)

International class (IPC 1–7): A23L1/00 A23L1/01 A47J37/12 B31B1/78 B31B1/88 B65B1/04 B65B1/22 B65B1/30 B65B1/32 B65B3/04 B65B3/26 B65B31/00 B65B43/26 B65B5/00 B65B57/00 B67C3/00

	G07F11/00
CPC:	A47J37/1228 B65B43/305
European class:	A47J37/12E B65B43/30C
US class:	141/109 141/168 141/172 141/18 141/82 141/82P 141/83 141/83S 198/465.2 206/564 209/614 220/500 220/575 220/601 220/674 221/10 221/133 221/15 221/150 221/150.0HC 221/150A 221/150HC 221/150R 221/158 221/200 221/204 221/253 221/253S 221/312R 221/9 221/92 221/92S 221/9P 426/232 426/233 426/392 426/392S 426/393 426/394 426/413 426/413P 426/416 426/416S 426/438 426/438P 426/439 493/122 493/309 493/55 53/127 53/381.1 53/437 53/44 53/440 53/457 53/458 53/473 53/475 53/495 53/502 53/525 53/55 53/564 901/31 901/41 99/326 99/326S 99/330 99/336 99/356 99/403 99/404 99/404P 99/407 99/409

Classification Explorer

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Forward Citations: WO17062524, WO16028986, WO15195986, WO13131863, WO13131863, WO13044205, WO11141919, WO09120262, WO09114530, WO09114530, WO08124954, WO08091706, WO08036972, US9669954, US9663983, US9538880, US9533785, US9512383, US9498862, US9457437, US9357881, US9290371, US9234381, US9211035, US9045323, US8972049, US8910586, US8895902, US8869680, US8798789, US8783438, US8776991, US8763348, US8549993, US8458312, US8417375, US8402885, US8384000, US8357412, US8308024, US8307951, US8276505, US8251108, US8140188, US8069953, US8069882, US8051795, US8034390, US8006502, US8001796, US7981455, US7975642, US7891289, US7866353, US7802593, US7775156, US7762181, US7762047, US7628106, US7591144, US7464661, US7395752, US7356980, US7343719, US7107123, US7107123, US2016166998, US2016136765, US2016045055, US2015139772, US2015101966, US2014356499, US2014312547, US2014190127, US2014165510, US2013302483, US2013263781, US2013075426, US2012078734, US2012065774, US2012055349, US2012048885, US2011272243, US2011231306, US2011203944, US2011168031, US2011101022, US2011061545, US2011047942, US2010303972, US2010268560, US2010258109, US2010242846, US2010206179, US2010156456, US2010155196, US2010107898, US2010092626, US2010037782, US2009241481, US2009224419, US2009210090, US2009120044, US2009112675, US2009002024, US2008257450, US2008230558, US2008193617, US2008166461, US2008073370, US2008063769, US2008023101, US2007251517, US2007251397, US2007251260, US2007193229, US2006272587, US2006227492, US2006151487, US2006136078, US2006081653, US2006045945, US2006011073, US2006011070, US2006010894, US2005217297, US2005193901, US2005193898, US2005061160, US2005051232, US2003205027, US2003075051, RU2518543, EP3150092, CN102157028, CN101980932,

Abstract:
Source: US2003205027A An automated food processing system and method is provided that allows food to be dispensed, fried and packaged in a suitable container, which may be an individual portion−sized container. In one embodiment, the system includes separate automated modules for dispensing, frying and packaging the food. In one embodiment, an automated dispensing device dispenser a predetermined portion of food from a bulk storage container or food dispensing magazine. Food is dispensed from the automated dispensing device to an automated fry device that can include at least one circular fry wheel having a plurality of food containing compartments. After the food is fried it is dispensed from the fry device to an automated packaging device. The automated packaging device dispenses food to a container that may be an individual portion−sized container that is retrieved, erected and held into position for filling by an automated container handling system. After a food container is filled, a conveyor system transports the filled container to a suitable pick−up location.

0) US2005034763A – PEDESTAL HYDRANT

4) Family number: 31571335 (US2005034763A) © PatBase

Title: PEDESTAL HYDRANT

Priority:

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US20010294174P 20010529 JP20080556310T 20061113 EP20110164435 20061113
US20060347706 20060203 US20070909748P 20070403 US20080060368 20080401
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US20090469493 20090520 US20090577041 20091009 WO2009US38938 20090331

Family:

Publication number	Publication date	Application number	Application date
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CA2643165 AA	20080820	CA20062643165	20061113
CA2643165 C	20140211	CA20062643165	20061113
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WO07097819 A3	20080605	WO2006US60833	20061113	
WO09124039 A1	20091008	WO2009US38938	20090331	

Probable Assignee: CLEAN EMISSIONS TECHNOLOGIES INC

Assignee(s):(std)**:** PARKER PHILIP A ; PARKER PHIL A ; HARRIS WARNER O ; HARRIS WARNER OLAN ; ZERO EMISSION SYSTEMS INC ; CLEAN EMISSIONS TECHNOLOGIES INC ; ZERO EMISSIONS SYSTEMS INC

Assignee(s): ZES MARKETING INC ; CABIN COMFORT SYSTEMS INC ; CLEAN EMISSIONS TECHNOLOGIES INC EASTLAND ; ELECTRIC TRACTION SYSTEMS INC ; FUEL CELL IDLING SYSTEMS INC ; PEM CELL IDLING SYSTEMS INC ; UNICO INC ; ISIMET MAPA LLC

Inventor(s):(std)**:** HARRIS WARNER ; HARRIS WARNER O ; HARRIS WARNER OLAN ; OLAN HARRIS WARNER ; PARKER PHIL A ; PARKER PHILIP A

Inventor(s): WARNER OLAN HARRIS ; PARKER PHILIP ; PARKER PHIL ; HARRIS WARNER OLAN BANNING

Agent(s): KIRBY EADES GALE BAKER; FISH AND RICHARDSON PC; PETERREINS FRANK DR ING; PETERREINS FRANK; LINAGE RAFAEL; SLATER AND MATSIL LLP; ANTHONY ENGLAND (GENERAL); ANTHONY ENGLAND GENERAL; ANTHONY ENGLAND; KORDZIK KELLY; ENGLAND ANTHONY V S; KELLY; ANTHONY V S; KELLY K; MATHESON KEYS GARSSON AND KORDZIK PLLC; KORDZIK KELLY K ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B23P19/04 B23P23/00 B60H1/32 B60K1/00 B60K17/02 B60K17/28 B60K23/00 B60K6/00 B60K6/04 B60K6/20 B60K6/22 B60K6/32 B60K6/36 B60K6/387 B60K6/40 B60K6/442 B60K6/48 B60K6/50 B60K6/54 B60K6/547 B60L11/00 B60L11/12 B60L11/14 B60L11/18 B60T17/00 B60W10/00 B60W10/02 B60W10/04 B60W10/06 B60W10/08 B60W10/10 B60W10/11 B60W10/26 B60W10/30 B60W20/00 B60W30/00 B60W30/18 B60W30/19 B60W50/08 E03B7/12 E03B9/04 E03C1/02 E04D13/14 F02D29/00 F02D29/02 F04B35/00 F04B39/06 F16C1/26 F16C35/08 F16D3/84 F16D48/02 F16H3/72 F16H59/46 F16H63/42 F16K27/12 F16K49/00 F25B1/00 F25B27/00 F25B49/00 G06F19/00 (Advanced/Invention);
B60K17/28 B60K6/20 B60K6/48 B60K6/50 B60W10/04 B60W30/00 B60W30/18 (Advanced/Non–invention);
B23P19/04 B23P23/00 B60H1/32 B60K17/00 B60K6/00 B60L11/00 B60W10/00 B60W10/02 B60W10/06 B60W10/08 B60W10/10 B60W20/00 B60W30/18 B60W50/08 E03B9/00 E03C1/02 E04D13/14 F16H59/46 F16H63/00 F16K27/00 F16K49/00 F25B1/00 F25B27/00 F25B49/00 G06F19/00 (Core/Invention);
B60K B60L B60W F16H (Subclass/Invention)

International class (IPC 1–7): F16K27/12 F25B27/00

CPC: Y02T10/6234 Y10S903/915 Y10S903/951 Y02T10/7066 B60Y2300/1888 B60W2520/10 B60K6/32 B60L11/14 B60L11/1868 B60L11/1881 B60L11/1887 B60L11/1892 B60L15/2045 B60L2240/12 B60L2240/421 B60L2250/16 B60L2270/145 Y02T10/7077 Y02T90/34 Y02T10/7005 Y02T10/70 Y02T10/7283 Y10T29/53 B60H1/3222 B60H1/00535

B60H1/00542 Y10T477/23 Y10T477/24 Y10T477/26 Y10T477/27 Y10T29/49716 B60K6/547 B60W10/02 B60W10/06 B60W10/08 B60W30/19 B60Y2200/14 F16H59/46 F16H63/42 Y02T10/6221 Y02T10/6286 Y10T137/6969 Y10T137/7036 Y10T137/7062 Y10T137/5468 Y10T137/5491 E04D13/1407 E03B9/04 E03C1/02 F16K27/12 Y02T10/645 Y02T10/72 B60W20/00 B60K17/28 B60W10/11 B60W20/20 B60W10/10 B60W2510/0225 B60W2540/14 B60K6/48

European class: B60H1/00S1C B60H1/00S1D B60H1/32C2 B60K17/28 B60K6/32 B60K6/48 B60K6/547 B60L11/14 B60L11/18M32 B60L11/18R B60L11/18R4 B60L11/18R8D B60L15/20E B60W10/02 B60W10/08 B60W10/11 B60W30/19 E03B9/04 E03C1/02 E04D13/14A F16K27/12 L60K17/28 L60L200/26 L60L240/12 L60L240/421 L60L250/16 L60L270/14D L60W10/02 L60W10/06 L60W10/08 L60W10/11 L60W20/00 L60W520/10 L60Y200/14 R16H59/46 R16H63/42 Y02T10/62F4 Y02T10/62F6B Y02T10/62J Y02T10/64D Y02T10/70B Y02T10/70J2 Y02T90/34

US class: 137/296 137/300 137/357 137/375 137/382 180/65.1 180/65.2 180/65.21 180/65.210P 180/65.210S 180/65.23 180/65.235 180/65.24 180/65.265 180/65.265P 180/65.28 180/65.285 180/65.31 180/65.6 29/401.1 29/401.100S 29/700 29/700S 417/362 464/178 464/184 477/3 477/4 477/5 477/6 60/605.2 62/115 62/115P 62/126 62/126S 62/236 62/236S 62/239 62/239S 62/244 62/323.1 62/323.3 62/323.300S 701/104 701/105 701/108 701/22 701/22P 701/22S 701/51 701/54 903/902 903/902S 903/915 903/930 903/930S 903/941 903/942 903/951

Classification Explorer

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Abstract:
Source: US2005034763A A fluid delivering hydrant providing a valve actuated assembly with enclosing shroud and water resistive doom handle assembly to protect the assembly from exposure to the weather while preventing entry of rainwater into a building structure upon the roof of which the device has been installed.

0) US6827529B – VACUUM PNEUMATIC SYSTEM FOR CONVEYANCE OF ICE

5) Family number: 11498584 (US6827529B) © PatBase

Title: Vacuum pneumatic system for conveyance of ice

Priority: US19980128050 19980803 US19980207075 19981207 US19990364794 19990730 WO1999US17492 19990802

Family:

Publication number	Publication date	Application number	Application date
AU199953318 A1	20000228	AU19990053318	19990802
AU199953318 A5	20000228	AU19990053318	19990802
CA2339219 AA	20010131	CA19992339219	19990802
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US6827529 BA	20041207	US19990364794	19990730
WO0008396 A1	20000217	WO1999US17492	19990802

Probable Assignee: TEK SOLUTIONS INC

Assignee(s):(std)**:** LANCER ICE LINK LLC ; LANCER ICE LINK L L C

Assignee(s): TEK SOLUTIONS INC ; REDDY ICE CORP ; SCHOEDER ALFRED A ; MCCLURE MARK A ; SEAMARK GLENN S ; BERGE J ERIC ; GLIMN DANIEL A ; ICE LINK LLC ; JEFFERIES FINANCE LLC ADMINISTRATIVE AGENT AS ; JPMORGAN CHASE BANK NA ADMINISTRATIVE AGENT AS

Inventor(s):(std)**:** BERGE J ERIC ; GLIMN DANIEL A ; MCCLURE MARK A ; SCHOEDER ALFRED A ; SEAMARK GLENN S

Inventor(s): J ERIC BERGE ; MARK A MCCLURE ; DANIEL A GLIMN ; GLENN S SEAMARK ; ALFRED A SCHOEDER ; BERGE J

Agent(s): SMART AND BIGGAR

Designated states: AE AL AM AT AU AZ BA BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CU CY CZ DE DK EE ES FI FR GA GB GD GE GH GM GN GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LK LR LS LT LU LV MC MD MG MK ML MN MR MW MX NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT UA UG UZ VN YU ZA ZW

International class (IPC 8–9): B65G53/24 F25C5/00 (Advanced/Invention); F25C5/00 (Core/Invention)

International class (IPC 1–7): B65G53/24 B65G53/66 F25C5/00

CPC: F25C5/002

European class: F25C5/00B

US class: 141/65 141/82 222/146.6 222/53 222/56 406/120 406/145 406/151 406/156 406/181 406/28 62/135 62/344

Classification Explorer

Cited documents: US6571573 BA, US6279329 BA, US6266945 BA, US6093312 A, US6068160 A, US6044954 A, US5993117 A, US5931003 A, US5911884 A, US5882149 A, US5789893 A, US5758992 A, US5660506 A, US5636710 A, US5622457 A, US5549421 A, US5458851 A, US5450984 A, US5433559 A, US5415012 A, US5408924 A, US5383493 A, US5354152 A, US5299427 A, US5167471 A, US5147152 A, US5106238 A, US5033914 A, US5029737 A, US4990169 A, US4981237 A, US4964575 A, US4963172 A, US4961446 A, US4913315 A, US4862649 A, US4825758 A, US4805255 A, US4788830 A, US4754519 A, US4552489 A, US4409918 A, US4394259 A, US4379663 A, US4346824 A, US4301880 A, US4288074 A, US4287725 A, US4194362 A, US4189063 A, US4185806 A, US4172535 A, US4171067 A, US4124145 A, US4104889 A, US4036346 A, US4008865 A, US3951461 A, US3945683 A, US3921980 A, US3877241 A, US3814542 A, US3799622 A, US3798923 A, US3771560 A, US3659809 A, US3638392 A, US3580416 A, US3527252 A, US3410530 A, US3037776 A, US2793914 A, US2586144 A, US1818367 A, JP8054165 A2, JP6176266 A2, JP59209991 A2, JP57001124 A2, JP56161224 A2, JP4013072 A2, GB2241696 A1, FR2752048 A1, FR2528017 A1, EP0466428 A2, DE2510415 A1, DE1877476 U, DE1877476 A1, DE1201247 B,

Forward Citations: WO08144209, WO02059534, US9688423, US9643742, US9557086, US9527610, US9481478, US9227830, US9212839, US9193575, US9173377, US9141562, US8985396, US8936176, US8894330, US8874274, US8863985, US8850779, US8844310, US8763352, US8746506, US8739557, US8689523, US8579155, US8561655, US8528302, US8484935, US8468784, US8397675, US8381534, US8371773, US8353146, US8322951, US8245488, US8147169, US8132392, US7849660, US7815401, US7810301, US7806152, US7735527, US7695220, US7497062, US7469548, US7451015, US7428824, US7426945, US7426812, US7228990, US7207156, US7080960, US7062892, US6834317, US6571573, US2014311168, US2014053949, US2013340446, US2013214010, US2012177451, US2012060967, US2012006846, US2011185749, US2011138842, US2011091292, US2011016891, US2010252566, US2010236271, US2008295462, US2008279640, US2008110129, US2008087223, US2008047233, US2008022711, US2008022635, US2007255450, US2007210105, US2007209330, US2006005564, US2006005553, US2005205602, US2005074302, ES2398987, EP1835245, EP1154209, EP1154209, EP1154209,

Abstract:
Source: US6827529B Vacuum pneumatic conveying apparatus and method are described to provide for a simple, economical, convenient (and preferably automatic) system for conveying ice on an as−required basis from a source such as an ice maker to one or more receptors at locations remote from that source. The system can be configured such that dispensing locations can be added or eliminated from the system or temporarily taken "off line" from the system without the need to change the basic system configuration or the central ice providing apparatus. The apparatus in various embodiments includes an ice source, a conveying conduit from the source to the receptor, a vacuum pump for moving the ice through the conduit by vacuum, and the receptor to collect the conveyed ice. The receptor may be an ice/beverage dispenser, an accumulator for retention and discharge to further devices, an intermediate storage dispenser, or an air lock device from where the ice can be projected over significant distances. Ice and vacuum may simultaneously be routed into different branched routes, utilizing a unique diverter/air shifter with the capability of providing routing to up to four different routes. Appropriate sensors and controllers, which may be microprocessor−based, may be used to automate the system. The entire system is easily cleanable. The system is advantageously used by restaurants, groceries, hotels and motels, hospitals, laboratories, and many other establishments where the providing of ice at various locations is desirable or required.

0) US2012104153A – GYROPLANE PREROTATION BY COMPRESSED AIR

6) Family number: 51044069 (US2012104153A) © PatBase

Title: GYROPLANE PREROTATION BY COMPRESSED AIR

Priority:

US20100381291P 20100909 US20100381313P 20100909 US20100403097P 20100909
US20100381347P 20100909 US20100403098P 20100909 US20100403081P 20100909
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Family:

Publication number	Publication date	Application number	Application date
US2012104153 AA	20120503	US20110282780	20111027
US2012104154 AA	20120503	US20110282749	20111027
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US9623966 BA	20170418	US20150544854	20150225	
US9630709 BA	20170425	US20150544654	20150130	
US9637229 BB	20170502	US20150665047	20150323	

Probable Assignee: GROEN AERONAUTICS CORP

Assignee(s):(std)**:** CORLISS MCGREGOR LEE ; GEN AERONAUTICS CORP INC ; GROEN BROTHERS AVIATION INC ; GROEN BROTHERS AVIAT INC ; GROEM BROTHERS AVIATION INC ; GROEN AERONAUTICS CORP ; GROEN BROTEHRS AVIATION INC ; VAN DER WESTHUIZEN JACOB J ; VAN DER WESTHUIZEN JACOB JOHANNES ; WESTHUIZEN JACOB J VAN D ; WESTHUIZEN JACOB JOHANNES VAN D ; YARGER CODY BRANDON ; GROEN DAVID L ; WHITE ROBERT OWEN ; SONNEBORN WALTER GERD OSKAR ; KHAN JEHAN ZEB ; GROEN BROTHERS AVIAT ; GROEN BROTHERS AVIATION GLOBAL INC ; SONNEBORN DAVID GERD OSKAR

Assignee(s): SKYWORKS GLOBAL INC ; GENERAL AERONAUTICS INC CORP ; CALLAWAY GOLF COMPANY ; PATE BAIRD PLLC ; LAKE ZURICH HOLDINGS LTD ; NEW HOLBORN LTD ; WESTFORD SPECIAL SITUATIONS FUND II LTD ; WESTFORD SPECIAL SITUATIONS MASTER FUND LP ; WESTFORD SPECIAL SITUTATIONS FUND II LP ; WESTFORD SPECIAL SITUATIONS FUND II LP ; WESTFORD SPECIAL SITUTATIONS

MASTER FUND LP ; GROEN BROTHERS AVIATION ; GENERAL AERONAUTICS CORP ; EPSILON GLOBAL MASTER FUND LP

Inventor(s):(std)**:** CORLISS MCGREGOR LEE ; GROEN DAVID ; GROEN DAVID L ; KHAN JEHAN ZEB ; SONNEBORN DAVID GERD OSKAR ; SONNEBORN WALTER GERD OSKAR ; VAN DER WESTHUIZEN JACOB J ; VAN DER WESTHUIZEN JACOB JOHANNES ; WESTHUIZEN JACOB J VAN D ; WESTHUIZEN JACOB JOHANNES VAN D ; WHITE ROBERT OWEN ; YARGER CODY BRANDON

Agent(s): PATE BAIRD PLLC; VLADAN M; JOVAN N; WATSON IP GROUP PLC; VLADAO M

International class (IPC 8–9)**:** B21D53/78 B21K3/00 B21K3/04 B23P11/00 B23P6/00 B29C33/02 B29C70/00 B29C70/34 B29C70/46 B32B1/00 B64C1/10 B64C1/26 B64C11/00 B64C11/06 B64C11/20 B64C11/24 B64C11/26 B64C11/34 B64C13/04 B64C15/14 B64C17/10 B64C25/02 B64C27/00 B64C27/02 B64C27/04 B64C27/06 B64C27/08 B64C27/12 B64C27/18 B64C27/26 B64C27/28 B64C27/30 B64C27/32 B64C27/473 B64C27/48 B64C27/52 B64C27/54 B64C27/56 B64C27/57 B64C27/59 B64C27/605 B64C27/615 B64C27/72 B64C27/82 B64C39/04 B64C5/02 B64C5/06 B64C9/00 B64C9/34 B64D11/00 B64D27/08 B64D27/24 B64D37/04 B64D45/00 F01M5/00 F02K7/00 F16C33/10 F16C33/66 G05D19/00 G06F17/40 G06F19/00 (Advanced/Invention); B29C35/02 B64C11/06 B64C11/20 B64C15/14 B64C27/00 B64C27/18 B64C27/22 B64C27/24 B64C27/26 B64C27/473 B64C27/72 B64C27/82 B64C39/04 (Advanced/Non–invention)

CPC: B64C2027/8254 B64C27/58 B64C27/008 B64C27/023 B64C5/02 B64C5/06 B64C9/00 B64C9/34 B64D31/04 B64C27/30 B64C27/605 Y10T29/49316 B64C27/625 B64C27/473 B64C27/59 B64C2027/7222 B64C1/10 B64C1/26 B64C27/04 B64D27/08 B64C27/12 B64C2027/8272 B64C2027/8281 Y10T74/20612 B64C27/08 B29C70/446 B29L2031/082 B64C27/56 G05D19/00 B64C27/001 F16C33/1095 F16C33/6696 Y10S384/907 B64C2027/7227 B64C2027/002 B64C27/26 Y10T29/49318 F01M5/005 F01M11/02 F01M2001/0253 B64C17/10 B64C27/027 B21D53/78 B21K3/00 B21K3/04 B64C27/24 B29C70/345 B29C33/02 B29C35/0288 B29C70/462 B29C2035/0211 F02K7/005 B29C35/16 B29C37/0064 B64C27/00 B64C27/57 B64C2027/7261 B64C39/04 B64D37/04 F16C33/667 F16C2229/00 B64C2027/4736 B64C27/82 B64C2027/8245 B64C27/72 B64C27/28 B64C27/615 F16C19/525 F16C37/007 B64C11/06 B64C11/20 B64C11/24 B64C15/14 B64C27/22 B64C27/18 B64C27/02 B64C27/48 B64C27/54 B32B1/00 B64C11/26 G06F17/40 G06F19/00 B64C13/12 Y02T50/34 B64F5/10 B64D27/24 B64C11/00 F16C2326/43 Y02T50/44 B64C27/025 B64C27/52 B64C27/32

European class: A63B53/04L A63B53/06 B64C27/00 B64C27/02 B64C27/02B5 B64C27/02C B64C27/18 B64C27/26 B64C27/28 B64C27/30 B64C27/473 B64C27/59 B64C27/605 B64C27/72 B64C27/82 B64C39/04 K63B209/00 K63B209/02L K63B53/04A2 K63B53/04A2B K63B53/04A6B K63B53/04A6D K63B53/04J K63B53/04W L64C27/473A2 L64C27/72A2B L64C27/82F L64C27/82J2 L64C27/82J4 Y02T50/34

US class: 1/1 156/242 184/6.12 244/13 244/135C 244/17.11 244/17.110P 244/17.110S 244/17.13 244/17.13 244/17.130P 244/17.19 244/17.190P 244/17.190S 244/17.21 244/17.210S 244/17.23 244/17.230P 244/17.25 244/17.250P 244/17.27 244/17.270P 244/207 244/215 244/229 244/234 244/58 244/6 244/60 244/7.00RP 244/7R 244/8 244/87 244/87P 29/889 29/889.1 29/889.100S 29/889S 384/467 384/474 384/606 384/907 416/1 416/132R 416/134A 416/204R 416/20R 416/226 416/226P 416/230 416/24 416/240 416/248 416/44 416/44S 416/90R 473/307P 473/345S 701/3 701/3 74/523

Classification Explorer

Cited documents: WO9908928 A1, WO09089833 A2, USRE42446 E, USH2057 H1, US9260186 BA, US9144944 BA, US9139297 BA, US9120564 BA, US9073631 BA, US9056674 BB, US9022314 BA, US9004394 BB, US8991748 BA, US8991745 BA, US8991744 BA, US8973863 BA, US8960594 BB, US8950700 BB, US8950699 BA, US8944365 BB, US8939395 BB, US8939394 BA, US8931731 BB, US8931728 BA, US8915465 BA, US8894791 BA, US8881764 BB, US8844880 BA, US8752786 BB, US8668162 BA, US8636242 BB, US8591187 BB, US8548721 BB, US8545182 BB, US8403255 BB, US8387910 BB, US8376266 BB, US8376264 BA, US8371520 BB, US8286908 BB, US8240617 BB, US8235330 BB, US8231082 BB, US8205821 BB, US8196855 BB, US8186629 BB, US8186615 BB, US8181901 BB, US8170728 BB, US8167233 BB, US8152465 BB, US8105040 BB, US8070091 BB, US8033736 BB, US7959105 BB, US7918415 BB, US7871034 BB, US7871032 BB, US7857598 BB, US7837141 BB, US7815144 BB, US7740452 BB, US7731121 BB, US7637180 BB, US7624942 BB, US7621480 BB, US7611090 BB, US7607607 BB, US7584923 BB, US7510333 BB, US7490792 BA, US7461819 BB, US7448571 BA, US7434763 BB, US7419120 BB, US7334756 BB, US7275711 BA, US7264199 BB, US7231997 BB, US7210651 BB, US7201561 BB, US7147182 BA, US7137591 BB, US7137590 BB, US7118340 BB, US7104499 BA, US7032860 BA, US7021897 BB, US6885917 BB, US6845941 BB, US6824093 BA, US6789764 BB, US6755374 BA, US6669137 BA, US6659722 BB, US6644598 BB, US6629674 BA, US6616095 BB, US6558590 BA, US6554229 BA,

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Forward Citations: WO17083089, WO16054398, WO16054215, WO16053774, WO15076884, WO15030874, WO14089509, US9694899, US9656748, US9637229, US9630709, US9623966, US9611037, US9611036, US9604722, US9533754, US9500342, US9499253,

US9487291, US9481457, US9463874, US9383756, US9278754, US9266607, US9260186, US9242727, US9205919, US9205913, US9174730, US9139297, US9126677, US9120564, US9056674, US9022313, US8998127, US8960599, US8931731, US8882024, US8752786, US8690100, US2016272311, US2016001881, US2016001880, US2015367934, US2015309513, US2015298805, US2015298797, US2015225076, US2015142219, US2015093250, US2014374534, US2014154074, US2014061366, US2013287588, US2013134264, US2013037652, US2012181378, US2012168568, US2012168556, US2012111997, US2012104155, US2012025013, RU2506203, JP2016124482, FR3014411, FR3013677, EP3159261, EP2883789, EP2878531, EP2818410, EP2740663, CN105270618, CN104670505, CN104670505, CN104464440, CN103395492, CN103057702,

Abstract:
Source: US2012104153A A rotorcraft is disclosed. The rotorcraft may include a rotor having at least one tip nozzle, a compressor having an outlet for compressed air, and a network of conduits connecting the outlet of the compressor with the tip nozzle. In operation, the compressor may deliver a flow of compressed air to the tip nozzle. As the flow of compressed air exits the at least one tip nozzle, it may cause rotation of the rotor. This rotation may prerotate the rotor and shorten the take off distance required by the rotorcraft. Take off of the rotorcraft may be accomplished without ever adding fuel to the flow of compressed air to the tip nozzle.

0) WO16183663A1 – METHODS OF MEASURING AND GRINDING AN ICE BLADE,...

7) Family number: 64060746 (WO16183663A1) © PatBase

Title: METHODS OF MEASURING AND GRINDING AN ICE BLADE, AND APPARATUSES USING SAME

Priority: CA20162930079 20160512 US20150163557P 20150519

Family:

Publication number	Publication date	Application number	Application date
WO16183663 A1	20161124	WO2016CA00147	20160518

Probable Assignee: SKATESCRIBE CORP

Assignee(s):(std)**:** SKATESCRIBE CORP

Inventor(s):(std)**:** CHAN NATHAN ; DI PIETRO EMIDIO ; DI PIETRO TONY ; GONZALEZ JAIME A ; MARTIN STEVE

Agent(s): KELLER DAN

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9)**:** A63C3/10 B23Q17/20 B24B3/36 B24B9/04 G01B11/24 G01B11/245 G01B21/20 G01B3/18 G01B3/28 (Advanced/Invention)

CPC: A63C3/10 B24B3/003 G01B11/2518 B23Q11/0046 B23Q17/0909 B23Q17/2471

Classification Explorer

Cited documents: WO12091670 A1, US7220161 BB, US6955584 BB, US5167170 A, US4722152 A, CN1565804 A, CA2608176 AA,

Abstract:
An automated apparatus for grinding an ice blade on an ice skate is disclosed. The apparatus includes a processor, an input means, a skate holder, a measuring device, and a grinding device. The input means is in communication with the processor to permit a user to select an ice blade grinding option. The skate holder is configured to releasably hold an ice skate in a fixed grinding position. The measuring device is in communication with the processor, and is configured to measure a shape of the ice blade. The grinding device is in communication with the processor, and is configured to perform a grinding action on the ice blade based on the selected ice blade grinding option, to change the shape of the ice blade to a desired shape. Also disclosed are methods of measuring, sharpening, and grinding an ice blade, as well as ice blade measuring and grinding systems utilizing the aforesaid methods.

0) US2005048168A – STARCH FOR FROZEN DESSERTS

8) Family number: 31716133 (US2005048168A) © PatBase

Title: STARCH FOR FROZEN DESSERTS

Priority: CO20040084120 20040827 US20030498834P 20030829 US20040926555 20040826 US20030511765P 20031016 US20040926555P 20040826

Family:

Publication number	Publication date	Application number	Application date
AR045535 AA	20051102	AR2004P103113	20040830
AT494793 E	20110115	AT20040020539T	20040830
AU2004205333 AA	20050317	AU20040205333	20040830
AU2004205333 BB	20091105	AU20040205333	20040830
BRPI0405051 A	20051011	BR2004PI05051	20040830
CL2004002205 A1	20060210	CL20040002205	20040830
CN1600145 A	20050330	CN200410085181	20040828
CN1600145 B	20130327	CN200410085181	20040828
CO5570100 A1	20051031	CO20040084717	20040830
CO5570100 A1	20051031	CO20040084120	20040827
CO5570100 A1	20051031	CO20040084717	20040830
CO5570100 A1	20051031	CO20040084120	20040827
CO5570100 A1	20051031	CO20040084717	20040830
DE602004030978 D1	20110224	DE200460030978T	20040830
EP1510134 A2	20050302	EP20040020539	20040830
EP1510134 A3	20050323	EP20040020539	20040830
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SG109598 A1	20050330	SG20040004851	20040830
TH41094 B	20140813	TH20041003331	20040827
TH71693 A	20051103	TH20041003331	20040827
US2005048168 AA	20050303	US20040926555	20040826
ZA200406883 A	20050624	ZA20040006883	20040830

Probable Assignee: BRUNOB II BV

Assignee(s):(std): BRUNOB II BV ; NAT STARCH CHEM INVEST ; NATIONAL STARCH AND CHEMICAL INVESTMENT HOLDING CORP

Assignee(s): NATL STARCH AND CHEM INVESTMENT HOLDING CORP ; WHALEY JUDITH ; NATIONAL STARCH AND CHEMICAL INVESTMENT HOLDING CO ; CORN PRODUCTS DEVELOPMENT INC ; GUILLERMO ANTONIO CARDONA MORENO ; KOXHOLT SUSANNE ; LIU YAYUN ; NATIONAL STARCH AND CHEMICAL INVESTMENT

Inventor(s):(std): JUDITH K WHALEY ; JUDITH WHALEY ; KOXHOLT SUSANNE ; LIU YAYUN ; SUSANNE KOXHOLT ; WHALEY JUDITH ; WHALEY JUDITH K ; YAYUN LIU

Inventor(s): GUILLERMO ANTONIO CARDONA MORENO

Agent(s): FISHER ADAMS KELLY CALLINANS; CALLINANS; ALESSANDRI; GUILLERMO ANTONIO CARDONA MORENO; DILIA MARIA RODRIGUEZ DALEMAN; HELD STEPHAN; CHARLES W ALMER NATIONAL STARCH AND CHEMICAL CO

Designated states: AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LI LU MC NL PL PT RO SE SI SK TR

International class (IPC 8–9): A23G1/00 A23G9/00 A23G9/02 A23G9/04 A23G9/32 A23G9/34 A23G9/44 A23G9/52 A23L1/0522 A23L1/195 F04B47/00 (Advanced/Invention);

	A23G9/00 A23G9/34 (Advanced/Non−invention); A23G1/00 A23G9/00 A23G9/04 A23G9/32 A23G9/34 A23G9/44 A23G9/52 A23L1/0522 (Core/Invention); A23L (Subclass/Invention)
International class (IPC 1−7):	A23G1/00 A23G9/00 A23G9/02 A23G9/04 A23G9/34 A23L1/0522 A23L1/195 C08L3/02
CPC:	A23L29/212 A23L29/219 A23G9/34 A23G9/52 A23G2200/06 A23G9/00
European class:	A23G9/02 A23G9/02+D6 A23G9/34 A23G9/52 A23L1/0522 A23L1/0522B K23G200/06
US class:	426/100 426/100P 426/658 426/658S
Classification Explorer	
Cited documents:	WO03015530 A1, US5711986 A, US5562937 A, US5358728 A, US5175013 A, US5171602 A, US4977252 A, US4510166 A, US4452824 A, US4374154 A, US4264637 A, US4244981 A, US2003108649 AA, JP9187234 A2, JP6189699 A2, JP4248958 A2, JP2002306079 A2, EP1076067 A1, EP0784935 A2,
Forward Citations:	WO16062617, WO16062616, WO11083884, WO10069727, US9591866, US9339050, US2014302215, US2007031565, EP2196096,

Abstract:
Source: US2005048168A Use of starch(es) and starch derivatives in frozen desserts for improved meltdown and shape retention, including reduced expansion and contraction of the frozen dessert when transported at high altitudes, e.g., over mountain ranges. These improved characteristics are retained in the frozen dessert even after multiple heat shock cycling. The starch(es) and starch derivatives inhibit ice crystal formation in frozen after heat shock cycling.

0) US2007139168A – SMART MODEM DEVICE FOR VEHICULAR AND ROADSIDE A...

9) Family number: 34578093 (US2007139168A) © PatBase

Title: SMART MODEM DEVICE FOR VEHICULAR AND ROADSIDE APPLICATIONS

Priority: US20050656650P 20050225 US20060363581 20060227 US20100749325 20100329 US20080046121 20080311 US20120345480 20120106 US20120616412 20120914 US20130944836 20130717 US20150713862 20150515 US20170460100 20170315

Family:

Publication number	Publication date	Application number	Application date
US2007139168 AA	20070621	US20060363581	20060227
US2008157943 AA	20080703	US20080046121	20080311
US2010182163 AA	20100722	US20100749325	20100329
US2012105255 AA	20120503	US20120345480	20120106
US2013009793 AA	20130110	US20120616412	20120914
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Probable Assignee: CONCATEN INC

Assignee(s):(std)**:** CONCATEN INC ; GROENEWEG KEVIN K ; IWAPI INC ; RENNIE CHRISTOPHER J

Inventor(s):(std)**:** GROENEWEG KEVIN K ; RENNIE CHRISTOPHER J

Agent(s): SHERIDAN ROSS PC; CARL A

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60Q1/00 B60R25/10 G06F15/177 G07C5/00 G08B1/08 G08B21/18 G08C17/02 G08G1/00 G08G1/017 G08G1/09 G08G1/0967 G08G1/123 G08G1/13 G08G1/137 H04L29/08 H04W24/08 H04W28/02 H04W4/02 H04W4/04 (Advanced/Invention); B60Q1/00 B60R25/10 G06F15/16 G08B1/00 G08C17/00 G08G1/09 (Core/Invention)

CPC: H04L67/12 G08G1/0967 H04W4/02 H04W24/08 G08G1/137 H04L67/125 G07C5/008 G08G1/017 G08G1/20 H04W4/028 H04W4/046 G08G1/202 G08G1/096766 G08B21/18 H04W28/0236

European class: G08G1/017 G08G1/20 H04L29/08N11 H04L29/08N11M

US class: 340/425.5 340/425.500P 340/426.15 340/426.16 340/426.160P 340/539.13 340/539.22 340/539.220S 340/905 340/905P 340/990 340/990P 340/995.13 455/552.1 701/29 701/29.1 701/29.3 701/29.6 701/31.4 701/32 701/32.1 701/32.3 701/32.7 701/35 709/220 709/220S 709/225

Classification Explorer

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Abstract:
Source: US2007139168A The present invention is directed generally to a smart modem device for vehicular and roadside applications for remote data collection and transmission to a central data collection and processing facility. The modem includes a number of sets of connection managers and monitors for performing specified tasks with respect to connections with various networks. Each set of connection managers and monitors is different and corresponds to a selected card type and/or network service.

0) US2014306799A – VEHICLE INTRUDER ALERT DETECTION AND INDICATION...

10) Family number: 57599680 (US2014306799A) © PatBase

Title: VEHICLE INTRUDER ALERT DETECTION AND INDICATION

Priority:

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Family:

Publication number	Publication date	Application number	Application date	
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Probable Assignee: AUTOCONNECT HOLDINGS LLC

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Agent(s): RUPPRECHT KAY; SHERIDAN ROSS PC; MARSH FISCHMANN AND BREYFOGLE LLP; ROBERT G; LENNOX GENTLE THAINE; BUCKLEY RAQUEL F; REINHARDT DEAN N; VICK JASON H; ZELENKA RICHARD E; BUCKLEY TIMOTHY E; WILSON TADD F; SWARTZ DOUGLAS W

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60C1/00 B60K28/00 B60K35/00 B60N2/02 B60Q1/00 B60Q7/00 B60Q9/00 B60R16/037 B60R22/00 B60R25/00 B60R25/01 B60R25/10 B60R25/25 B60W10/00 B60W40/08 B60W40/09 B60W50/08 B60W50/10 B60W50/14 G01C21/00 G01C21/20 G01C21/26 G01C21/34 G01C21/36 G01L13/00 G05B15/02 G05D1/00 G05D1/02 G05D23/19 G05D3/00 G06F15/177 G06F17/00 G06F17/28 G06F17/30 G06F21/00 G06F21/31 G06F21/32 G06F3/01 G06F3/0481 G06F3/0482 G06F3/0484 G06F7/00 G06F9/445 G06K9/00 G06K9/62 G06Q10/00 G06Q10/02 G06Q10/10 G06Q20/14 G06Q30/00 G06Q30/02 G06Q30/06 G06Q50/30 G07C5/00 G07C5/02 G07C5/08 G07C9/00 G08B13/196 G08B21/02 G08B23/00 G08B25/01 G08B29/18 G08G1/00 G08G1/01 G08G1/0965 G08G1/0968 G08G1/16 G10L13/00 H04L29/06 H04L29/08 H04N21/214 H04N21/218 H04N21/2225 H04N21/226 H04N21/239 H04N21/258 H04N21/414 H04N21/436 H04N21/4363 H04N21/454 H04N21/475 H04N21/6408 H04N21/643 H04N7/16 H04N7/18 H04W36/00 H04W36/32 H04W36/34 H04W4/00 H04W4/04 H04W4/12 H04W4/20 H04W4/22 H04W48/02 H04W48/04 H04W68/12 H04W76/02 H04W8/08 H04W84/00 H04W84/18 (Advanced/Invention); B60Q1/52 B60W40/08 B60W50/00 G01C21/26 G01C22/00 G06F19/00 G06F3/01 G06F3/0488 G06G7/70 G08B1/08 G08B21/06 G08B25/01 G08B29/18 G08G1/00 G08G1/09 G08G1/0967 H04N7/18 H04W12/06 H04W12/08 H04W4/20 H04W84/00 (Advanced/Non–invention)

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US class: 1/1 340/425.5 340/457 340/5.8 340/5.83 340/573.1 340/901 340/902 370/329 370/338 382/103 382/118 455/66.1 700/276 701/1 701/102 701/117 701/2 701/25 701/301 701/33.1 701/33.4 701/34.4 701/36 701/400 701/41 701/424 701/425 701/431 701/45 701/48 701/49 701/537 701/540 701/70 702/19 704/3 705/13 705/14.62 705/26.8 705/302 705/5 707/736 707/771 709/217 715/702 715/744 717/173 725/28 725/75 726/6

Classification Explorer

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Abstract:
Source: US2014306799A Methods and systems for a detecting an intruder near or within a vehicle are disclosed. Specifically, a method to detect and identify a person near or within a vehicle as an authorized or an unauthorized user is provided. In the event an unauthorized user is detected within a vehicle, the system may take a number of actions. In one embodiment, the actions comprise providing notice to one or more authorized users of the vehicle, disabling the vehicle, notifying emergency personnel or police, and emitting a visual or audio alarm.

0) US2004144001A – PLOW MOUNTING APPARATUS AND METHOD

11) Family number: 30742121 (US2004144001A) © PatBase

Title: PLOW MOUNTING APPARATUS AND METHOD

Priority: CA20042455637 20040121 CA20042653801 20040121 CA20042654856 20040121
US20040790431 20040301 US20040925858 20040825 US20030442275P 20030124
US20030638642 20030811 CA20092455637 20090320 CA20092455637 20090311

Family:

Publication number	Publication date	Application number	Application date
CA2455637 AA	20040724	CA20042455637	20040121
CA2455637 C	20090512	CA20042455637	20040121
CA2653801 AA	20040724	CA20042653801	20040121
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CA2654856 C	20110607	CA20042654856	20040121
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EP1443150 A3	20051116	EP20040000980	20040119
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US7290359 BB	20071106	US20040790431	20040301
US7353628 BB	20080408	US20040925858	20040825

Probable Assignee: MEYER PRODUCTS LLC

Assignee(s):(std): BERKMAN LOUIS CO ; LOUIS BERKMAN CO ; LOUIS BERKMAN CO A CORP O ; LOUIS BERKMAN WINTER PRODUCTS ; POTAK ROBERT L ; MEYER PRODUCTS LLC

Assignee(s): LOUIS BERKMAN WINTER PRODUCTS CO ; PNC BANK NATIONAL ASSOCIATION ; LOUIS BERKMAN CO A OF STA CORP ; LOUIS BERKMAN CO A OF STATE OF OHIO CORP ; LOUIS BERKMAN REALTY CO

Inventor(s):(std): POTAK ROBERT L

Inventor(s): POTAK ROBERT

Agent(s): GOWLING LAFLEUR HENDERSON LLP; RIDOUT AND MAYBEE LLP; TIMOTHY D SMITH BROUSE MCDOWELL; ROBERT V VICKERS ESQ FAY SHARPE FAGAN MINNICH AND MCKEE LLP; TIMOTHY D; BROUSE; ROGER D; MCDOWELL BROUSE; EMERSON ROGER; BENNETT TIMOTHY; ROGER; TIMOTHY

Designated states: AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LI LU MC NL PT RO SE SI SK TR

International class (IPC 8–9): B60R9/06 E01H1/00 E01H5/04 E01H5/06 (Advanced/Invention); B60R9/00 E01H1/00 E01H5/04 (Core/Invention)

International class (IPC 1–7): B60R9/06 E01H1/00 E01H5/04 E01H5/06

CPC: B60R9/06 E01H1/00 E01H5/06 E01H5/066

European class: B60R9/06 E01H1/00 E01H5/06 E01H5/06D2

US class: 172/272 172/817 37/231 37/234 37/236

Classification Explorer

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Forward Citations: WO17053837, WO13142248, US9267305, US8935862, US8875419, US8832974, US8763715, US8511049, US8505673, US8499477, US8127471, US8069590, US8065822, US8061063, US8037625, US8006413, US7992327, US7963052, US7954262, US7934328, US7841110, US7841109, US7836613, US7784199, US7743534, US7735247, US7735245, US7707753, US7703222, US7681335, US7676964, US7676963, US7676962, US7669353, US7658021, US7631442, US7627965, US7603798, US7565756, US7513069, US7472499, US7353628, US2013248211, US2011067274, US2010223819, US2010025058, US2009308623, US2009307943, US2009307942, US2009307941, US2009307940, US2009307938, US2009307937, US2009307935, US2008292435, US2008271349, US2008201994, US2008073090, US2008072464, US2008000660, US2007256334, US2007214683, US2007151127, US2007051021, US2005144814, RU2573364,

Abstract:
Source: US2004144001A A plow mounting assembly is provided for removably attaching a plow blade to the front end of a vehicle. The plow mounting assembly includes a frame assembly semi−permanently connected to a front end of an associated vehicle. A blade assembly includes a plow blade and a grasping assembly in a closed position removably connected to the frame assembly.

0) US2005011075A – VEGETATION PRUNING DEVICE

12) Family number: 42536069 (US2005011075A) © PatBase

Title: VEGETATION PRUNING DEVICE

Priority:

CA20042473488 20040713 CA20042473516 20040713 CA20042473517 20040713
CA20042473518 20040713 CA20042473597 20040713 CA20042473599 20040713
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CA20042474285 20040713 EP20030016447 20030714 GB20030016447 20030714

Family:

Publication number	Publication date	Application number	Application date
AT339090 E	20061015	AT20040254188T	20040713
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AT339283 E	20061015	AT20040254182T	20040713
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Probable Assignee: BLACK AND DECKER INC

Assignee(s):(std)**:** BED INC ; BLACK AND DECKER INC ; JARMAN DAVID ; BARKER DAVID ; STONES KEVIN ; BLAK AND DECKER INC

Assignee(s): DAVID JARMAN ; BARKERR DAVID

Inventor(s):(std)**:** BARKERR DAVID ; DAVID BARKER ; DAVID JARMAN ; DAVID STONES KEVIN BARKER ; JARMAN DAVID ; KEVIN BARKER DAVID STONES ; KEVIN STONES ; STONES KEVIN ; BAKER DAVID ; BARKER DAVID

Inventor(s): BARKER DAVID STONES KEVIN ; STONES KEVIN BARKER DAVID

Agent(s): DAVIES COLLISON CAVE; DAVIES COLLISON CAVE PTY LTD; SIM AND MCBURNEY; CAVALIER MARCUS ALEXANDER MAWSON; CAVALIER MARCUS ALEXANDER MAWSON ET AL; BLACK AND DECKER CORP; JOHN

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC

SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A01G3/00 A01G3/02 A01G3/025 A01G3/033 A01G3/037 A01G3/053 A01G3/08 B26B13/26 B26B17/02 B27B17/00 B27B17/02 B27B17/08 B27B17/12 B27B17/14 B27G19/06 (Advanced/Invention); B27B17/08 B27B17/14 (Advanced/Non–invention); A01G3/00 B26B13/00 B27B17/00 (Core/Invention)

International class (IPC 1–7): A01G23/087 A01G23/095 A01G3/00 A01G3/02 A01G3/025 A01G3/033 A01G3/037 A01G3/053 A01G3/08 A61G3/08 B23Q11/10 B25F3/00 B26B11/00 B26B13/26 B26B15/00 B26D1/29 B26D1/30 B27B17/00 B27B17/02 B27B17/08 B27B17/12 B27B17/14 B27B19/00

CPC: A01G3/08 B27B17/0008 B27B17/0083 B27B17/12 B27B17/14 B27B33/14 B27G19/003 A01G3/085 A01G3/086

European class: A01G3/08 B27B17/00B B27B17/00G B27B17/12 B27B17/14 B27B33/14 B27G19/00B

US class: 30/123 30/123S 30/124 30/134 30/134P 30/289 30/312 30/378 30/381 30/381S 30/382 30/383

Classification Explorer

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Forward Citations: WO14000923, WO12082746, WO11006446, WO10115438, WO10108590, WO10094239, WO09106716, WO09106716, WO09003367, WO07147157, USD603672, USD550048, USD547630, US9539717, US9044869, US9032630, US8721652, US8398640, US2016144529, US2014123504, US2014096399, US2013199049, US2012110863, US2012005905, US2010143949, US2008263872, US2008256805, US2008234690, US2007289147, US2007115716, GB2440646, FR2961374, FR2925384, EP2454934, EP2399450, EP2072200, EP1982577, DE112008001815, DE102009014302, CN104756773, CN104412840, CN104389967, CN104389967, CN104381034, CN104285694, CN103535243, CN103202203, CN102962853, CN102511322, CN102487739, AU2008201596,

Abstract:
Source: US2005011075A A vegetation pruning device (2) includes a pair (4,6) of pivotally coupled arms. A motor bracket (36) with a rotary output drive (34) provides drive to a cutting element (8) which is coupled to the rotary output drive (34). The cuffing element (8) is arranged for cutting vegetation (44) presented thereto.

0) US2001027584A – SNOW REMOVING DEVICE

13) Family number: 30002683 (US2001027584A) © PatBase

Title: SNOW REMOVING DEVICE

Priority: CA20012342374 20010329 GB20000008202 20000405

Family:

Publication number	Publication date	Application number	Application date
CA2342374 AA	20011005	CA20012342374	20010329
CA2342374 C	20060314	CA20012342374	20010329
GB200008202 A0	20000524	GB20000008202	20000405
US2001027584 AA	20011011	US20010819661	20010329
US6654978 BB	20031202	US20010819661	20010329

Probable Assignee: BOUCHARD GERMAIN

Assignee(s):(std)**:** BOUCHARD GERMAIN

Inventor(s):(std)**:** BOUCHARD GERMAIN

Agent(s): NA

International class (IPC 8–9)**:** B60R19/54 B60S3/04 E01H5/06 (Advanced/Invention); B60R19/00 B60S3/04 E01H5/04 (Core/Invention)

International class (IPC 1–7)**:** B60R19/54 B60S3/04 E01H5/06

CPC: Y10S15/02 B60S3/04

European class: B60S3/04

US class: 15/3 15/93.1 15/931 15/97.3 15/973 15/DIG.2

Classification Explorer

Cited documents: US5989356 A, US5802654 A,

Forward Citations: WO11083349, US9321432, US9296365, US9168898, US9126238, US9027190, US9009904, US8857451, US8627535, US8584295, US8578542, US7660641, US7650660, US2012198636, US2011099858, US2010059089, US2009282630, US2008184506, US2008034517, US2007074431, US2007074357, US2006020357, DE102013113327,

Abstract:
Source: US2001027584A A snow removing device for removing snow and ice from the roof of semi–trailers, vans and similar vehicles. The snow removing device includes; a scraping blade slidably mounted for vertical movement between spaced apart vertical frame posts. A mechanism is provided for automatically adjusting the position of the scraping blade relative to the vehicle's roof so as to maintain a predetermined blade spacing between the blade lower peripheral edge and the vehicle's roof in order to prevent the scraping blade from damaging structures protruding from the vehicle's roof. A resilient skirt extends from the scraping blade so as to fill the spacing there underneath and so as to contact the vehicle's roof. A mechanism is also provided for adjusting the amount of pressure exerted by the scraping blade and resilient skirt on the vehicle's roof depending on the consistency of the snow being scraped. A breaking assembly is further provided for breaking slabs of hardened snow and ice supported on the vehicle's roof. A mechanism is provided for adjusting the height of the breaking assembly. Another mechanism is provided for adjusting the pressure exerted by the breaking assembly on the vehicle's roof.

0) US1733095A –

14) Family number: 19924456 (US1733095A) © PatBase

Family:	Publication number	Publication date	Application number	Application date
	US1733095 A	19291022		00000000

International class (IPC 8–9): B24B5/35 (Advanced/Invention); B24B5/00 (Core/Invention)

International class (IPC 1–7): B24B5/30

CPC: B24B5/355

European class: B24B5/35B

US class: 451/140 451/194 451/23 451/244 451/363

Classification Explorer

Forward Citations: US3965948, US3118260,

Abstract:
Source: US1733095A ly clescribecl, to 21 position for again rccsriving work to be moved lmeliY\`GI*H the Wheels in position for grinding. As the grinfling wheel and the zxrm 67 move away from the regulating Wheel, the ground Work rolls off the regulating wheel and is disclirwged. The speed of the ziutoimitic IYIOVGHIQIUQS above described may be incron sod or clccrozised so as to foul, grind and Llisclmrge work auto~ Inaticully at any desired rate by adjusting the bolt 104 in an :ipp1‘_lt;_gt;priatc position upon the cone pulleys 105 and 106. Thus the Work pieces lllihy be ground at– il most suitzable rate which depends upon the oliaracter of the work and other such variable factors; as will be readily uiiderstood by those skilled in the art, If it is desired to operate the uiucliine automatically for one complete cycle and then stop the z111ton1atic iiiovements with the \\'02'l(11\OVing menilvfer and the grinding wheel away from the 1‘GgL`ll21ti]1g Wheel, this may be nccomplished by moving the lever 127 and hence rod 122 (see Fig. Q) to bring the projection on the rod 122 to fl' p1'odétc1'111i11ecl location within the path circu111scribetl by the projection 135 upon the tripper cam l3ii. With the projection 134 in this position, it will be observed that, at the end of the cycle of the a11to1r1atic lnovements, the projection 135 comes in colitzml; izhercwith to move the double link 119 and the cl11tr:l1 yoke (to the 1~ig;l1t as viewed in Fig. 2) to clisangage the clutch 107 f1'0111 the pulley 99. The Work piece is then placed in the tray 70 and the lever 127 drzlwxi forward, or to the left as shown in Fig. 2, to cause rod 127 to rise and strike arm 128, thus to throw Llxo clutch 107 in, thus to start the apparfmzs, as previously described. The lever 1127, after sta1“ti11g, is than again moved to bring the projection 111 an :1]1l11'op1'iaio position to again stop the uuto111;1t1_lt;z 111oveme11ts: after one complete cycle. _ The aultoiimtic niovements may be stopped, when necessary, with the Wheels together in grinding rela:i_lt;_gt;11, or in 21. siiitable position for truing. by 111ovi11g the lever to a suitablna extent :1.nd_to bring the projection 134 into an appropriate p1'edete1~111i11ctl position Within the path of the projection 135 011 the tripper cam 136. It Will be observed that when the projection 135 of trippcr cam 136 strikes :against the projection 134 O11 the rod 122 to tluow the double link 119 and the clutcli yoke to the right, as seen i11 Fig. 2, the arm 111 is caused to turn about the shaft TT and when the 21 3 mei; of the ‘Lshapecl end projectio11 112 c_lt;_gt;i11citlcs with the apex of the V–slmped and projcutiolt 1l3,tl1e inclined surface of the and p1'ojoL;ti_lt;;;1 113 is forced by the spring 11,6 along tho inclined stirface of the end Pl`0jGCtl01l li2,tl1u1‘eby positively throwing the clutch out of 911– gIlgCITICTlf with the pulley 99. A, SilY1ll€\.1` nction takes place when the clutch is tl11'oW11 111 to start the autoluatio 1I1OVCHl€]1tS. The CUXHY plete (:l1atcl1–o11gn,gi1'1g and cl11tcl1–clisc11gagi11;_gt;; moveinents are thus assured. Y }To1'rnz11ly, the spring S3 (Fig. 2) is Linficv sullicicnt co111p1~cssio11 to nisrintain the link 79 in QL lixcd position relative to the rod Sl, However, if at Work piece be_lt;:o111es cloggud bgt\V€6`l1l}l\€ Work moving 111e111bc1' and the lllilgazine, or if other emergency arises, the swing ‘io os mo S 1,733,095 83 is' uoiuprossetl a stitlicient 211T1(JLl1ll» to prevent ,l5lll'l'll(!l` 11'l(`1\`L‘f1'll¥11l2 ol' the ztrin 67 of the Worl; 1Z1O`»’l1`lg l11GCl12U11,5X1'1, :mel thereby safeguairals the lT)0Cl`li11l1S111 z1g;1i11et1 lnreziknge :uid pe1‘111ii.s the _lt;1pm»z'z11._lt;_gt;1‘ tn 1'e111ove the rsuiise of the 1rru_g11la1'ity ol operation. It will thus l_gt;e seen that in this i11\'e11tiuz1 il grintliiig machine is L\X`0\`1lll?Ll which is paw 1;i_lt;:11li|1'ly mlupuxl for grinrliiig Sl1(`llll'fl_}l`_(l Woiilc in n more 8001101111631 and satisfactory 1§1211111o;: than has heretofore been possible. '1‘l\l|H9 1|'\{lSl11ll(,fl1 as the 111_gt;1r:l1i11o may he eye 1'–uterl in :1 rtomivletely ztiitomatie mfl111'1%Z1`, the Work is always positioned ncetirzttely in 1111 axial line p:11'z1llel with the axis of the grinfling wheel and in oontzzet with the re;311lati11;; wheel lint–[mio the g1‘i1_gt;_lt;ili11g Wheel is bro11g§l1t into ;; g;j1~i11_lt;'ling position. This n.ss111'es yrope 1' grincliing of the work and eliiniiiates the clanger of i11_ilu'y to the wnrl; \1.=hir:h might be oceusioiierl hy moving the Weil: into grinding position flireutly in coutafzt with the griiicling wheel. Mo1'eo1'_r, the g'1'in:'lin;=§ axflieel is fel! into the work to take £1 definite depth of cut in exactly the some 1l1e111xc1' when griiicling ezuvlx i11_lt;li\=i_lt;l1,1z1l worl_lt; piece. This zmliievcs TCll€l.l)l}’ the profliiction of large qimntities of work ground uniforizily to 21 predeterininecl size; A gri11cli11g Jimeliinc such ns tlmln 13:11:– St1‘llCt(2(l in :1cce1‘fl21n_lt;'e with the iz1ve11tion is p11.1‘tic11lz11'ly stclnptecl for use by exitrimotive 11151–11,11l:1et11|'C1'S,_\\'lll5]'_lt;5 :xuo11r:11e lvlfeoision grinding 111111 high rate of]11'o_lt;l11_lt;»ti1;111 are]}2‘1l']liL1’§' requisites. The imxcliine of the 111' vezrtfon 111:;l_lt;es]1osSil_gt;lo greater p1‘oLl\1Ctio11, in:1s:111,1c:l1 as work is Veal to

the innfrhiiie and gronncl and then (l1SCl'1D.l`§_§€lfl tl1ez‘ef1‘om 111 :L ss§,'_gt;1jQ111111:v,tic., tlioroiiglily piwiotieul, and Lle– `l}G1Hlf1l'Jl(5 111:1n11e1~, and the extent and quality of the]71‘(7Clll(’tlOi1 is no: at all (l_l)0Z1dE‘11L imoix l11111111n ciiclenvor. The macliine Cl1K`l11l1l.1lQS the da.n,Q;e1'– of injury to worliinen i1ms11111el1 as it is seldom necessary for the operator to place his lxamls in pmxiziiity with 71, moviiig part. “Tlmn the innclmiiie is o]_gt;e1'u‘ri11§;j niitoniatimlly, all that required of the operator is to mniiitain £1 supply of \V()1`l~fL)l(¥(‘GS1ll the 1n:1.g:1;ai11e. Likewise, \vl1r\n the \Tl?1.Cl1lY1(i is 0}1er:1ting in :L semie11t_lt;_gt;1ns\ti_lt;z Hlilillflfél' the r»perzLto1~'places fm Work piece O11 the work moving i1]ClllllLJ_21` Wh C11 it is st.1‘1p}1e1‘l away from the Wlier–ls and \i'l1e11 the gzrinrlingz wheel is out of _,f§l'111(ll11`lg' position. 1\lornover, in §‘§Cl`A0l’l1l, it will lie noted tlmt H16– lllil,ljl1ll`|0 of the inveiition c.li111i11at:\s the 1111– ocrtnintics flocciinpmiyiiig routine ;21'i11tli11g 1`lF?1'F:l'0`fH1`Q anrl speerls up iwrorluvtioxi to n mnrlfed extent without s;1c1'if1ce of quality of grizirling, It will also he {lP])21\'_Tlf,lellflt this invention, in its broader aspects is applicable to vsirious types of centerloss ;51rincli.ng;' 111acl1i11es. and that, while illiistretefl and _lt;le:scril1ecl as 2111– plying to il 111316111119 in which pC1'1l)1lCl'£1l1y opposed Wheels are ai–miugecl one nleove the other, yet it is equally applicable to si machine lieving the Wheels in other arrange– 111e11l,s, such as one in \vl1§el1 the wheels are peripherally opposed and lmve their axes in sulustzintially the same horizontal plane or one in which the disk face of one or both wheels is employed. The olifmges 1'eq11ire_lt;l to adapt this invention to xnncliine types not illustrated will he readily ztppaisent to those sl–tillctl in the nrt. As 1`l`l21.11_}' possible e111l1ocli111ents may be mnfle of the above inye11tio11_ and as many clieizges 111ight be macle in the en1bo6li111en1; above ser forth, to be iuiclerstoocl thntnll matter 11STG1DlJ(5fO1'€ set forth or shown in the ziccenipanyirig clrawiiigs is to be i11– terpreted as illustrative and not in a limiting sense. Having thus uescribecl my invention, wlmt 1 claim :as new and Llosire to secure by Letters Petexxt is: ifentrrless g1'i1'11li11g 111z1Chi11e _lt;:o111]1ris– 111; 21 worlq 1'Cgl1li1.lOll`lg wheel 117111 lL grimling xvlaeel, 111921115 fm' Sl'|1`7`L`_gt;O1`fl1l`1§ \\'o1~l; therelmrtweeii io; §§_l,'111(l111§§,, zneens for rotating' the ;';s;;'1,=l;1ti11§; Wheel slowly and the grinding ‘.\'l11»ul rztpiclly |‘us1JeeiiV_lt;_gt;ly to rotate and ;5;f;3¢l the 1e'_lt;_gt;1~k, }3osiLive1y opei–:1t_lt;:_lt;l preci– .si':11 1necl1u11i:–izn lor 111(_gt;Y1i1;_§` l.l1\¥ gi'llI\ll.])_§{ \'='l11_lt;e1 }?E~1`1O(l1C{lll§' towimrfls anfl away f1'_lt;1111 the ;'1_gt;;12;l:1ting Wheel through EL predeternzizieil ilistzimze, U.1Y1QCl1lll’l1Sl1fl£7(}1lSt1'l,lEil.(‘fl :mel 2ll.`1`li.*! gerl, to move 11'_lt;_gt;rl; pieces separately and _lt;11r_lt;:es»;i\'ely into operiitive relzxtieiz to szticl 'w'o1'l\; siipportixig mexins 711111 in sairl rogailzviing Wheel anal thus into ri. positiion fm' grinflixzgx, and zncsinss for operating the work n1r_gt;'Jlug izieclIainislil eyzzlircully in :1 j_gt;1'_lt;_gt;{1e1'ly l.i1l'l(!(l relfxtimi relative to the iiioveineiit of the igriiulirigg wheel so ans to place tt \1'o1'k piece in grinding position Vfllfiil the Wheels are sepuyatml and 1:11011 21 Slll!f_lt;€?(llltl1l{ sep:1;~z1i,§o;1 ot fiillfrl Wheels to permit oiixuharge of the l'!\1sl\4§;l ivorlf. 2. A oeiiterless gfinaliiig 111§l(fl1ll1P _lt;_gt;o1111_gt;r\swg za. ;2==:1U_Ll11_\:1 Wheel. 1`i3fl§llliil»fl1`:_ wheel located l1e11eatl1 the giriiicling wheel, 1r1s~:1:1s for stipperting Work between said \‘Fll'l9lF`, ineans for rotating the regsfzilsntiiig Wheel slowly :mtl the grimlinsg Whoo] 1'z11_gt;ic`lly rospectively to rotate and grind the \\.f_lt;1rl:. IL positively operatetl precision 111ecl1nniS111 for 1111_gt;\=i–155 one of the wheels poriotliczzlly to– ‘\':1r_lt;ls :intl 'f1'11i11 the 0iQl1_|' to grind the 11111114 to a 1_gt;1'urlel1e1'111inecl size xml 21 c:yc:l_in:z1lly oporaxlcfl lllC\'fl\?Il1lSll.1 o]1e1':1tii1;: i11 tiulefl relation with the wheel rnfwemerxt to feed pieces of work separately and sticrzessivelyi onto said ’fl`¢gl,ll2il1ll_ Wheel when the Wheels are se11;11‘:1t»e_. A crinterless grinding l'llil1Ul'1lE'1C comprising L1 grinding wheel, il. 1`Q`:g1TlHtll'¥|€f \1'l1(%i‘l periplzertilly opposed to and locetecl heimritli the grinding wheel, Work l1o1ding'mez1HS= to S9 S5 QU (il) B5 maiiitain the Work in position for grincling, :2 positively OP€l‘§1,t€Cl precision mcehanisam for moving one of the wheels periodically lTO\Vi11'(llS and from the other to grind an piece of Wcvli io zx pl`(5Cl€tG1`!1'lll](%fl size, wurlq um'– rying means unzxlnged to move si piece of work laterally of its axis inlo position for grinuliixg and to periuiiz its release from voir tact with the wheels when Hnisliemll mul :il cyclic meclisxuisin to move the cavryiiig means in timed Telulion with the Wheel movement to feed the work to the Wheels: when they are Separaiecl. ~ 4. A eenterlees grinding machine comprising a Work regulating Wheel and rn g'1'i1_\Lling wheel, means for rotating the i'e3;';1|at»iug Wheel and the grinding Wheel at speeds respectively to rotate and grind the work, an power operated cyclic ineelmnism COHSEl`llCL¢_‘{l :md auiangccl to move Work pieces separately to a. position between the Wheels for respecfive rotation and griudiiig Lllercby, and manually eontrollenl means for automatically stopping the nieclizmism after 21 complete cycle of operations in such u position Um(the Fmishecl work may be removed. 5. A grinding machine comprising a slowly rotated Work regulating wheel and .1 rapidly mtatecl grinding wheel, mcaiis for moving one of the wheels periodically tc– \va,1'cls and from the other to permit the grinding Wheel to grind the work to a given size during rotation thereof by said regulating Wheel, si meelmnism constructed ancl ai*– rzmgecl to move Work pieces separately to a. position between the wheels for grinding, HIQHITS for operating said mechanism in 9. uiiiforiiily periodic and properly timed ‘relation relative to said Wheel movement to gi–lnfl successive pieces of worl; and permit (llSCl`1?L1`Q€ thereof, and a power apex–u1_lt;»_lt;l mutrol device for bringilig said Wheel and '»vo1'l_lt; inovemoxllv to a stop when the wheels are in :al pi'ede¢;e1‘minerl position. G. A grinding niacliine coinprising :L worli l`Cg'Ul$lflllg wheel and u grinding Wheel, iiiemzs for rotating the regulating Wheel and the grindlg Wheel at speeds respectively fo rotate and grind the work, means for moving the grinding wheel peiiolllciilly towards and from the regillating Wheel, an meclianism cfmstructerl and armngecl to move work pisses separately to 11 position for grinding, means lor operating the mechzinism in a 1mil’or1uly periodic zuifl properly timed relation 1'elu» tive to the movement of the giindlng wheel lo gr–ind the Work and perniit– cliselmrgfe tliereef. and a, control device which permils the machine to run continuously and cyclicall_v or which may bring said meelmnism :mfl the wheel to an stop :lit premletcrmnccl positions. 7. A centerless grinding machine comprising 21 work regulating Wheel and a grinding wheel, means for rolatiiig the 1'eguln,ting wheel and the grinding wheel at speenls respectively to rotate. and grind the work, n work moving incmber GOI1ELYLlUf0d and a1‘~ ranged to present Work pieces separately for griiicling, ft meclianisin incluclliig sn clutch for moving said member eycliczmlly and 21| cam operutecl 1]l_ClléLlllSlll for (llH911g£l,gllg the clutch to stop the ihoveineut of said member at ax p1'e_lt;ilcLu'1uinc;l point. S. A grinding macliine comprising ii work rcgulmiiiig Wheel and in gliucling Wheel, means for supporting work therebetween for grinalizig, means for rotating the regulating wheel mid :he grinding wheel at speeds re» spectively le retaie and Qjiind the Work, a mcclianism iiiclucling :L clutch

IO1' moving one of the Wheels cyclieally f0\V2Ll'LEIS and away lroui the other to permit rotation and grinding oi' the Work and permit discharge thcrcofl and a czun operated meeliaiiisin for (lisengqging the clutch to bring said Wheel movement to a stop at a predetermined point. 9. A grinding machine coiriprisiug a. Work].'('Q1'llllll'll1g Wheel and a g1'll1[;lll`l§ Wheel, mezuie lol' Potzmting the regulating Wheel and the grinding wheel at speeds respectively to i~otai,e and grinmil the \VOl`l.{, a, Work supply source, ai cyclically operated work moving inenilner eonebruetecl and zuiaiigecl to move work pieces separately from said Source to a position for gviiicling, and a cam coiitrolled device zissociaferl with said niember to release \voi'l~; pieces separately from said source for movement by said member into operative relation to said Wheels. 10. A grinding umcliine comprising a work i'e;gulating Wheel and al grindiiig Wheel, means: for rotating; the regulating wheel and the gl'l11(lli`lg wheel at speeds respectively to rotate null ;'l'll1(.illZll~3 Work, a pivotally mounterl Work cmvying iricniber adapted to move work into operative relzition to sairl Wheels, mefilns 'For moving said memllcr cyelically, said nicmbei' IIlCll1(ll11Q' a Work _lt;;a,1'1'ying tray zulaplud to move relative thereto, and menus for causing relative movemeiii; ol' said tray in timed relalioii to the ixxovement of said lncinbex' to carry work toward and flieclmlrge the same in a position for grinding, 11. A centerless grinding machine comprising a rapidly i'otate_lt;l griuuliiig Wheel, a slowly retatecl F€_{_Y`l1IH.'[l1]g wheel, incfins to maintairi ei piece of Work beixveen the Wheels during grinding action thereon by said grinding wheel and rotation action thereon by said veggulating Wheel, menus to move one of the wlneelfs towvzuwls and from the other periodically to gyincl the work zipproxixnately to size :mel then perinit the grinding Wheel to dwell xml finish grind the vvorli, and means to 0s» eillate The grinding wheel axially only (luring such period of dwell. 12, In ,grinding uppamtiis, in combiixatioil, 21 founsided grinding throat in which work of rouucl section is received for simultaneous grinding and roiznlion, said grinding throat as iso as G0 (lli 120 l;'?SS.O95– including 2: grinding wheel rotatable at relatively high Speed, u'1'Cgul;!lJl!1g wheel rotatable at relatively low speed, d ivheele being adapted to present adjacent operative surfaaree traveling in opposite clireetions, a nu:rn~ lic–V for holding the vfor'l; iir operative relation to said tivo wheels and adapted to talte up the thrust of the grinding wheel on the work, and a rnemlier epaced from said llratzncntioned 111_Z1`L1lJ£ll` for taking up the oppositcly Clirectezl tl'11'1,_gt;t o Lhe regulating Wheel on llee work; and means; for rel:;ti\fel_y :Separating and appr'oa_lt;'nlring said viheels and For relatively eeparating and 2l~i)l)l'4}2LCllll1g Said two llll'111l)P1'S., lZl1Q1'0ll_y Lo. permit a 'Work piece to be inserted intoyor renroved'trorn» Said grinding throat. 13. In grinding apparatus* in C(_gt;1\1l.J111\iil§lO1l,, a tour–sided grinding throat in which worla of round section is received for sinrultaneons griniling and rotation, Said ggrirnling throat iirx'.ll'|f,liiig' a grinding xrheeli rotatalale at relatively high speed, Ll' regulating; Wheel rotatable at relatively lov: Speed, said wheels being; adapted to present zuliarcnt operative :surlaees traveling; in opposite directions, a menilier for holding the worlr in operative relation to said two vflicele and adapted to take up the thrust ot the grinding wheel o"1 the werlr, and ineinherr spaced lfrorn said [irat–rnentimind meiizliizr for taking up the oppositely directed tln"net.of the regulating Wheel on the Work ; power actuated means for relativelv saeparating and :rpproaeliing said' tivo wheels in– recurring sequenee, and means ooaeting therewith 'For relatively separating and approaelririir said two ineinhere, therebry to perniit a. work piece to bo inserted into or reinovcd lronr said grinding throat' lfl. In gr–inding apparatus, in coinhination, a tour'–si_lt;l_lt;=d grinding tlrroat in which Work of round :section if–1 received for sirnultaneoua grimliiigg and rotation, said grinding throat including a grinding vvlieel rotatable at– relatively high speed, a regulating; wheel rotatalrle at relativelv low speed. ssaid wheels being :rdaptefl to prwsenli– adjacent operative Sui:– faoes traveling in opposite rlireeiions, a menilior for holding; the ivorlz in operative relation to said two vrlieele and adapted to take up the tlmist oi? the grindinggz Wheel on the \\`{)1`l{, and a ineniluvr' sprured 'trozn said iiratrireinlioiiml inemlier for taking up the oppo– :aitelv direirted l,l\rr|st.olf the regiilating wheel on the work; nieane for relatively separating. and G1l)Pl'(7t'l_lt;!l.1ll11{l said \\'llf3k3lS.,.§1l1f,l power zu:– tuated ineanfg operxtting in, timed relation= to eaid last–inorrtioned means for relatively separatir|_Q' and approaching said two meinlmers Lliereliy to permit :L ivork piece to be inserted into or reniovml from said grinding throat. 15. In grinding apparatus, in cornleination, a. 'Four–aided grinrling throat in \\'hieh work ot r'o|=nd section ie l`C'f`f?–l.\`G_lt;l for sinrriltaf neoiisrgrindirigramd rotation, said grinding throat including a grinding wheel rotatable at r'elatively high speed. a regulating wheel rotatable at relatively low speed. said wheels being adapted to present aciljacent operative surtaees traveling in opposite directions, 2. niemlier for holding; the ivorl: in operative relation to said two' wheels and adapted to take up the thrust of the fQfl'll1(l11`1§f wheel on the \\`0!`l{, and a inernlaer spaced from said liretarrentioned nrernlier tor taking up the oppositelv direotefl thrust of the reigixlatiiig Wheel on the work; means 'l`or relatively approaching and separating; said tivo Wheels; and power actuated inechanisin for relatively separating and approaching said two 1llE111l_!€1'S, said nieehanisrn acting to relatively approach #ai d two members prior tothe coinpletion of the El~]')1J!'(JI2,Cl1l11Q' niovelnent of said two Wheels and to relatively separate said two rnpnrlfers after the separation of said two w ree S. 16. In grinding apparatus, in coznloination, a four–siflrzd grinding throat in which work ol round section is received for simultaneous gfrin di ng and rotation, said grinding throat including a grinding wheel rotatable at relatively high speed, a IG[l|`L1ll1tl11g wheel rotatztlale at relatively low speed, said Wheels being adapted to present adjacent operative surfaces traveling in opposite–directions, a rneinber for holding the work in operative relation to said tivo Wheels and adapted to take up the thrust ofllie grinding Wheel on the ivorlr, and a lnernloer spaced from said lirst–inentirmecl ineinlier' for taking up the oppositelv directed tlrrast of the reggulatingf \vh1_gt;r_gt;l on the work' means for–relativvlv a ~~ . i _ _ ,–V YY proaclnng and separating said, tivo wheels; power actuated l11l3(Tl3$l,1'L1S]J1 'Fmt relatively Separating and approarrlrrng; said tivo 1116111– lnera. said nieelianisrn acting to relatively approach said two mernliers prior to the conipletron ot the appronelnngg niovenrent of said two wheels and to relatively Separate said two nrefnhers aiter the S(1l)iLl'{lf1Ol1_ of sa/id two Wheels; and means controlled by said rnechauisin for hali;ing the operation thereof. 17. In grrnclrng apparatus, in coinlnnation, a four–Sided grinding throat in which work ot roam! section is received for simulLaneoue grinding and rotation, said grinding throat ineluding ai grinding wheel rotatalrle at relatively high speed, a regulating wheel rotatable at relatively low speed, said Wheels being adapted lo present a.¢;l]aeent operative surfaces; '– f ~ r="1. ' ri , a lraiehng in oppieue dir itronfs, nieinber for holding the worlc in operative relation to said two wheels and adapted to take up the thrust of the g'l`ll1(l;llll$l_\'.fl1Q(5l on the work, and a nienxlier S1)2i.(;1(¥IVIIII.l`Ol`L'1 said first–rnernionerl ineniber for taking up the oppositely directed thrust of the regulating wheel on the Work; nieans for relatively approaffvliing and

separating Said tivo wneeis; power actuated mcehanisrn for relatively eep~ Q5 DU 'fi arating and approaching said two members, said iueclianisin acting to relatively approach said two members prior to thc completion of the approaching movement of said two Wheels and to relatively separate said two members after the separation ol' said two Wheels; a clutch for controlling the action of said mechanisin; and means controlled by said ineelinnisxn for actuating said clutch. 18. In grinding appa ratus, in combination. a tour–sided grinding thron t» in which Work of round section is received for simultaneous grinding and rotation, said grinding throat including a grinding ivheel rotatable at rela– 1;, tively high speed, a regulating wheel rotatable at relatively low speed, said wheels being adapted to present adjacent operative surfaces traveling in opposite directions, a meniher 'For holding the ivorlz in operative relation to said tivo Wheels and adapted to take up the thrust ot the grinding Wheel on the work, and a member spaced from said iirst–mentioned inember for taking up the oppositelv directed thrust of the regulating ivhccl on the Work; means tor relatively approaching and separating said tivo Wheels; power actuated mechanism for relatively separating and approaching said two members. said mechanism acting to relatively approach said two members prior to the completion of the approaching movement of said tivo wheels and to relatively separate said two nicmbcrs after the separation ot said two wheels; means controlled by said mechanism for halting the operation lhereol; and means for making said last–mentioned controlled means ineffective. 19. In grinding apparatus, in combination, a work regulating wheel rotatable at relatively low speed, a grinding Wheel rotatable at relatively high speed, said wheels presenting adjacent operative surfaces traveling in opposite directions. said regulating wheel actiiig to rotate ivorlt ot round section interposed between said two wheels, si. blade–like extending between said wheels for work of round section in operative thereof, a magazine for holding a member holding relation supply of Work pieces, a movable member adapted to etlect movement of a work piece into operative rel ati on to said blade–like member, tliereby to present the \\'orl_lt; piece to the adjacent operative surfaces of said wheels, and means for presenting a Work piece, one at a time, from said magazine to said movable member. 20. In grinding apparatus, in combination, a Work regulating wheel rotatable at relatively low speed, a grinding wheel rotatable at relatively high speed, said wheels presenting adjacent operative surfaces traveling in opposite directions, said regulatiiig Wheel acting to rotate Work of round section interposed between said tvvo Wheels, means for holding work of round section between said wheels, a magazine for holding a supply ot Worlt pieces, a power actuated reciprocating member adapted to etiect a movement oi a ivork piece into operative relation to said Work holding means, thereby to present the work piece to said Wheels, and mechanisin operating in timed relation to said reciprocating member for subjecting the work pieces in said magazine, one at a time, to the action of said reciprocating member, 21. In grinding apparatus, in combination, a grinding Wheel adapted to be rotated at a relatively high speed, a regulating wheel positioned at a lower elevation than said grinding wheel and rotatable at a relatively low speed, thereby to control the rotation of work of round section interposed therebetween, said Wheels being adapted to present; adjacent operative suritaccs traveling in opposite directions, means for holding work of round section between said wheels, and a member movable in a general horizontal direction adapted upon movement toward said ivorlr li ol ding means to ellect movement of a work piece into opcral ive relation to the latter and to said Wheels and adapted upon subscquent movement away from said Work holding means to permit the Work piece to substantially roll Oli of the surface of said regulating wheel. In grinding apparatus, in combination, a work regulating wheel rotatable at relatively low speed, a grinding Wheel rotatable at relatively high speed, said wheels presenting adjacent operative surfaces traveling in opposite directions, said regulating wheel acting to rotate Work ot round section interposed between said tivo wheels, means for holding Work of round section between said wheels, power actuated mechanism includin a clutch tor moving a work piece into oper_ ative relation to said Wheels, said meclianisin being constructed and arranged to operate said clutch in a direction to halt said mechanism, and means for re–setting said clutch to make said meclianisin operative. 23. In grinding apparatus, in combination, a grinding ivhcel rotatable at relatively high speed, a regulating ivliecl positioned beneath said gjriiiding wheel and rotatable at a relatively low speed, said wheels being adapted to present adjacent operative surfaces traveling in opposite directions, means for holding Work of round section in operative relation to said adjacent operative surfaces of said two wheels, and means movable in 11 gfenerally horizontal direction and adapted to ctFeet a movement of a work piece into operative relation to said work holding incans and to said wheels. 24. In grinding apparatus, in combination, a grinding wheel rotatable at relatively high speed, a regulating Wheel positioned beneath said grinding Wheel and rotatable at a relative low speed, said wheels being adapted to present adjacent operative surfaces travelYo T5 G5 1'j2 1,733,095 ing in opposite clirectionzs, means for holding worlf ol? |'ound section in operative relation to said adjacent operative surfaces of :mid two wheels, moans nio vahle in an genernl~ ly horizuontal direcl–ion toward and 2l\V21y lroin said Work liolding means and uflaptecl upon Inovcinenl, toward said worl; holding means to clifnct a nioveniont of a work piece into operative relation to the latter and to– said \\'heel_gt;; and to hold the worlr piece against inovcincnt in levorzse direction and ndapted upon niovonienl. :away from said worli holding rnc;i,ns lo permit discliargc of the ivorli piece from the apparatus. In grinding apparatus, in co1rihi:na(,ion, a grinding wheel rotn.tz1l_ile at relzitively high speed, n. i'e;§uln.ting Wheel positioned beneath said grinding Wheel ond rotatulile at n relatively low speed, said ,wheels being atlztptcd to present ncljinzenl operative surfzuics tra,v_lt;zling' in opposite directions, means for holding work of round section in operative reintion to :mid axdjuccntioperative surlfuccre eil said two ivlincls, means inovnlile in at generally i1_lt;7l'lZOi1h5tl direction, toward and niray 'froin said Worlr holding ;nc\:uis and xulapted upon inovenient toward said Work holding niezuis in client n inovenicnt of a work piece into operative relation to lhe latter and to said wlreels and u pon movexncnt arriiy from Said worl; holding means to permitclisr:l1ar;go of the work piece from, the uppawtiifa, zi inagazine for holdin a supply of work pieces, and niezms l`o1~ presenting work pieces one at n. 1 line from said iimgnziiie to said liorizontally inovahle inenns. 26. In grinding; apparatus, in eoinbiiiation n grinding wheel rotulnlile at relatively hi gli speed, a rcggulating wheel positioned hcncatli said grinding wheel and rotntaliln :it a relatively lon' speed? said wheels being' ndaptccl to present ucljnreiit operative surfaces traveling in opposite directions, nooaus for lioldf ing; work olf round section in operative relation to Said nrljacent operative surfaces of said tivo wlieels, a, nizignzine for holding Z1 supply o l' 'n'oi'l_lt; pieces, zz power driven reciprocating: moans cooperating with Said magazine :md mlzipte–cl to receive fi ii–oz–k piece from the latter :ind elleift its rnovement into operative rclntion io :mid Wheeler upon movement in in one _lt;l_ire_lt;:tion

and upon niovemenl, in re~ verse direction to perniil, zliscliargc ol’ the \\'1f\Y`Il from the apparatus. 2–T. Li grinding apparatus, in coxnhination, a grinding wheel rotatnhle. :it relatively high speed, fl 1'_glllllLt~lll§§ wheel positioned hcnentli said frrinclinfr wheel :ind iotatalnlo at ri relotivel; low sliaeal, said wheels being adoptecl, to present :tdjaeent operative surfaces traveling in opposite directions, inennt: for holding \vorl_lt;, oi’ round section in O]]€Fi1lliV(5.l`_lt;ll$lll()H to Said srfljucent operative snrl’ar:es of said two wheels, si, inagazine for liolding n. supply of work pieces,\1ne11ns ,movable in a ggfneirnlly liorizontnl. direction adopted to receive u Work piece from said magazine and niove it toward said Work holding means, and ineans: operating in tiined relation to said lrx,Sl,~iiientioned means for removing the work piece from the latter and for coinploting the inovcnicnt of the Worlz piece into operative relntion to said Wheels. 28. In grinding apparatus, in combination, a grinding throat adapted for simultaneous grinding and rotating action upon work of round section and co1npi.'.isi11;;' three inenns, one of which iiiozinf; is in the forni of a grinding wheel adapted to he rotated at no relatively high speed, another of snid ineans being in the form of a i'egulnt»ing_; Wheel adapted to he rotated at a relatively low speed and in 2. direction to present an operative surface traveling in n direction opposite from that ol? the irdjncent grinding nflieel surface and fidapted tlioi'clJy to control the rotation of the work, and tho tliird of Whicli inonnsz includes a ineinlier for holding work oi’ round section in operative relation to said two Wheels; po\‘.;ci~ driven moons adapted in recurring sequence to change the relation of the grinrlin throat to the Work, thereby to permit insertion or removal of a. Work piece with respect to the grinding throat, and power controlled means for mnliing inoperative said, power driven means. 29. In grinding app:iratus, in combination, n grinding; throat adapted for siinullnneous grinding and rotating' action upon work of round section and comprising three means one of which means is in tlie form of a grin_lt;]~ ing wheel zidapted to he rotated at a relatively high speed, another of said means being in the form ol' a regulating Wheel adopted to he rotated at o relatively low speed rind in zz direction to present an operative surtncc travelingz; in a di reel ion oppoesite from that ol? the zuljacent grinding Wheel suri’nce :ind adapted tliereby to control the rotation of the work, and the tliircl of wliieli means includes a ineinlior for holding Work of round section in operative relation to sold two Wheels; power driven means €lLl5LI7l'€_lt;,l in re~ cnrring sequence to clmngc the relation of the grinding throat to the work, thereby to permit insertion or removal of zi. Work piece \\‘il.l1 respect to the Qinrling throat, a ehitzzli for controlling the operation of said power driven ineans, and nieuns for ni|i.oni:1,tic=illy oper:it~ ing said clutch, 30. In grinding apparatus, in conilniiiation, a grinding throat– adapted for simultaneous grinding and rotating action upon Work of round section und comprising three nicann, one ol' wliicli menus is in the forni ol it grinding wheel adapted to hc rota'Led at a relatively liigli Speed, another oi’ said ineans being in the form of a regulating Wheel adapted to he rotated at at relatively low speed and in fi. directionto present an operative surfe ce travel,– so ss no ion ios no ns Ut) no lf] if] ing in a direction opposite from that of the ad]aeent grinding wheel surface and adapted to control the rotation of the work, and the third of which means includes a member for holding work of round section in operative relation to said two wheels; power driven means adapted in recurring sequence to change the relation of the grinding throat to the work, thereby to permit insertion or removal of a work piece with respect to the grinding throat, a clutch for controlling the operation ol' said power driven means, means for automatically operating said clutch, and Inanuelly controlled means for re–setting said clutch. 31. In grinding apparatus, in combination, a grinding throat adapted for simultaneous grinding and rotating action upon work of round section and comprising three means, one of which means is in the form of a grinding wheel adapted to be rotated at a relatively high speed, another of said means being in the form of a, regulating wheel adapted to be rotated at a relatively low speed and in a direction to present an operative surface traveling in a direction opposite from that of the adjacent rinding wheel surface and adapted to contro the rotation of the work, and the third of which inc–ans includes a ineniloer for holding work ol round seetiou in operative relation to said two wheels; power driven means adapted in recurring sequence to change the relation of the grinding throat to the work, thereby to permit insertion or removal of a work piece with respect to the grinding throat, and speed–change inechanisni interposed in said power driven means and providing a plurality of differentrelative speeds any one of which is selectable at will for controlling at will the periodicity of operation of sa id power driven means. In grinding apparatus, in combination, a grinding throat adapted for simultaneous grinding and rotating action upon work of rouncl section and comprising three means, one of which means is in the form of a grinding wheel adapted to he rotated at a relatively high speed, another of said means being in the form of a. regulating wheel adapted to be rotated at il relatively low speed and in a direction opposite from that of the adjacent grinding wheel surface and adapted thereby to control the rotation of the work, and the third ot’ which means includes a member for holding work of round section in operative relation to said two wheels; power actuated means for controlling the movement of a work piece with respect to said grinding throat and speed–change mechanism interposed in said power actuated means and providing a. plurality of dilferent relative speeds any one of which is selectable at will for controlling at will the periodicity of operation of said power actuated means. 83. In grinding apparatus, in combination, a grinding throat adapted for simultaneous grinding and rotating action upon work of round section and comprising three means, one of which means is in the form ol’ a grinding wheel adapted to he rotated at a relatively high speed, another of said means being in the form of a regulating wheel adapted to be rotated at a relatively low speed and in a direction to present an operative sur lace traveling in a direction opposite from that of the adjacent grinding wheel surface and adapted thereby to control the rotation of the work, and the third of which means includes a member lor holding work of round section in operative relation to said two wheels; a. magazine for holding a supply of work pieces, power driven means adapted in recurring sequence to effect movement of a work piece 'From said magazine into said grinding throat, and speed–change mechanism interposed in said power driven means and providing a plurality of dilfercut relative speeds any one of which is selectable at will for controlling the periodicity of operation of said power driven means. 34, In grinding apparatus, in combination, a grinding throat adapted tor simultaneous grinding and rotating action upon work of round section and comprising three means, one of which means is in the form of a grinding wheel adapted to be rotated at a relatively high speed, another of said means being in the form of a regulating wheel adapted to be rotated at a relatively low speed and in a direction to present an operative surface traveling in a direction opposite from that of the adjacent grinding wheel surface and adapted thereby to control the rotation of the work, and the third of which means includes a xnemloer for holding work of round section in operative relation to said two wheels; mechanism 'tor

cycli cally ch angiug the relation of the grinding throat to the ivorlc and for effecting a movement of a work piece relative to the grinding throat, and means for automatically halting the OPGIWtion of said mechanism at the completion of a cycle. In grinding apparatus. in combination, a grinding throat adapted for simultaneous grinding and rotating action upon work of round section and comprising three means, one of which means is in the form oi' a grinding wheel adapted to he rotated at a relatively high speed, another of said means being in the form of a regulating wheel adapted to be rotated at a relatively low speed and in a direction to present an operative surface traveling in a– direction opposite from that of the adjacent grinding wheel surface and adapted thereliy to control the rotation of the work, and the third of which means includes a member for holding work of round section in operati ve relation to said two wheels; mechanism for cyelically changing the relation of $1.4 fI,738§0§5 the griurling tlnnat to the n'oi‘l_lt; and for ef– –fecting ainiovonient of a Work piece relative to the grinding throat, and speed–elmilge niechaniani providing fi, plurality of different relativeepeeds ony one ot which is selectable at –will for controlling at will the periodicity of operation of said niecluuiisni. 36. –ln grimling uppuinttis, in coinhiniition, –ii grinding throat adapted for simultaneous grinding :ind rotating action Upon worl; ot ‘round Section ‘rand GO1`(i1J1'lSll}f§ three means, 1one‘ot"\vhieh means in the lol–in ot :1 grinding wheel nilaipieil to he roratecl at si relatively high speed, another ol’ Said niezinfs he– –inv in thevl’o1'_lt;1n oi’ 21 re.1_gt;'ul:1tiiw~ wheel ndnptA S oiltlto he rotated fit relatively low speed land in 1:1 direction to prcszent an operative Sl1]`Ll:§I.(!6t»l"1IVGI~lllQ;ll] :1 diL‘ci'tion opposite from ‘that of the El–LI_i2L(.'{5Yllf grinding wheel surfsiee t11'1`(lf`}t(ll1]7t(?[l thereby to control the rotation of the wcufk, and the third of which nieans ineludoe 3, member for holding; Work ot round 'Section in operative relation tu said two wheels; nieelianisnl for eyoliezxlly changing the relation otithe grinding thron,t to the –work and for edeoting az rriovement of ai Wort; 'piece relative to the grinding tlimilt, 1`H€t1TlS ~eonti'ol]ed by S2Llkl~lTlQCl1t\]litSll'l im' halting hhe‘operution of the latter, und znerms for B(]~ll`1E|.l{lH§_§ said inecluinism again _lt;1po;'ni.ive. 257. In grinding zipparzitus, in eon;t_gt;i1mlion, itigrinding throait :idnpted for simultaneous grinding zmdirotating notion upon work of round section and (2Oll1l)l`l§$lLlQf three I11_{\l1S~ one oi’ \Vl\7l(}l1 ineonfs is in the itornx ol' it g'l`II1Cil1]Q` wheel =2,dz1pct–tl to be roi–sited at 51. 1~e]ati\feiy high speed, another ot said means being in the form of a, reggulating wheel ttfl?LpilC(,I to he rotated u rol§\ti\.'ely lo w speed 1,10 'and in at direction lo prisseiit an 0]}Bl`_'tlV_ Sl`l]'ftlCCitl‘éLV(¥ll11g in n direction opposite from that of the adjzieent grinding xvlwel surface and ndaptecl tlierehy to Conimol the rotation ofthe work, and _the third of which means inifli»|des–ii member for holdin work olf round –section in operative relation to said two `\Vl1€Q‘lS;flT‘ll¥Cll£ll1lSXll`f€)l' eyciieelly eliarnging the relation of the grinding ihrozmt to the *work and ‘xtor ellecting A rnoveinent of it ‘woiik piece relative to the grinding tl1l`()€1l7 at clutch ‘for controlling the ()]L)Gl'tl.l»lO1i or said nioclinn_isn\, sin d nieelmniain heing Con– ~StL'ucted and u1'rsi,ng'_lt;_gt;d to operate said clutch –at the completion of :1 cycle of operations by said 1l1€Cl1ti1\lHR'l1, and nienns for re–Setting said clutch, 38. In grinding; appzxrntus, in oo;nhinution, it grinding t,l\l`fi;1li airlnirteii For simultaneous grinding fH1(l'l'0t!`,llN§§ mation upon work of round section and comprising three means, one of which Inezuns is in the form of a grinding wheel airluipted to be rotated at n 1'eln\ti\'_lt;:ly high speed, itnothazr oi” said means being in the lorin of it reguinting' wheel ucloptctl to be rotated ut u relaiively low speed and in fi direction to present an operzztive surfiico traveling in n. direction opposite from that ot the adjacent grinding Wheel surface und adfquterl thereby to control the rotation of the Work, and the third ot’ which nieons includes a niomhvr for holding Work of round section in operative relation io said two Wheels; ineclmnisnl for eyelicnlly elimigging the relation of the grinding throat to the work and for effecting :L movement oi' u work piece relative to the.grind~» ing' l.l)l'Of\.l, it clutch for controlling the opifmtioii ol’ said nieclmnisni, means for :tutonniticolly operating suid clutch, nieans for nnLn_u:Lll_y operating said ehitirli, and ineans saelcutiihlu ut will 'tor determining which of said clutch o[_gt;e1=:xl;ing Il1('11`!1S is to he effective. Sf), in grinding uppzi–riltus, in coinbinution, it grinding throat adopted for simultmreous grindi_ng and rotating action upon work ot round section and coinprising three nieuns, one of Wliicli means in the forin ol' :i ‘griniling '\'.'l1nel ':i_lt;2ie,pte_lt;il to he rotated :it ii reiatively ihigli speed, another of said lneen,–: being in the form of EL regulating Nvheel adapted to b(5‘i’Oi»2l,'bCtl at a– rclcitively low siwuil and in zz direction to present an oiieriitive 'SllL`ft1Vi_ traveling in a direction opposite from that of the adjacent grinding wheel §4U1'li21(`G and adapted thereby to cfyuti–ol the rotation of the work: and the third ol' wvhiich linenns =ineludes'a ineinher lor holding work of round section in operative relation to said two Wheels; and power driven means including :x clutch tor moving one oi' said moans to change the relation of tJ1e‘g1‘inding throat to the Work, said clutch being gzozitrcullecl by said power driven means. §0. ln g1'i–ruling uppnraitus, in conibinzition, :L grinding throat zidnpted for Simultaneous: grinding and 1'Ult\tl11g`2l(_Ztl(_gt;11 upon work of round section :ind C(l]`|'1l)1’lSl1]g three niezuis, one ol which means is in the forni ol :`1.gl'l].ltl' in g wheel adopted to be rotated at at relatively high speed, zinother of said means being in the form of ai regulating \vhcel`adzLpted to he rotuiod at n relztiivcly low speed and in at direetion to pressent an operative surface tiwweliiig in 21 direction opposite from that of the Z\(l_ltLCEllt grinding Wheel surface and adnipted thereby to control the rotation ol’ the Work, and the third of whivh means includes at ineniber for holding worli of round section in operative relation to said two wheels; and]_gt;o1ver‘driven nieansz ineludingg fn, clutch *tor moving one of said menus to cliainge the relation olf the grinding throat to the work, ine:n1§*forzmtoinatioally operating said clutch, inems for manually operating said clutch, £lll_lt;i/ menus adapted to permit selection at wil w ot said ehitrh operating means. dl. In ayyiiuratiis of the character cleserilved, in combination, ai grindiiig tlxroait adapted for siniultuneous grinding and rotating :Let–inn D5]il0 N5 G is lu ik? upon work of round section and comprising three means, one of which means is in the iiforin of a grinding wheel adapted to be rotatozl at :i, relasively high speed another of said means being in the form of a regulating Wheel adaptml to be rotated at arelativeiy loiv speed and in a direction to present an operative surface traveling in a direction opposite from that of the adjacent grinding wheel surface and adapted thereby to control the rotation of the Worli, and the third of which niezuis includes at ineinliar for holding Work o {' round section in operative relation to said tivo Wheels; a driven shaft; means operated from said driven shaft for controlling the movement ot a ivorl; piete relative to said griiidiiig throat; and a clutch for con~ trolling the riperaiion o i‘ said l:1st–inentioned means ifroni Sai d shaft. 42. In apparatus ot the eliaracter de~ scribed, in combination, a grinding throat adapted for siniultaneous grinding and rotziif ing action upon work of round section and comprising three ineans, one of which means is in the form of :it grinding wheel adapted to be rotated at a relatively higirspoud, another of said means being in the forni of zz

regulating Wheel adapted to he rotated at a relatively low speed and in a direction to present on operative surface traveling in a direction oppoaiie from that of the adjacent grinding xvlirrel suri'aee and adapted thereby to control the rotation of time work, and the third oi which means includes at member for holding Work of round section in operative relation to said two Wheels; ineans for moving one of said ineans to change the relation ofthe grinding tliroat to the work and to condition the grinding throat to receive a worl; piece; means acting in timed relation to the actuation of said lastfaentioned means for efioeting inovenient of a Work piece into the grinding throat; and means adapted at will io nialze inedective said last–mentioned tiined means. 4–23. In grinding apparatus, in combination, a four–sided grinding throat in which work of round section is received for simultaneous grinding and rotation, said grinding throat including a grinding wheel roiaiable at relatively high speed, a regulating' Wheel rotatable :at relatively lov? speed, said Wheels being adapted to present adjacent operative sur~ 'faces traveling; in opposite di sections, a ineinber for holding the work in operative relation to said two wheels and adapted to talie np the thrust of the grinding Wheel on the Work, and a member spaced from said lirst–men» tioned ineinbel' for taking up the oppositeljv directed thrust oi the regulating Wheel on the work; and ineans for yieldingly urging; said soirond–mentioned nienibcr toward said Hrst–mentioned ineuiher. 44–. In grinding apparatus, in combination, a foursided grinding throat in which work of round section is received for simultaneous grinding and rotation, said, grinding throat including a grinding wheel rotatable at relatively high speed, a regulating wheel rotatable at relatively low speed, said Wheels being adapted to present adjacent operative surfaces traveling in opposite directions, a member for holding the Work in operative relation to said two wheels and aclaoted to the thrust of the grinding Wheel on take up the Work, and a member spaced from said iirstementioned member for taking up the oppositely directed thrust ot the regulating wheel on the work, said iirst–inentioned men1~ ber having a Work–engagiiig surface inclined to a. plane tangent to the grinding wheel at the line of Contact therewith of the Work; and Ineains for relatively separating and approaching said Wheels and for relatively sepa~ rating and approaching said two menibers, thereby to permit a Work piece to be inserted into or removed from said grinding throat. 45. In grinding apparatus, in combination, a grinding throat adapted for simultaneous _grinding and rotating action upon work of round section and comprising three ineans one of which means is in the form of a grinding Wheel adapted to be rotated at a relatively high speed, another of said means being in the form of a regulating wheel adapted to be rotated at a relatively low speed and in a di~ reetion to present an operative surface traveling in a. direction opposite i'roin that of the adjacent grinding Wheel surface and adapted thereby to control the rotation of the work, and the third of which means includes fl nienr ber for holding work of round section in operative relation to said two Wheels, one of said means being movable to change the relation oi' the grinding throat io the work; inov» able means for effecting a movement of a Work piece relative io the said grinding throat; a source oi' driving power; ineana forming a conneetion between said source oi power and one of said movable means io!" sontrolling movement of the latter; a driven ineinher for controlling said connection; and means for controlling the operation of said driven member. 46, In grinding appzirains, in combination, a grinding throat adapted for simultaneous grincling and rotating action upon Work of round section and comprising three means one of which means is in the form of a grinding Wheel adapted 1,0 be rotated at a relatively high speed, another of said means being; in the form of a regulating Wheel adapted to be rotated at a relatively low speed and in a direction to present an operative surfaice traveling in a direction opposite troin that of the azljacent grinding wheel surface and adapted thereby to control the rotation of the rrorlr, andthe third of which moans includes il meniber for holding work of round section in Operative relntion to said two wheels, one of said 1 6 1,73:a;o95'; means being nievaible to clizmge the relzilion ol' (lie grinding threat to llie work; nmvable means fm' effecting :L ineveinent of ii work piece i–elz;{,i\,f=» io the :suixl grinding élirezif; a :,rmi'ee of driving power; moans i'e1'n1ing;wz1 eeiineetien hetween Quill source ef pewei' :ind one of said movable means l`_lt;_gt;|_' eenlrelling izieveuieiii; of the latter; eani insane and ai '['o1~ lower' zxnliipted in control exzid connection iiizfiiim; :md kill'–iiillfil for contrellingg– the Velatien l11_lt;\§\veen mid (rem niemis and said felle\vez'. 47. lil grindinfg {1.]7`fW11`€LfHS,1l]1 eembinatien, fl |j0l!1'–SiLif?(lflldlifjllllg 1.h1'U:1l in wliieli Werli of reiznrl serutirm is received fer' simniltaneeus giiinding and Tote lien, maid grinding throat in_lt;:liidin_lt;_gt;' fi vwiiiding wheel rotatable 5:11 rel:i~ D i tively liigli SEQBQCLL ii Yegulnliugi wheel vetsil:i.l'_gt;ie :iii 1'elz=t1vel_y low speed, mid wiieels heiixg zidziplecl ie present :z,clja_lt;:eni, operative SUl'f£1.C€§I traveling ii; oppesiie directiciis, n iiieniher for liekling ihe wevl–: in operative i'el:iti_lt;_gt;ii to mid two wheels end– adapted to 'lnilicx up the lfl17IUSt of the grinding wheel on the ~.'¢o:tl~:, and a meinher epewd i'r'em said li1:s1t–inezitioned member for lillflllg up the op~ pnsiicly divcetecl thrust of the 1'eg1iifi€'§nQ' wheel mi the Wevli; menus m_lt;_gt;1uii;in;r said sxeeendnientioned nieinher' lm' me'.'1~»ii'ient in ie, gesierzil rlireirtimi tewfird fn' mvnpv i1`()Tl1 Said lll`f5lZ~IIISZLiii]l]I2(l member; and niezins lll_lt;fll1(l~ ing; ri yieldelile ervniieetion for moving said S9C'|')`|lfl'–]TA0lll,lOT1C(il member relative ie said fi1~sf–1ncnti,oned menilneiz 11–8. In grinding z\pp;u;'a–431151, in eoinbinutien, :i i`eiu'~¢Qi_lt;,led gvinding throat in which We1=l_lt; ul' rmmd svetirm received for simultnneoris grinding and 1'r»%n,f.i_lt;_gt;ii, said grinding th\~_lt;_gt;n,t inclndiiig n, grinding Wheel i'otnt»ixl'ile nt 1'Ql2l~ tively high speed, a TffgfllllfllilIlg Wheel refillizzhle :if i'c~hitive`ly low speed, said wheels being adapted to present zidjaceni. opei'n,%.ive suv 'iaiecx éivzvoliiig in opposite dii°eetionf4. ri meinliier for lmlding the work in operative releiiien in said two Wlieele and fl('l}LPl,K¥(l in Lake up the thrust ol' ihe griurling wheel rm– the work, and :1 nienihei' spaced from S:ii6l~Hi~stnmxif,i_lt;med nieinlwer for talking up the opposifely directed thrust ol the 1'i¥§§11l2lfl'T\§_," Wheel on the work; means Inennéiing sziirl second–zii_lt;\nti_lt;_gt;11eLl memlaei' lei* movenient in fl gfriiieznl ailireeiiioii I1(_gt;\\'_l.l'(_l or away from mid |tiX'E§ii~121(?1ltl0i1(%fl niemhevg pexvei'–uetiiiiled inmme adapted in z'ec1u'i'in;;f sequence to move scziifl S{?("(7i1='l~i!!I¥l`|flOI1€(l member toweid–_lt;_gt;1' away from said i"iiz':=t~1nentinned member; and yielnlahle means for eeusirgr the inoveinent of said serenfl–mentiened member in e (ll1'¢2C» Linn izownrsl said li|'st–xueiitioned infinxber lo be jfielfhxble. 11–9. In griufliiisg zippziiuliis, in combination, n grindiiiq wheel z'_lt;ii'zii1:i§ile at relalively high spverl, ii iwzgulsifjing' wheel rotfiizilile et rehv tively hm' speed nn–fl in £1 direetion to present im operative surfsice irxweling in a direction relative lo that of llie eperzitive surface of :said grinding wheel te control the rotation of ii Work piece while– the gfinfling wheel pm'– Tefiris ai grimliiig operation thereon, :md menus for holding Work in OP{§1'fL$lV(E relation tio said two wheels, said means including e ineniber enacting with said wgulsiéing wheel in holding ii rotating wori; piece in ope;'aL1i\'e relation te said ,giinding Wheel, in niember engaging the rotating

werl; piece at zi palm, perip|ie1'all_y spaced frein lhe points of eentact of said i~egiilei.iii_g wheel and said Lifetmeiitiened 1neml_gt;ei~ with the work piece, and means mounting said second–nieuliened meniber and _yiuldingly urging it in ci [ll1'(¥C~ tion s'ubstn,11tie,l\ly li`|'{lTlS‘»'Q1`5Cl_y lo the axis of i~etnti,en of the work piece. 50. ln griiading appaintiis, in eoiiilnimition, zz, grinding wheel rotatable :mt relatively high Speed, ii 1'Qgz|l:11iz1g wheel retalfilale at 1'_l2T|~ tively low speed and in n direction tu prefseni an eperniive siirfiiee traveling in 21 direction i‘el::€,ivP to that of the opei'2:€.ive su1"?ar;e of said g1'in_lt;lin§g wheel io Control ilu: 1'eta,Lion of fi werlx piece While the grinding wheel perfornis a grinding npemtieu tliereen, and iiiemiis 'For lielding work in operative rehition fe zsriid tive wheels, said means including n wei~l:–holding member preseiiting EL “*O1`l{~C11~ giig;'i?x§§ s4n2‘f:1_lt;:e inclined– te i.lie.ope1'ai;iVe sun fame 05 said regulating w–heel se that 21 eoin~ pmient oi' the Llirursi; of the grinding Wheel upon the Wm–l(urges the \\'01'l{ piece against the wgulebing wheel, ii member adapted to engage the work piece at 21 point pe1‘ipl1e1'zilly s:p:u;ed Zlreiu the points of _lt;`10Ul§l\Gh ol’ said rc–gulating wlieel and said irsii;–1nen¥.ie;xeLl member with mid Wm–li piece, and ineznisc yieldingly urging said second–mentioned melnlxei' ini ii direction te iirge the work info the angle between said inclined surface ef said. liz~st–inenfiened inemhei' and the eperm live surface of said 1`Ggi!l§LilI1g wheel. 51. ln gldlkdiiig2l_[?Pi`11”2‘lil`lS,lll eonibiiiailmn, ai griiiding; Wheel rntiituble ut relatively high speed, zu–regulating wheel i‘0t*z\t1Lble ai, 1'ela~ tively low speed and in a direction Le present en opei'ati\7e»si1i–f:ice i1i'2i\feli1ig~i11 ai \ll1`l)Cifl()]l relative to that of the uperulive surfmre of said grinding; Wheel To– efiiitml the rotation of rx, \\'Ol`l{ piece while the grinrling Wheel perforins ri grinding:operation thereon, and means; for helding ‘Terk in r:pex';xtive relation toi said Lwo Wheels, Said means including si Woi'l{–holding member preseiitingi ai woi'l_lt;» engaging surface inclined 1,0 the opemtive sur'Fe_lt;:e of Said regulating wheel so that :L component oi’ the tliruet of the grinding; wheel upon the–work urges the werlr piece against the regulating wheel, ineens for ineving une wheel away freni the euliev to perinit 1‘em_lt;ivnl‘ or]`(31)lfl\(`1(¥]HOI1i? of e g;#1‘_lt;_gt;und werl; piece :md to move said– Wheel toward ihe otlieii to commence the grinding opwzitieri, and yieldingly acting means engaging am work 'Ze sn so]G_lt;) lm piece and acting yieldingly to urge the work piece, prior to the initiation of the grinding o]peration, into the eng–le between said inc ined surface ef said lirst–mentioned member and the operative surface of said regulating wheel. Signed at Detroit, Michigan, this 20th day of Nov., 1925

0) US2017022971A – BI–DIRECTIONAL CONTRA–ROTATING CIRCULAR RAIL BE...

15) Family number: 56449329 (US2017022971A) © PatBase

Title: BI–DIRECTIONAL CONTRA–ROTATING CIRCULAR RAIL BEARING Y–SHAPED COMPOUND BLADE FLUID ENERGY COLLECTION MULTI–UNIT POWER GENERATING WINDMILL

Priority: CN201410083676 20140310 WO2015CN000041 20150126

Family:

Publication number	Publication date	Application number	Application date
CN103807107 A	20140521	CN201410083676	20140310
CN103807107 B	20160427	CN201410083676	20140310
EP3118446 A1	20170118	EP20150761861	20150126
IN201617030494 A	20161230	IN201617030494	20160907
US2017022971 AA	20170126	US20150124735	20150126
WO15135373 A1	20150917	WO2015CN000041	20150126

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Inventor(s):(std)**:** LIU HAILONG ; ZHAN WEI

Agent(s): VENI SWISS AND EUROPEAN PATENT ATTORNEYS

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9)**:** F03D3/06 F03D5/04 F03D7/00 F03D7/04 F03D80/70 F03D9/00 F03D9/02 F03D9/10 F03D9/14 F03D9/25 F03D9/28 (Advanced/Invention)

CPC: Y02E10/70 Y02E10/74 F03D9/008 F03D9/25 F03D9/28 F03D7/042 F03D80/70 F03D5/04 F03D3/061 F03D9/10

US class: 416/9

Classification Explorer

Cited documents: US1046026 A, JP4129800 B2, EP2078853 A1, CN202468158 U, CN201972857 U, CN103807107 A,

Forward Citations: WO15135373,

Abstract:
Source: US2017022971A A bi–directional contra–rotating circular rail bearing Y–shaped compound blade fluid energy collection multi–unit power generating windmill, the windmill comprising: a windmill remote automatic control system (1); a Y–shaped compound blade (2) from a combining of single blades; a circular rail windmill body (3) bearing the Y–shaped compound blade (2); a circular windmill rail (4) bearing the circular rail windmill body (3) for operation; a circular rail connection cable pulling vehicle (5) running on the circular cable pulling vehicle rail to pull the circular rail windmill using a stay cable (209); a hydraulic energy collection multi–unit power generating system (6) or pneumatic energy collection multi–unit power generating system (7); the Y–shaped compound blade (2) is born by three circles of the circular rail windmill body (3) arranged equidistant thereon; the circular rail windmill body (3) has six circles.

0) US2005120715A – HEAT ENERGY RECAPTURE AND RECYCLE AND ITS NEW A...

16) Family number: 30545299 (US2005120715A) © PatBase

Title: HEAT ENERGY RECAPTURE AND RECYCLE AND ITS NEW APPLICATIONS

Priority:

CA20022397847	20020812	CA20022404410	20020920	PH20040000148	20040325
US19880255719	19881013	US19860820082	19860121	US19840631321	19840719
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Family:

Publication number	Publication date	Application number	Application date
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WO06078315 A1	20060727	WO2005US26793	20050727
WO06078315 C1	20061102	WO2005US26793	20050727

Probable Assignee: CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATION TRUST

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Agent(s):

ROGER SYN AND CO PATENT AND TRADE MARK ATTORNEYS; FURMAN AND KALLIO; OYEN WIGGS GREEN AND MUTALA LLP; GAUDENCIO AQUINO LABRADOR

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KM KP KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B01D61/10 B63B1/10 B63B1/12 B63B35/00 B63B35/44 B63B39/06 B63B43/06 B63G1/00 B63G8/30 B63H19/02 B63H9/06 B63H9/10 B63J3/00 B64C31/04 B64C31/06 E02B3/06 F01K13/00 F01K23/10 F01K27/00 F02C1/00 F02C1/05 F02G5/00 F03B13/18 F03D11/04 F03D5/00 F03D5/04 F03G7/00 F24F5/00 F24F6/14 F28D5/00 (Advanced/Invention); B63B1/24 B63J1/00 F24F1/00 (Advanced/Non–invention); B01D61/02 B63B1/00 B63B35/00 B63B35/44 B63B43/00 B63H9/00 B63J3/00 E02B3/06 F01K23/10 F01K27/00 F02C1/00 F02G5/00 F03B13/00 F03D5/00 F03G7/00 (Core/Invention)

International class (IPC 1–7): B01D61/10 B63B17/00 B63B35/00 B63B7/00 F01K23/10 F03D5/02 F03D5/04 F03G7/00 F04B35/00 F24F6/14 F28D5/00

CPC: B63H9/06 B63H9/1021 F05D2260/212 F01K27/00 F02C1/05 F03G7/00 Y02T50/672 Y02T50/676 B63B1/121 Y02W10/33 Y02W10/37 B63B1/107 B63B1/24 B63B39/06 B63B2039/067 B63G1/00 B63G8/30 B63H19/02 B63J1/00 C02F1/04 F05B2240/40 Y02T70/59 B63B35/00 B63B43/06 B63J3/00 E02B3/062 E02B2017/0091 F03B13/182 F03D5/04 F24F5/0035 F24F6/14 Y02B10/30 Y02B10/50 Y02E10/38 F03D13/20 F28D5/00 B01D61/10 B63B35/44 B63B2035/446 B63B2035/4466 B64C31/04 B64C31/06 F03D5/00 F05B2240/921 F05B2240/922 F24F2001/0088 Y02B30/545 Y02E10/70 Y02E10/728 B63H9/10 F05B2210/18

European class: B01D61/10 B63B1/10C B63B1/12B B63B35/00 B63B35/44 B63B39/06 B63B43/06 B63G1/00 B63G8/30 B63H19/02 B63H9/06 B63H9/10 B63H9/10C B63J3/00 B64C31/04 B64C31/06 E02B3/06B F01K27/00 F02C1/05 F03B13/18B2D F03D11/04 F03D5/00 F03D5/04 F03G7/00 F24F5/00C7 F24F6/14 F28D5/00 L63B1/24 L63B35/44 L63B35/44E7 L63B35/44E9 L63B39/06R L63B43/06 L63H9/10 L63J1/00 L63J3/00 M02F1/04 P02B17/00M R05B210/18 R05B240/40 R05B240/921 R05B240/922 R05B240/931 R05B260/212 R24F1/00G1 Y02B10/30 Y02B10/50 Y02B30/14 Y02B30/54D Y02E10/38 Y02E10/70 Y02E10/72L Y02E10/72N Y02E20/18 Y02T50/67B2 Y02T50/67F2 Y02T70/59

US class: 114/102 114/267 114/382 114/39.1 114/39.2 114/39.26 114/39.29 114/39.31 210/136 210/170 210/259 210/321.87 244/153.00R 244/153R 244/24 405/76 415/5 416/8 417/330 417/332 60/39.01 60/506 60/618 60/618P 60/676 60/698 60/698P 60/772 62/304 62/310 62/314 623/40

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Abstract:
Source: US2005120715A What has been created is a plurality and a variety of processes and a variety of devices correspondingly supportive to each process, wherein, a new partnership between; (1) a heat absorbing radiator compressed air pipes/tubes and (2) a gas turbine engine or a reciprocating piston engine,–is used to recapture and reconvert the, otherwise wasted, heat energies expelled by engines, by factories, by smelting plants, by distillation plants, by chillers/coolers/freezers, by cooking ovens, by lamps/stoves, by trash burners, and the heat energies created by the solar heat on the desert/ocean water,–into electric power and finally into hydrogen–deuterium fuel,–by having the engine's tailpipes submerged in cold compressed air inside the heat absorbing radiator pipes in reverse air flow, to further drive and re–drive the same engine; wherein, in order to capture fusion heat energy the hydrogen bomb is detonated in the deep ocean to catch the flames by the water and the hot water is used to energize the compressed air inside the heat absorbing radiator pipes; wherein, in order to produce fusion energy, an abundant electric arc is passed across liquid deuterium or across gaseous deuterium by the electro–plasma torch and sparkplug in the internal combustion engine, and by detonating a dynamite inside a liquid deuterium; wherein diamond is produced by placing carbon inside the hydrogen bomb; and wherein, deuterium fusion flame is used first in smelting glass to large sizes before running an engine.

0) US2009160193A – BENKATINA HYDROELECTRIC TURBINE

17) Family number: 34858210 (US2009160193A) © PatBase

Title: BENKATINA HYDROELECTRIC TURBINE

Priority:

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Agent(s): BELLATOR PATENT AND TRADE MARK ATTORNEYS; BELLATOR; INTEGRAL IP; WHITE DUNCAN ROHAN; DR MARK FRIEDMAN LTD; DR MARK M FRIEDMAN C O BILL POLKINGHORN DISCOVERY DISPATCH; MARK M; FRIEDMAN MARK

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B21K25/00 B23P15/00 B23P15/02 F01D1/30 F01D15/10 F01D17/00 F01D23/00 F01D25/24 F01D5/00 F01D5/14 F03B11/02 F03B13/00 F03B13/10 F03B13/12 F03B13/14 F03B13/16 F03B13/18 F03B13/22 F03B15/00 F03B3/00 F03B3/18 F03B7/00 F03B9/00 F03D1/04 F03D11/02 F03D17/06 F03D3/04 F03D3/06 F03D5/06 F03D9/00 F04D27/00 F04D29/38 F04D29/54 F15D1/00 F15D1/10 F16D31/02 G01T1/29 H02K7/18 (Advanced/Invention); F03B13/00 (Advanced/Non–invention); B21K25/00 B23P15/00 F01D1/00 F01D15/00 F01D17/00 F01D23/00 F01D25/24 F01D5/00 F01D5/14 F03B11/00 F03B13/00 F03B15/00 F03B3/00 F03B7/00 F03B9/00 F03D1/00 F03D3/00 F03D5/00 F03D9/00 F04D29/40 F16D31/02 G01T1/00 (Core/Invention); F03B F03D G01T (Subclass/Invention)

International class (IPC 1–7): F03B13/00 F03B13/10 G01T1/29

CPC: Y02E10/20 F03B13/1815 F03B13/184 F05B2210/18 Y02E10/38 Y10T29/49336 Y10T29/49321 F03B13/00 F05B2220/602 F05B2240/40 Y02B10/50 F05B2240/13 Y02B10/30 Y02B10/70 F03D15/00 F03D3/068 F03D1/04 F03D5/04 F03G7/00 F05B2210/16 F05B2220/709 H02K7/06 H02K7/11 H02K49/10 H02N2/18 Y02E10/70 Y02E10/72 Y02E10/74

European class: F03B13/00 F03B13/18B2B F03B13/18B4F F03D1/04 F03D11/02 F03D3/06E6B F03D5/04 F03G7/00 H02K49/10 H02K7/06 H02K7/11 H02N2/18 R05B210/16 R05B210/18 R05B220/602 R05B220/709 R05B240/13 R05B240/40 Y02B10/30 Y02B10/50 Y02B10/70 Y02E10/20 Y02E10/38 Y02E10/70 Y02E10/72 Y02E10/74

US class: 29/889.21 29/889.210S 29/889.7 29/889.700S 290/42 290/42P 290/43 290/43S 290/44 290/53 290/53S 290/54 290/54P 290/54S 290/55 290/55S 415/1 415/151 415/151S 415/182.1 415/182.100S 415/183 415/183S 415/1P 415/1S 415/2.1 415/2.100S 415/208.1 415/208.100S 415/4.3 415/4.300P 415/60 415/60S 416/131 416/131P 416/182 416/182S 416/223.00RS 416/223R 60/398

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Abstract:
Source: US2009160193A New hydroelectric turbine devices, systems, and methods, based on recirculation of fluid through at least one turbine, offer the potential for less costly and greater energy output in many applications.

0) US2010207391A – SMALL WAVE TURBINE SYSTEM CONFIGURATIONS

18) Family number: 43153837 (US2010207391A) © PatBase

Title: SMALL WAVE TURBINE SYSTEM CONFIGURATIONS

Priority:

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Family:

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Probable Assignee: LEVIATHAN ENERGY LLC

Assignee(s):(std)**:** DANIEL FARB ; FARB DANIEL ; LEVIATHAN ENERGY LLC

Assignee(s): DR MARK FRIEDMAN LTD

Inventor(s):(std)**:** DANIEL FARB ; FARB DANIEL

Agent(s): BELLATOR PATENT AND TRADE MARK ATTORNEYS; ELLIS TERRY; INTEGRAL IP; WHITE DUNCAN ROHAN; MODIANO MICAELA NADIA; DR MARK M FRIEDMAN C O BILL POLKINGHORN DISCOVERY DISPATCH; MARK M; DR MARK FRIEDMAN LTD

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): A47L5/10 B01D33/00 B01D33/327 B01F7/16 B23P11/00 B23P15/04 B23P6/00 B63B21/50 B63H1/16 B63H1/26 E02B9/00 E02D29/00 E02D5/74 F01D1/02 F01D5/14 F01D5/22 F03B1/00 F03B1/02 F03B1/04 F03B11/00 F03B13/00 F03B13/08 F03B13/10 F03B13/12 F03B13/14 F03B13/16 F03B13/18 F03B13/20 F03B13/22 F03B15/00 F03B15/06 F03B15/14 F03B17/06 F03B3/00 F03B3/02 F03B3/04 F03B3/08 F03B3/12 F03B3/16 F03B7/00 F03D1/04 F03D1/06 F03D11/00 F03D11/04 F03D3/04 F03D3/06 F03D5/06 F03D7/02 F03D9/00 F03G7/08 F04D25/10 F04D27/02 F04D29/38 F04D29/42 F04D29/44 F04D29/54 F04D5/00 F15D1/00 F16H1/02 F16H19/04 F16H29/02 F16H29/20 F16H31/00 H01F7/02 H02K1/06 H02K21/16 H02K27/02 H02K47/00 H02K49/10 H02K53/00 H02K7/02 H02K7/06 H02K7/07 H02K7/18 H02N3/00 H02P15/00 (Advanced/Invention);
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F03D7/00 F03D9/00 F03G7/00 F16H19/00 F16H29/00 F16H31/00 H02K27/00 H02K7/00 H02N3/00 (Core/Invention)

International class (IPC 1–7): B01D33/00 E02B9/00 F01D5/22 F03B1/02 F03B15/14 F03B15/14 F03D9/00 H02K7/02 H02N3/00

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European class: B01D33/327 B01D35/08 B63B21/50 F03B13/00 F03B13/08 F03B13/16 F03B13/18D6B F03B13/22 F03B15/00 F03B15/14 F03B3/12B F03D1/04 F03D1/06C F03D11/04 F03D3/00D F03D3/04 F03D3/04D F03D3/06D F03D3/06E6 F16H31/00B H02K49/10C H02K49/10C2 H02K53/00 H02K7/06 H02K7/07 H02K7/18A4 L01D201/58 L63B1/04V L63B21/29 L63B21/50B L63B22/04 L63B35/44E9 R05B210/16 R05B220/602 R05B240/13 R05B240/133 R05B240/212 R05B240/301 R05B240/40 R05B240/915 R05B240/917 R05B240/94 R05B240/97 R05B250/20 R05B250/42 R05B250/70 R05B250/71 R05B260/4031 R05B270/200 Y02B10/50 Y02E10/22 Y02E10/22B Y02E10/22D Y02E10/28 Y02E10/38 Y02E10/72 Y02E10/72B Y02E10/72N Y02E10/74

US class: 1/1 137/15.01 137/15.010S 29/889 29/889.2 29/889.200S 29/889S 290/52 290/52P 290/52S 290/53 290/53P 290/54 290/54S 290/55 290/55S 310/113 310/113P 310/156.01 310/156.010S 335/306 335/306P 415/1 415/126 415/126P 415/146 415/146S 415/169.1 415/169.100P 415/182.1 415/182.100P 415/182.100S 415/1P 415/2.1 415/2.100P 415/224 415/224P 415/7 415/916 415/916S 416/179 416/179P 416/223.00RP 416/223R 416/243 416/243S 416/244B 416/85 74/34 74/34S 74/35 74/35P 74/730.1 74/730.100S

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US2007266704 AA, US2007241567 AA, US2007224029 AA, US2007222221 AA, US2007222219 AA, US2007212225 AA, US2007194743 AA, US2007151194 AA, US2007132246 AA, US2007085345 AA, US2007018464 AA, US2006138777 AA, US2006126252 AA, US2006119215 AA, US2006115362 AA, US2006108809 AA, US2006087186 AA, US2006013689 AA, US2005279680 AA, US2005249595 AA, US2005210714 AA, US2005099013 AA, US2005098484 AA, US2005098483 AA, US2005048162 AA, US2005023916 AA, US2004116038 AA, US2004107562 AA, US2003223858 AA, US2003185666 AA, US2003133782 AA, US2002197148 AA, US2002114692 AA, US2002031436 AA, US1677745 A, US1663398 A, US1483505 A, US1471095 A, US1463924 A, NL1019824 C1, JPS5660863, JPS56138462, JP59002564 A2, JP56138462 A2, JP56060863 A2, JP2007211433 A2, JP2007113232 A2, GB2444656 A1, GB2425154 A1, FR2941016 A1, FR2580337 A1, FR2485106 A1, FR2424755 A1, FR2311234 A1, FR1009005 A, EP0950812 A2, DE455718 A, DE4320180 A1, DE10334259 A1, DE10134509 A1, CA2349443 AA, CA2342430 AA,

Forward Citations: WO16154757, WO16061703, WO16058596, WO15191766, WO15152843, WO14029760, WO13173769, WO13155294, WO13155277, WO12139583, WO12078120, WO12075566, WO09146541, US9593665, US9371890, US9194371, US9004864, US8853881, US8677752, US8590298, US8496429, US8275489, US2014328666, US2013319175, US2013266429, US2013129495, US2012306205, US2012085089, US2012034082, US2011081250, EP2766598, DE102012215834, CN104364516, CN103939267, CN103485970, CN102776871, CN102644564, CN102477937, CN102230439, CN102116276, CN102092303,

Abstract:
Source: US2010207391A Extracting energy from waves, even large ones, is a challenge. The current application describes adjustments to wave turbine systems that work with small waves especially well. Configuring the waves, blades, and generators as part of the system is the subject of the current application.

0) US3807477A – BEAD BREAKER MECHANISM

19) Family number: 1369715 (US3807477A) © PatBase

Title: BEAD BREAKER MECHANISM

Priority: AU19740065000 19740130 CA19740191211 19740129 CA19760245480 19760211 US19730328008 19730130 US19730328010 19730130 US19730328011 19730130 US19740469122 19740513 US19730328017 19730130 US19730328015 19730130 US19730328016 19730130

Family:

Publication number	Publication date	Application number	Application date
AU197465000 A1	19750731	AU19740065000	19740130
CA991526 A1	19760622	CA19740191219	19740129
CA993783 A1	19760727	CA19740191211	19740129
CA994663 A1	19760810		00000000
CA994663 A2	19760810	CA19760245480	19760211
DE2405132 A1	19740815	DE19742405132	19740130
FR2221291 A1	19741011	FR19740003119	19740130
FR2221291 B1	19780317	FR19740003119	19740130
GB1467071 A	19770316	GB19740004384	19740130
GB1467072 A	19770316	GB19760042981	19740130
GB1467073 A	19770316	GB19760042982	19740130
GB1467074 A	19770316	GB19760042983	19740130
GB1467075 A	19770316	GB19760042984	19740130
JP51033402 A2	19760322	JP19740012665	19740130
JP52053305 A2	19770428	JP19760091984	19760731
JP52053306 A2	19770428	JP19760091985	19760731
JP52053307 A2	19770428	JP19760091986	19760731
JP52053308 A2	19770428	JP19760091987	19760731
JP54002902 U1	19790110	JP19780070362U	19780524
JP54006122 B4	19790326	JP19740012665	19740130
JP54006765 B4	19790331	JP19760091987	19760731
JP54132103 U1	19790913	JP19790035519U	19790319
JP55033899 U1	19800304	JP19790122961U	19790905
JP973414 C3	19790928	JP19740012665	19740130
JP996553 C3	19800520	JP19760091987	19760731
SE414295 B	19800721	SE19740001116	19740129
SE414295 C	19801106	SE19740001116	19740129
SE7704911 A	19770428	SE19770004911D	19770428
SE7704912 A	19770428	SE19770004912D	19770428
SE7704913 A	19770428	SE19770004913D	19770428
SE7704914 A	19770428	SE19770004914D	19770428
US3807477 A	19740430	US19730328017	19730130
US3823756 A	19740716	US19730328010	19730130
US3827474 A	19740806	US19730328015	19730130
US3827475 A	19740806	US19730328011	19730130
US3847198 A	19741112	US19730328016	19730130
US3877505 A	19750415	US19740469122	19740513

Probable Assignee: MAGNUM AUTOMOTIVE EQUIP

Assignee(s):(std)**:** MAGNUM AUTOMOTIV EQUIPMENT INC ; MAGNUM AUTOMOTIVE EQUIP ; MAGUNAMU OOTOMOTEIBU IKUITSUPU ; BESUDEN DAVID W ; BROSENE JR

WILLIAM G

Assignee(s): BROSENE WILLIAM G ; MAGUNAMU OOTOMOTEIBU IKUITSUPUMENTO INC ; MAGUNAMU OOTOMOUTEIBU IKUITSUPUMENTO INC ; RAINEY DONALD B ; MAGNUM AUTOMOTIVE EQUIPMENT ; MAGNUM AUTOMOTIVE EQUIPMENT INC ; MAGNUM AUTOMOTIVE EQUIPMENT INC US

Inventor(s):(std)**:** BESUDEN D W ; BESUDEN DAVID W ; BROSENE JR W G ; BROSENE JR WILLIAM G ; BROSENE JUN WILLIAM G ; BROSENE W ; BROSENE W G ; BROSENE WILLIAM G JR ; CURTIS J ; CURTIS J T ; CURTIS JOHN T ; BESUDEN D ; DEEBITSUDO DABURIYU BISADON ; DEEBITSUDO DABURYU BISADON ; DONARUDO BII REINII ; JON TEI KAACHISU ; RAINEY D ; RAINEY D B ; JIYON TEI KAACHISU ; RAINEY DONALD B ; UIRIAMU JII BUROSHIN JIYUUNIA ; UIRIAMU JII BUROSHIN JUUNIA

Inventor(s): W BESUDEN DAVID ; W G BROSENE ; W G BROSENE JR ; WILLIAM G BROSENE JR ; T CURTIS JOHN ; JOHN T CURTIS ; JOHN T CURTIS WILLIAM G BROSENE JR DAVID W BRANDEN AND DONALD B RAINEY ; RAINEY D US ; G BROSENE JUN ; G BROSENE JUN WILLIAM ; J T CURTIS ; DONALD B RAINEY ; BESUDEN D US ; D B RAINEY ; D W BESUDEN ; DAVID W BESUDEN ; CURTIS J US ; BROSENE W US ; BROSENE WILLIAM G

International class (IPC 8–9): B60B30/06 B60C25/02 B60C25/04 B60C25/132 B60C25/138 (Advanced/Invention); B60B30/00 B60C25/00 (Core/Invention)

International class (IPC 1–7): B60C25/00 B60C25/04 B60C25/06 B60C25/10 B60C25/14 F16F9/18

CPC: B60C25/02 B60C25/04 B60C25/132 B60C25/138 B60C25/0545

European class: B60C25/02 B60C25/04 B60C25/05L10 B60C25/132 B60C25/138

US class: 157/1.22 157/1.24 157/1.28 157/1.3

Classification Explorer

Cited documents: US840082 A, US3742999 A, US3722570 A, US3581796 A, US3556192 A, US3511296 A, US3504727 A, US3489198 A, US3255800 A, US3247883 A, US3165142 A, US3142330 A, US3100011 A, US3064718 A, US3032095 A, US2974931 A, US2920664 A, US2873795 A, US2850061 A, US2483388 A, SU153667 T, SU153667, JP46021044 A2, JP46004761 A2, JP42023481 A2, JP38008198 Y1, JP36015193 Y1, JP32011021 Y1, IT571333 A, GB640544 A, GB1243580 A, GB121296 A, FR2152780 A1, FR1530795 A, CH467176 A, CH467176,

Forward Citations: WO16106919, US9656524, US9610804, US9370975, US8567471, US8342222, US7946016, US7882882, US7768632, US7715024, US7556078, US6877544, US6276422, US6109327, US6024151, US5417270, US5332020, US5244029, US5088539, US4738294, US4632167, US4615370, US4586551, US4538660, US4527607, US4449945, US4436134, US4425954, US4403640, US4373921, US4363629, US4335772, US4222426, US4168733, US4114672, US4031941, US3866655, US2013192767, US2011315326, US2011174446, US2008297777, US2008163983, US2008123107, US2008010804, JP57014682, JP55092566, JP53034703, JP4627939, JP2046517, JP2003080913, EP2644412, EP2487054, EP2347919, EP2332749, EP2110270, EP1995083, EP1927484, EP1844959, EP1844959, EP1775148, EP1054783, EP0499825, EP0448042, EP0015102, DE2529343, DE19953183, DE19953183, DE19500551, DE19500551, CN102756623, BE1016805,

Abstract:
Source: US3807477A A lower bead breaker is interconnected with an upper bead breaker through a fluid motor that powers both bead breakers, the lower bead breaker being pivotally connected to the motor's piston rod, and the upper bead breaker being pivotally connected to the motor's housing. The lower bead breaker is mounted for limited vertically upward movement in an arcuate path by virtue of a control arm that is pivotally fixed to the machine's main frame at one end and that carries the lower bead breaker's pivotal motor connection at the other end, and the upper bead breaker is mounted for limited vertically downward movement in a straight line path by virtue of the upper bead breaker's pivotal motor connection being captured in a vertical slot defined in the machine's stationary main frame.

0) US6908373B – SHEAR BLADE SHARPENER METHOD AND APPARATUS

20) Family number: 30713520 (US6908373B) © PatBase

Title: SHEAR BLADE SHARPENER METHOD AND APPARATUS

Priority: CA20032450992 20031126 US20020304201 20021126 US20030436189 20030512

Family:

Publication number	Publication date	Application number	Application date
CA2450992 AA	20040526	CA20032450992	20031126
US6908373 BA	20050621	US20030436189	20030512
US6955590 BA	20051018	US20020304201	20021126

Probable Assignee: DAVIS FRANCIS R

Assignee(s):(std)**:** DAVIS FRANCIS R ; OHMAN LARRY S

Inventor(s):(std)**:** DAVIS FRANCIS R ; OHMAN LARRY S

Agent(s): GOWLING LAFLEUR HENDERSON LLP; STEINBERGER BRIAN S; LAW OFFICES OF BRIAN S STEINBERGER PA; BRIAN S

International class (IPC 8–9)**:** B24B3/36 B24B9/04 B26D7/12 (Advanced/Invention); B24B3/00 B24B9/02 B26D7/08 (Core/Invention)

International class (IPC 1–7)**:** B24B3/36 B24B9/04

CPC: B24B3/36 B26D7/12

European class: B24B3/36 B26D7/12

US class: 451/160 451/278

Classification Explorer

Cited documents: US5897428 A, US5480345 A, US5233792 A, US5127194 A, US4705320 A, US4532735 A, US4392332 A, US4294043 A, US4241544 A, US4235050 A, US4069620 A, US3917350 A, US3834319 A, US2539107 A, US2069097 A, US1199672 A,

Forward Citations: WO14188305, USD783329, USD764246, USD764245, US7918715, US7220161, US2008210056, US2006040587, ITBO20130234,

Abstract:
Source: US6908373B Blade sharpener apparatus and method for ice resurfacing and paper cutting machines includes a table for laying a longitudinal blade in a stationary position thereon. A moveable carrier assembly attached to the table has a drill press power head that is lowered from a raised position so that a rotatable sharpening wheel is positioned at a selected angle against the edge of the blade. A stabilizing guide can slide under the table while the sharpening wheel and an additional guide wheel rolls across the longitudinal blade. Liquid can continuously cool the blade sharpening, and can be recycled for reuse. Another embodiment eliminates the rotating guide wheel, and attaches the carrier to the table so that only the rotating wheel contacts the blade. A hinge can support the carrier, and be adjustable by a rotatable bolt type member to different sharpening angles. A threaded guide rod can be rotated in place along the table so that a mateable threaded portion on the carrier can move along the guide rod. Power to operate the sharpening wheel and the moveable carrier can be supplied by electrical motors, and the like.

0) US3916637A – ELECTRICAL DOMESTIC FREEZER

21) Family number: 18812439 (US3916637A) © PatBase

Title: Electrical domestic freezer

Priority: AT19740000034 19740103 AT19750000331 19750117 FR19710034689 19710927 FR19720028855 19720810 FR19720022855 19720623 DE19722264673 19720913 FR19730000210 19730104

Family:

Publication number	Publication date	Application number	Application date
AR194619 A1	19730731	AR19720244310	19720927
AT319986 B	19750127	AT19720008028	19720919
AT327965 B	19760225	AT19740000034	19740103
AT330813 B	19760726	AT19750000331	19750117
AT33175 A	19751015	AT19750000331	19750117
AT3474 A	19750515	AT19740000034	19740103
AU197246797 A1	19740328	AU19720046797	19720918
AU197464077 A1	19750703	AU19740064077	19740102
AU466907 B2	19751113	AU19720046797	19720918
BE788980 A1	19730115	BE19720122159	19720918
BE808855 A1	19740416	BE19730139060	19731219
BR7206646 A0	19730830	BR19720006646	19720926
CA954318 A1	19740910	CA19720152398	19720922
CA994119 A1	19760803	CA19740189292	19740102
CH552778 A	19740815	CH19720013601	19720916
CH578839 A	19760831	CH19730017857	19731217
DE2244787 A1	19730405	DE19722244787	19720913
DE2244787 B2	19761230	DE19722244787	19720913
DE2244787 C3	19770811	DE19722244787	19720913
DE2264673 A1	19740815	DE19722264673	19720913
DE2264673 B2	19761223	DE19722264673	19720913
DE2264673 C3	19771027	DE19722264673	19720913
DE2363907 A1	19740711	DE19732363907	19731221
DE2363907 B2	19770714	DE19732363907	19731221
DE2363907 C3	19780223	DE19732363907	19731221
DE7233649 U	19730315	DE19720033649U	19720913
ES407001 A1	19750916	ES19720407001	19720916
ES422239 A1	19760416	ES19740422239	19740102
FR2166407 A5	19730817	FR19710034689	19710927
FR2196061 A6	19740308	FR19720028855	19720810
FR2213471 A2	19740802	FR19730000210	19730104
FR2213471 B2	19760430	FR19730000210	19730104
GB1375457 A	19741127	GB19720042616	19720914
GB1454556 A	19761103	GB19730059378	19731221
IE36930 B	19770330	IE19720001258	19720914
IE36930 L	19730327	IE19720001258	19720914
IL40392 A0	19721128	IL19720040392	19720920
IL40392 A1	19740910	IL19720040392	19720920
IL43909 A0	19740314	IL19730043909	19731225
IL43909 A1	19760831	IL19730043909	19731225
IT1004660 A	19760720	IT19730070941	19731231

IT975034 A	19740720	IT19720069976	19720921
JP48048677 A2	19730710	JP19720096950	19720927
JP49100275 A2	19740921	JP19730144785	19731228
JP51001786 B4	19760120	JP19720096950	19720927
JP51036350 B4	19761007	JP19730144785	19731228
JP865827 C3	19770623	JP19730144785	19731228
NL149067 B	19760415	NL19720012098	19720906
NL7212098 A	19730329	NL19720012098	19720906
NL7400053 A	19740708	NL19740000053	19740103
NL7600935 A	19760429	NL19760000935	19760130
NO133776 B	19760322	NO19720003439	19720926
NO133776 C	19760630	NO19720003439	19720926
NO138825 B	19780814	NO19730004876	19731220
NO138825 C	19781122	NO19730004876	19731220
SE400455 B	19780403	SE19730017588	19731228
SE400455 C	19780713	SE19730017588	19731228
SE400696 B	19780410	SE19720012420	19720926
SE400696 C	19780720	SE19720012420	19720926
SE401774 B	19780529	SE19750007558	19750701
SE401774 C	19780907	SE19750007558	19750701
SE7507558 A	19750701	SE19750007558D	19750701
US3916637 A	19751104	US19720292121	19720925
US3926414 A	19751216	US19740429820	19740102

Probable Assignee: ETUD SA

Assignee(s):(std)**:** A RESPONSABILITE LIMITEE ETUD TE QUETIGN SOC ; A RESPONSABILITE LIMITEE ETUD TE QUETIGNY SOC ; A RESPONSABILITE LTD ETUD SOC ; ETUD FA FR ; ETUD FR ; ETUD QUETIGNY ; ETUD S A R L ; ETUD S R L ; SARL ; R L ETUD SA ; MARRIE PAUL A ; ETUD SA ; ETUD SARL ; ETUD SOCIEDADE DE RESPONSABILI ; S A ETUD DIJON FRANKREICH ; SOC A RESPONSABILITE LTD ETUD ; S A R L ETUD QUETIGNY FRANKREICH ; ETUD ZONE INDUSTRIELLE 21800 QUETIGNY FRANCE ; S A ETUD 6 IMPASSE DE REGGIO DIJON 21000 FRANCE ; SOCI T ANONYME ETUD ; ETUD

Assignee(s): ETUD DIJON SA ; ETUD SOCIEDADE DE RESPONSABILIDADE LTDA ; SOCIETE ANONYME DITE ETUD ; SOCIETE A RESPONSABILITE LIMITEE ETUD TE QUETIGNY ; SOCIETE A RESPONSABILITE LIMITEE ETUD TE QUETIGNY FRANKRIJK ; MARRIE PAUL ; TANGUY PIERRE ; SARL ETUD QUETIGNY FRANKREICH ; KINDS A ; SOC A RESPONSABILITE LIMITEE DITE ; ETUD S A ; ANONYME ETUD SOC

Inventor(s):(std)**:** P MARRIE ; P TANGUY ; PAUL MARRIE ; PAUL MARRIE TE DYON ; PIERRE TANGUY ; TANGUY P ; TANGUY PIERRE DAIX ; TANGUY PIERRE ; MARRIE PAUL A ; MARRIE PAUL ; MARRIE P ; FRANKRIJK ; MARRIE PAUL DIJON

Inventor(s): MARRIE PAUL DIJON FRANKREICH ; TANGUY PIERRE DAIX FRANKREICH

Agent(s): REINHOLD COHN AND PARTNERS

International class(IPC 8–9)**:** A23G9/00 A23G9/08 A23G9/12 A23G9/14 A23G9/22 A47J43/04 (Advanced/Invention); A23G9/00 A23G9/04 A47J43/04 (Core/Invention)

International class(IPC 1–7)**:** A23G5/02 A23G9/00 A23G9/04 A23G9/08 A23G9/12 A23G9/14 A23G9/16 A47J19/02 A47J43/00 A47J43/04 A47J43/044 B01F13/00 B01F7/16 F23C7/06 F25C1/00 F25C7/00 F25C7/06 F25C7/08 F25D29/00 H01H15/14

CPC: A23G9/12 A23G9/228 A47J43/04

European class: A23G9/12 A23G9/22N A47J43/04

US class: 366/142 366/144 366/312 366/326.1 366/328.1 366/329.3 366/330.1 62/130 62/136

Classification Explorer

Cited documents: US2808706 A, US2793505 A, US2139576 A, US2116924 A,

Forward Citations: US8438868, US8322158, US4759192, US4736593, US4332485, US4092835, US2011067429, US2008257173, JP53118567, GB2180773, GB2120565, FR2527476, EP0240085, DE2704358, AT385631,

Abstract:
Source: US3916637A An electrical domestic freezer characterised by the fact that it is provided with means of connection between the arm and the mixer blade support, the aforesaid means ensuring their relative rotation in order to make the mixer blade pass from the working position, immersed in the preparation to be frozen, to a raised position, enabling the blade to be taken out of the aforesaid preparation.

22) Family number: 30737505 (US2005061721A) © PatBase

Title: WATER CIRCULATION SYSTEMS FOR PONDS, LAKES, AND OTHER BODIES OF WATER

Priority:

AU20030300093	20031230	AU20090227848	20091019	AU20120203303	20120605
CA20032511889	20031230	CA20052504761	20050420	AU20130201860	20130325
CA20052794437	20050420	CA20102511889	20101222	CA20032723331	20031230
US20070851247	20070906	US20020437217	20021231	US20020437217	20021231
US20070945440	20071127	US20070946716	20071128	US20070848425	20070831
US20020437217P	20021231	US20030749064	20031230	CA20122504761	20121119
US20050067061	20050225	US20050067135	20050225	EP20030800350	20031230
US20070953202	20071210	US20070953551	20071210	US20070952705	20071207
WO2003US41602	20031230				

Family:

Publication number	Publication date	Application number	Application date
AU2003300093 AA	20040729	AU20030300093	20031230
AU2003300093 BB	20090827	AU20030300093	20031230
AU2003300093 BH	20091217	AU20030300093	20031230
AU2009227848 AA	20091105	AU20090227848	20091019
AU2009227848 BB	20120308	AU20090227848	20091019
AU2012203303 AA	20120621	AU20120203303	20120605
AU2012203303 BB	20130228	AU20120203303	20120605
AU2013201860 AA	20130411	AU20130201860	20130325
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CA2723331 C	20131119	CA20032723331	20031230
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CN101254955 B	20101229	CN200810085330	20031230
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CN1756907 B	20100428	CN200380110039	20031230
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EP1579116 A2	20050928	EP20030800350	20031230
EP1579116 A4	20110907	EP20030800350	20031230
EP1579116 B1	20140716	EP20030800350	20031230
IN01752CN2005 A	20070831	IN2005CN01752	20050729
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MXPA05007119 A1	20051117	MX2005PA07119	20031230	
NO20053669 A	20050913	NO20050003669	20050728	
NO20053669 A0	20050728	NO20050003669	20050728	
US2005061721 AA	20050324	US20030749064	20031230	
US2005142011 AA	20050630	US20050067061	20050225	
US2005155922 AA	20050721	US20050067135	20050225	
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US7306719 BB	20071211	US20050067135	20050225	
US7332074 BB	20080219	US20050067061	20050225	
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US8057091 BB	20111115	US20070945440	20071127	
WO04061242 A2	20040722	WO2003US41602	20031230	
WO04061242 A3	20041007	WO2003US41602	20031230	
ZA200505025 A	20070131	ZA20050005025	20050621	

Probable Assignee: MEDORA ENVIRONMENTAL INC

Assignee(s):(std)**:** KUDRNA GARY A ; MEDORA ENVIRONMENTAL INC ; PSI ETS ; TORMASCHY WILLARD R ; OBRITSCH TAIT J ; PSI ETS A NORTH DAKOTA PARTNER ; SIMNIONIW COREY M ; PSI A NORTH DAKOTA PARTNER ETS ; BLETH JOEL J

Assignee(s): KUDMA GARY A ; MEDORA ENVIRONMENTAL INC3225 HWY 22DICKINSONND58601US ; PSI A NORTH DAKOTA PARTNERSHIP ETS ; PSI ETS A NORTH DAKOTA PARTNERSHIP ; MEDORA ENVIRONMENTAL INC DICKINSON

Inventor(s):(std)**:** BLETH JOEL J ; JOEL J BLETH ; KUNDRNA GARY A ; OBRITSCH TAIT J ; SIMONLONHV COREY M ; TORMASCHY WILLARD R ; TORMASCHY WILLARD R KUDMA GARY ; SIMNIONIW COREY M ; OBRITSCH TALT J ; KUDRNA GARY A ; KUDMA GARY A

Inventor(s): KUDMA GARY ; BLETH JOEL JUS ; BLETH JOEL ; OBRITSCH TAIT JUS ; KUDRNA GARY AUS ; TORMASCHY WILLARD R KUDMA GARY A OBRITSCH TAIT J B ; WILLARD R TORMASCHY ; TORMASCHY WILLARD RUS ; SIMNIONIW COREY MUS ; TORMASCHY WILLARD R DICKINSON ; TAIT J OBRITSCH ; TORMASCHY WILLARD ; OBRITSCH TAIT J FAIRFIELD ; SIMNIONIW COREY ; SIMONLONHV COREY ; OBRITSCH TAIT ; KUDRNA GARY ; KUDRNA GARY A DICKINSON ; BLETH JOEL J DICKINSON ; GARY A KUDRNA ; GARY A KUNDRNA

Agent(s): DAVIES COLLISON CAVE; DAVIES COLLISON CAVE PTY LTD; BORDEN LADNER GERVAIS LLP; KNOTT STEPHEN GILBERT; W SCOTT CARSON ESQ DORR CARSON SLOAN BIRNEY AND KRAMER PC; DORR CARSON SLOAN AND BIRNEY PC; DORR CARSON AND BIRNEY PC ONE CHERRY CENTER; W SCOTT; CARSON W SCOTT

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B01D35/00 B01F13/00 B01F3/04 B01F5/10 B01F5/12 B01F7/22 B01F9/14 C02F1/00 C02F1/24 C02F1/38 C02F1/74 C02F3/02 C02F3/16 C02F7/00 C10J1/18 E02B15/00 E02B15/04 E02B3/02 E03B E03F5/26 E04H4/12 F01D25/28 F04B19/04 F04B23/00 F04B53/00 F04D13/00 F04D13/02 F04D13/06 F04D29/044 F04D29/46 F04D29/60 F04D29/64 F16D1/108 F16D3/08 F16D3/10 (Advanced/Invention);

C02F1/00 C02F1/74 C02F7/00 (Advanced/Non−invention);
F04B (Subclass/Invention)

International class (IPC 1−7): B01D1/00 C02CF1/52 C02F1/00 C02F1/74 C02F3/16 C02F7/00 E03B F04B17/00 F04B39/00 F04B53/00

CPC: F04D13/066 Y02W10/37 Y02W10/15 C02F3/165 B01F3/04609 B01F13/0049 C02F1/36 C02F1/463 C02F1/48 C02F3/16 C02F7/00 C02F2101/105 C02F2201/009 C02F2209/22 C02F2209/40 B01F3/04773 B01F7/00725 B01F15/00487 B01F15/00558 C02F1/006 C02F3/30 C02F2209/008 C02F2209/38 C02F2303/14 E02B1/003 C02F1/00

European class: B01F13/00K10 B01F15/00L8J B01F3/04C5G2 B01F3/04C6C2 B01F7/00C6 C02F1/00R C02F3/16 C02F3/16B C02F3/30 C02F7/00 E02B1/00B F04D13/06F L01F15/00L8 M02F1/36 M02F1/463 M02F1/48 M02F101/10C M02F201/00P M02F209/00T4 M02F209/22 M02F209/38 M02F209/40 M02F303/14

US class: 210/121 210/17 210/170 210/170.05 210/170.050P 210/170.050S 210/170.08 210/170.09 210/170.090S 210/241 210/242.1 210/242.100S 210/242.2 210/747 210/85 210/85P 261/120 261/121.1 261/77 261/92 261/93 366/142 366/142P 366/262 366/264 366/264P 366/270 405/52 405/52S 415/7 417/319 417/423.15 417/423.150P 417/423.3 417/423.300S 417/53 417/53S 417/572 417/572S 417/61 417/61P 464/106

Classification Explorer

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Forward Citations: WO16118673, WO15095304, WO12166966, WO12121887, WO12121887, WO12088197, WO12088197, WO12008682, WO12008682, WO11092495, WO11034282, WO11034282, WO11022742, WO10107888, WO10047853, WO08109187, WO07045718, WO07045718, USD709591, US9630156, US9586184, US9475716, US9462741, US9422068, US9290398, US9180937, US9127243, US9078402, US8911219, US8523984, US8523425, US8500321, US8425109, US8388837, US8298411, US8226292, US8216456, US8191868, US8182176, US8066879, US8057091, US8056887, US7954791, US7906017, US7815172, US7798784, US7678266, US7670044, US7641792, US7517460, US7329351, US2015265979, US2015165401, US2015150223, US2015101989, US2014273676, US2014174030, US2014112093, US2014077397, US2013294945, US2012305495, US2012181260, US2012129249, US2012128422, US2012067799, US2011247970, US2011129338, US2010320145, US2010236647, US2010133157, US2010129160, US2010096324, US2010093074, US2010092285, US2010038913, US2009302487, US2009241403, US2009230041, US2009134083, US2009038556, US2009014376, US2008112820, US2008002517, US2008000841, US2008000527, US2007295672, US2007200261, US2007039878, TWI380774, RU2529725, KR101624204, KR101505383, KR101450021, KR101440141, KR101408189, KR101184710, KR101144087, KR101117325, KR101086252, KR101077525, KR101040771, KR100965784, KR100905792, KR100663761, GB2526412, GB2483085, EP2855363, EP2004556, EP2004556, CN104355390,

CN103787433, CN103089039, CN103046773, CN102897857, CN102718283, CN102486029, CN102448895, CN102276114, CN102276075, CN102138541, AU2013203351, AU2012201172, AU2011200569, AU2007238808,

Abstract:
Source: US2005061721A Circulation systems for ponds, lakes, or other bodies of water. In one set of embodiments, water is drawn up from the depths of the body for exposure to the atmosphere and to generate an overall, high flow circulation pattern throughout the entire body. In other embodiments, the circulation in the body of water is primarily limited to an upper aerobic zone with only small and controlled volumes from a lower anaerobic zone being brought up. Each system preferably includes a flotation platform, dish, impeller, and draft tube with specific modifications to the various systems to adapt them for use in a variety of environments.

0) US2016114464A – GRINDING WHEEL ARBOR

23) Family number: 62182398 (US2016114464A) © PatBase

Title: GRINDING WHEEL ARBOR

Priority: US20140523407 20141024 US20140523453 20141024 US20140523483 20141024 US20140523476 20141024 US20140523463 20141024 US20140523489 20141024 US20150805772 20150722 US20150129095P 20150306 US20150532597F 20150708 US20150723564 20150528 US20140523499 20141024

Family:

Publication number	Publication date	Application number	Application date
US2016114464 AA	20160428	US20140523483	20141024
US2016346893 AA	20161201	US20150723564	20150528
US9475175 BB	20161025	US20140523483	20141024
US9573236 BB	20170221	US20150723564	20150528
WO16065237 A2	20160428	WO2015US57078	20151023
WO16065237 A3	20160616	WO2015US57078	20151023

Probable Assignee: VELASA SPORTS INC

Assignee(s):(std)**:** VELASA SPORTS INC

Inventor(s):(std)**:** BEAUDET DANIEL A ; BOLTON CLIVE ; GORYACHEV IVAN D ; HANCZOR MATT ; LAYTON JR RUSSELL K ; WILLISSON ALEX TAYLOR

Agent(s): KNOBBE MARTENS OLSON AND BEAR LLP; CHRISTENSEN MICHAEL R

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9)**:** A63C3/10 B24B3/00 B24B37/27 B24B41/06 B24B45/00 B24B49/12 B24B55/00 B24B9/04 B24D5/10 G01B5/255 (Advanced/Invention)

CPC: B24D5/10 B24B3/003 B24B9/04 B24B37/27 B24B41/06 B24B41/065 B24B55/00 A63C1/42 B24B45/003 G01B5/255 G01B2210/10 A63C3/10 B24B49/12

US class: 1/1 33/203.12 451/488

Classification Explorer

Cited documents: WO16065237 A2, USD681077 S1, USD665830 S1, USD603432 S1, US9475175 BB, US9352444 BB, US9352437 BB, US9339911 BB, US9242330 BA, US9114498 BA, US8888567 BB, US8827768 BB, US8430723 BB, US8316742 BB, US8277284 BB, US8246425 BB, US7934978 BB, US7473164 BB, US7220161 BB, US7118466 BB, US6626745 BA, US6602109 BA, US6422934 BA, US6116989 A, US5989114 A, US5897428 A, US5823854 A, US5601473 A, US5591069 A, US5562526 A, US5547416 A, US5259148 A, US5177901 A, US5129190 A, US5127194 A, US5009039 A, US4967515 A, US4756125 A, US4722152 A, US4615149 A, US4615144 A, US4570387 A, US4558541 A, US4549372 A, US4534134 A, US4516357 A, US4271635 A, US4235052 A, US4235050 A, US4094101 A, US4078337 A, US4055026 A, US3988865 A, US3988124 A, US3881280 A, US3839828 A, US3800632 A, US3789551 A, US3756796 A, US3742655 A, US3735533 A, US3650073 A, US3574975 A, US3259959 A, US3118256 A, US2990661 A, US2819568 A, US2775075 A, US2722792 A, US2599952 A, US2563018 A, US2438543 A, US2114967 A, US2016114464 AA, US2016114461 AA, US2016114454 AA, US2016114452 AA, US2016114451 AA, US2016114450 AA, US2015367224 AA, US201514632868, US201514632862, US2014179201 AA, US2013344774 AA, US2012302147 AA, US2012190279 AA, US2012108151 AA, US2011169233 AA, US2010125362 AA, US2008280548 AA, US2008176496 AA, US2007054598 AA, US2006223419 AA, US2006183411 AA, US2006159533 AA, US2005130571 AA, US2004209547 AA, US2003156401 AA, US2002009964 AA, US1219004 A, CA2323321 AA, CA2309222 AA, CA2260531 AA, CA1229985 A1, CA1118514 A1,

Forward Citations: US9669508, US9573236, US9566682, US9475175, US2016346893,

Abstract:
Source: US2016114464A A skate blade sharpening system includes a blade retention mechanism that holds a skate blade to be sharpened, and a rotating shaft configured to have a grinding wheel mounted on it, where the grinding wheel contacts the skate blade during sharpening. An arbor on the rotating shaft is of a heat−conducting material and has a heat−conducting mating with the grinding wheel when the grinding wheel is mounted on the rotating shaft. The arbor includes a set of vanes contributing to fan−like air flow about the arbor and grinding wheel for convective heat dissipation during the sharpening operation.

0) US2015140901A – METHOD FOR AUTOMATIC SHARPENING OF A BLADE

24) Family number: 59285243 (US2015140901A) © PatBase

Title: METHOD FOR AUTOMATIC SHARPENING OF A BLADE

Priority: US20130905981P 20131119 US20140525093 20141027 US20140533308 20141105 WO2014US65086 20141111 WO2014US65135 20141112

Family:

Publication number	Publication date	Application number	Application date
CA2930375 AA	20160511	CA20142930375	20141111
CA2930377 AA	20160511	CA20142930377	20141112
EP3071366 A1	20160928	EP20140863546	20141111
EP3071367 A1	20160928	EP20140864954	20141112
US2015140901 AA	20150521	US20140533308	20141105
US2015140902 AA	20150521	US20140525093	20141027
US9308613 BB	20160412	US20140533308	20141105
US9339911 BB	20160517	US20140525093	20141027
WO15077091 A1	20150528	WO2014US65086	20141111
WO15077092 A1	20150528	WO2014US65135	20141112

Probable Assignee: ERIKSSON TEKNIK AB

Assignee(s):(std)**:** ERIKSSON MAGNUS ; ERIKSSON TEKNIK AB ; PROSHARP INC

Inventor(s):(std)**:** ERIKSSON MAGNUS

Agent(s): DENNISON ASSOCIATES; BURKARD THIERRY; FASTH LAW OFFICES; ROLF; FASTH ROLF

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B24B3/00 B24B41/00 B24B49/10 B24B9/04 (Advanced/Invention)

CPC: B24B3/003 B24B9/04 B24B41/005

US class: 1/1 451/11 451/28

Classification Explorer

Cited documents: US7479078 BB, US7435158 BB, US7220161 BB, US6035980 A, US5833189 A, US5601473 A, US5127194 A, US5009039 A, US4817339 A, US4722152 A, US4229909 A, US3988865 A, US3827185 A, US3735533 A, US2005064795 AA, US2003148717 AA,

Forward Citations: US9669508, US9573236, US2016346893,

Abstract:
Source: US2015140901A The method is for sharpening a blade. An automatic sharpening apparatus is provided that has a holder. A blade is placed into the holder. A grinding–wheel driving motor, in operative engagement with a wheel on a spindle, rotates a grinding wheel. A grinding assembly motor moves the grinding wheel in an x–direction towards the blade. A linear motor moves the grinding wheel from a first position to a second position in a z–direction without moving the grinding–wheel driving motor. The rotating grinding wheel engages the blade. The grinding wheel sharpens the blade.

0) WO9632854A2 – CIGARETTE AND HEATER FOR USE IN AN ELECTRICAL S...

25) Family number: 33378921 (WO9632854A2) © PatBase

Title: CIGARETTE AND HEATER FOR USE IN AN ELECTRICAL SMOKING SYSTEM

Priority: EP19960912902 19960419 US19950425165 19950420 US19950425166 19950420 US19950425837 19950420 WO1996US05417 19960419 US19950426165 19950420

Family:

Publication number	Publication date	Application number	Application date
AR002035 A1	19980107	AR19960335650	19960306
AR002035 A1	19980107	AR19960101642	19960306
AT242980 E	20030715	AT19960912902T	19960419
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PT822760 T	20031128	PT19960912902T	19960419

RO120750 B1	20060728	RO19970001944	19960419	
SI0822760 T1	20031231	SI19960030632T	19960419	
SK142597 A3	19981104	SK19970001425	19960419	
SK284345 B6	20050204	SK19970001425	19960419	
TR9701210 T1	19980321	TR19960001210T	19960419	
VN1801 A1	20010326	VN19970001084	19971119	
WO9632854 A2	19961024	WO1996US05417	19960419	
WO9632854 A3	19970123	WO1996US05417	19960419	

Probable Assignee: PHILIP MORRIS PRODUCTS INC

Assignee(s):(std)**:** COUNTS MARY ELLEN ; COWLING PATRICK C ; HOUCK WILLIE G JR ; MOORE MICHAEL A ; FLEISCHHAUER GRIER S ; HAYES PATRICK H ; MORGAN CONSTANCE H ; HAJALIGOL MOHAMMAD R ; PHILIP MORRIS PROD ; PHILIP MORRIS PRODUCTS ; SANDERSON WESLEY G ; UHL RICHARD G ; WATKINS MICHAEL L ; WRENN SUSAN E ; NICHOLS WALTER A ; SHARPE DAVID E ; PHILIP MORRIS PRODUCTS INC ; MORRIS PRODUCTS INC PHILIP ; BAGGETT JAMES D JR ; BAGGETT JR JAMES D ; CLARK DAVID A ; COUNTS MARY ; PHILIP MORRIS PRODUCTS INC RIC ; PHILLIP MORRIS PRODUCTS INC ; MORRIS PRODUCTS INC

Assignee(s): BAGGETT JAMES D ; PHILIP MORRIS PRODUCTS INC RICHMOND VIRGINIA ; PHILIP MORRIS PRODUCTS S A ; DAVID A CLARK ; HOUCK WILLIE G ; PHILIP MORRIS PRODUCTS INC RICHMOND

Inventor(s):(std)**:** AMOORE MICHAEL ; BAGETT JAMES D JR ; BAGETT JAMES DJR ; BAGGETT D ; BAGGETT J D ; BAGGETT JAMES D ; BAGGETT JAMES D J ; BAGGETT JAMES D JR ; BAGGETT JAMES DJR ; BAGGETT JR ; BAGGETT JR JAMES D ; CONSTANCE H MORGAN ; COUNTS ELLEN ; COUNTS M E ; COUNTS MARY ; COUNTS MARY E ; COUNTS MARY ELLEN ; COWLING C ; COWLING PATRICK C ; COWLLING PATRICK C ; BAGGETT JUN JAMES D ; CLARK A ; CLARK D A ; CLARK DAVID A ; DA CLARK ; DAVID A CLARK ; DAVID E SHARPE ; GRIER S FLEISCHHAUER ; HAJALIGOL MOHAMMAD R ; HAJALIGOL R ; HAYES H ; HAYES PATRICK H ; HOUCK G ; HOUCK JR ; HOUCK JR WILLIE G ; HOUCK JR WILLIE GRAY ; HOUCK JUN WILLIE G ; HOUCK WILLIE F ; HOUCK WILLIE F JR ; HOUCK WILLIE G ; HOUCK WILLIE G J ; HOUCK WILLIE G JR ; HOUCK WILLIE GJR ; FLEISCHHAUER GRIER S ; FLEISCHHAUER S ; FLEISCHHAUFER GRIER S ; JAMES D BAGGETT JR ; JAMES D JR BAGGETT ; JD BAGGETT ; MOORE A ; MOORE MICHAEL A ; MOORE MICHAEL G ; MOORE MISHAEL A ; MORGAN CONSTANCE H ; MORGAN DAVID E ; MORGAN H ; MORGAN MOHAMMAD R ; MORGAN WALTER A ; NICHOLS A ; NICHOLS WALTER A ; PATRICK C COWLING ; PATRICK H HAYES ; RICHARD G UHL ; SANDERSON G ; SANDERSON WESLEY G ; SHARPE DAVID E ; JAMES D BAGGET JR ; SHARPE DAVIT E ; SHARPE E ; MARY ELLEN COUNTS ; ME COUNTS ; MICHAEL A MOORE ; MICHAEL L WATKINS ; SUSAN E WRENN ; UHL G ; UHL RICHARD G ; WALTER A NICHOLS ; WATKINS L ; WATKINS MICHAEL L ; WESLEY G SANDERSON ; WILLIE G HOUCK ; WILLIE G HOUCK JR ; WREEN SUSAN E ; WRENN E ; WRENN SUSAN E ; MOHAMMAD R HAJALIGOL

Inventor(s): MOHAMMAD R MORGAN ; WALTER A MORGAN ; SUSAN E WREEN ; PATRICK C COWLLING ; M E COUNTS ; J D BAGGETT ; JAMES D BAGGETT ; HOUCK JUN ; DAVIT E SHARPE ; DAVID E MORGAN ; D A CLARK ; BAGGETT JUN

Agent(s): CALLINANS; FISHER ADAMS KELLY CALLINANS; RIDOUT AND MAYBEE LLP; ERNESTO CAVELIER

Designated states: AL AM AT AU AZ BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CZ DE DK EE ES FI FR GA GB GE GN GR HU IE IS IT JP KE KG KP KR KZ LI LK LR LS LT LU LV MC MD MG MK MN MW MX NL NO NZ PL PT RO RU SD SE SG SI SK SZ TJ TM TR TT UA UG US UZ VN

International class (IPC 8–9): A24B15/00 A24C5/00 A24D1/00 A24D1/08 A24F27/00 A24F47/00 A24F7/00 F23Q7/14 H05B3/00 (Advanced/Invention);
H05B3/00 (Advanced/Non–invention);
A24D1/00 A24F47/00 H05B3/00 (Core/Invention);
A24F (Subclass/Invention)

International class (IPC 1–7): A24B15/00 A24C5/00 A24D1/00 A24D1/08 A24F A24F27/00 A24F47/00 F23Q7/00 F23Q7/14 H05B3/00

CPC: A24F47/008

European class: A24F47/00B2E

Classification Explorer

Cited documents: WO9406313 A1, US5505214 A, US5388594 A, US5322075 A, EP0615411 A1, EP0430559 A2,

Forward Citations: WO9963844, WO16101203, WO13034452, WO10047389, US9623205, US8342184, US6164287, TWI581723, RU2598567, JP5818110, JP2015503916, JP2014521419, JP2013516159, JP2013511962, EP3042577, EP2011409, CN106036983, CN105072935, CN104957779, CN104770894, CN104770893, CN104172466, CN104039183, CN104023568, CN104023568, CN104013097, CN103987286, CN103929985, CN103859603, CN103689811, CN103689811, CN103533684, CN103533684, CN102665459, CN102665459,

Abstract:
A cigarette (23) comprises a tobacco rod having filled and unfilled portions arranged so that electrical heater elements (31) may overlap both portions. The rod includes a tubular tobacco web. The web is constructed by converting tobacco feedstock into a continuous sheet of tobacco web and converting the continuous sheet of tobacco web into one or ore bobbins of tobacco web suitable for automated manufacture of cigarettes. A heater (25) comprises a supporting hub and electrically resistive heater blades (37) defining a receptacle (27) for an inserted cigarette (23). Each blade comprises first and second heater blade legs each having a first end and a second end, and a connecting section connecting the second end of the first leg and the first end of the second leg. The blades (37) are heated by a resistive heating circuit and heat the inserted cigarette (23). The legs are separated by a gap to permit entrainment of flavour substances upon drawing.

0) CO4480005A – PROCEDIMIENTO PARA LA PREPARACION DE CONFITURAS...

26) Family number: 43656098 (CO4480005A) © PatBase

Title: PROCEDIMIENTO PARA LA PREPARACION DE CONFITURAS HELADAS Y EL PRODUCTO ASI OBTENIDO Process for the preparation of jams frost and product thus obtained (Machine translation)

Priority: CO19960063404 19961203

Family:

Publication number	Publication date	Application number	Application date
CO4480005 A1	19970709	CO19960063404	19961203

Probable Assignee: SAN JERONIMO CAJICA CABRERA HERMANOS LTDA

Assignee(s):(std)**:** SAN JERONIMO CAJICA CABRERA HERMANOS LTDA

Inventor(s):(std)**:** CABRERA BAQUERO JOSE RICARDO DE JESUS

Inventor(s): JOSE RICARDO DE JESUS CABRERA BAQUERO

Agent(s): JESUS ANTONIO GUARNIZO PALACIO

International class (IPC 8–9): A23G9/04 (Advanced/Invention); A23G9/04 (Core/Invention)

International class (IPC 1–7): A23G9/04

Classification Explorer

Abstract:
Source: CO4480005A 1. PROCESO PARA LA ELABORACION DE CONFITURAS HE– LADAS CARACTERIZADO PORQUE CONSISTE BASICAMENTE DE LA ELABORACION EN FORMA INDEPENDIENTE DE UNA MER– MELADA DE FRUTAS Y DE UNA MEZCLA DE AGUA Y AZUCAR LAS CUALES POSTERIORMENTE SE UNEN PARA FORMAR UNA MEZCLA TOTAL QUE SE LLEVA A MADURACION DE DONDE SALE PARA SER MOLDEADA COMO PALETA. 2. PROCEDIMIENTO PARA LA ELABORACION DE CONFITU– RAS HELADAS DE ACUERDO CON LA REIVINDICACION No. 1 CARACTERIZADO PORQUE PARA HACER LA MERMELADA SE LLEVAN A CABO LAS SIGUIENTES ETAPAS: A. RECEPCION Y SELECCION DE LA FRUTA, ESTE PROCE– SO SE HACE MANUALMENTE TENIENDO EN CUENTA TAMANO, ESTADO DE MADURACION Y OPTIMAS CONDICIONES FITOSA– NITARIAS. B. LA FRUTA UNA VEZ SELECCIONADA Y YA COLOCADA SOBRE UNA ESPECIE DE ZARANDA SE SOMETE AL LAVADO CON CHORRO DE AGUA FRIA. C. LUEGO PASA A UN PROCESO DE ESCALDADO EN AGUA A 50 GRADOS CENTIGRADOS DURANTE UN TIEMPO DE 10 A 15 SEGUNDOS. D. EXTRACCION MANUAL DE LA PULPA, QUEDANDO LA PULPA SEPARADA DE LA CORTEZA. E. PROCESO DE LICUADO MEDIANTE EL CUAL LA PULPA SE FRAGMENTA COMPLETAMENTE QUEDANDO SEPARADA DE LA PEPA O SEMILLA. F. DESSEMILLADO POR MEDIO DE FILTRACION UTILIZAN– DO UN FILTRO DE LIENZO TIPO MANGA. G. AL CONCENTRADO DE PULPA DE FRUTA ASI OBTENIDO SE LE ADICIONA AZUCAR EN UNA EN UNA PROPORCION DE DOS PARTES DE FRUTA POR UNA DE AZUCAR, ESTA MEZCLA SE ELABORA EN UNA MARMITA PARA LUEGO SER LLEVADA LENTAMENTE HASTA UNA TEMPERATURA ENTRE 60 Y 85 GRADOS CENTIGRADOS, DONDE UNA VEZ ALCANZADA LA TEMPERATURA SE MANTIENE EN ESE PUNTO DURANTE UN TIEMPO DE 10 A 15 MINUTOS, PARA OBTENER UNA MERME– LADA DE FRUTA. H. LA MERMELADA ASI OBTENIDA SE ENVASA EN TAMBO– RES PLASTICOS O ENVASES DE VIDRIO HERMETICAMENTE CERRADOS Y SE DEJA EN REPOSO POR LO MENOS DURANTE 24 HORAS. 3. PROCEDIMIENTO PARA LA ELABORACION DE CONFITU– RAS HELADAS DE ACUERDO CON LA REIVINDICACION No. 1 CARACTERIZADO PORQUE SEPARADAMENTE SE PREPARA OTRA MEZCLA COMPUESTA DE AGUA Y AZUCAR, DONDE EL AGUA SE PASA PRIMERO POR UN FILTRO DE CARBON ACTIVADO Y LUEGO POR UN FILTRO DE ARENA, PURIFICADA EL AGUA SE LE ADICIONA EL AZUCAR EN PROPORCION DE CUATRO PARTES DE AGUA POR UNA DE AZUCAR. 1. Process for the production of confectionery HE– LADAS wherein it consists basically PROCESSING INDEPENDENTLY OF A MER– ROAN FRUIT AND A MIXTURE OF WATER AND THEREAFTER WHICH SUGAR TOGETHER TO FORM A TOTAL MIX THAT TAKES WHERE DOES matured to be molded as a palette. 2. PROCEDURE FOR THE PREPARATION OF RAS frost CONFITU– according to claim No. 1, characterized MARMALADE TO TAKE OUT THE FOLLOWING STEPS: A. RECEPTION AND SELECTION OF FRUIT, this process is done manually BEARING NOTE size, stage of maturity and optimal conditions PLANT PROTECTION nity. B. FRUIT AND ONCE SELECTED AND PLACED ON A KIND OF ZARANDA SUBMITTED TO WASH WITH COLD WATER JET. C. THEN GO TO A PROCESS WATER scalding 50 degrees Celsius for a period of 10 to 15 seconds. D. REMOVAL MANUAL PULP AND ARE SEPARATE PULP BARK. E. blending process whereby fragments PULP being completely separated from the PEPA or seed. F. DESSEMILLADO by filtration UTILIZAN– DO A FILTER BAG TYPE SLEEVE. G. TO CONCENTRATE FRUIT PULP OBTAINED ASI is added sugar in a ratio of TWO PARTS OF FRUIT BY A SUGAR, this blend is made in a pot TO BE BORN THEN SLOWLY TO A TEMPERATURE BETWEEN 60 AND 85 DEGREES CELSIUS WHERE After reaching the temperature is

maintained at that point for a period of 10 to 15 minutes to obtain a MERME– LADA FRUIT. H. MARMALADE thus obtained is packaged in TAMBO– RES PLASTIC OR GLASS CONTAINERS sealed and allowed to rest for at least 24 hours. 3. PROCEDURE FOR THE PREPARATION OF RAS frost CONFITU– according to claim No. 1, characterized OTHER MADE SEPARATELY WATER AND SUGAR BLEND, where water is first passed through a charcoal filter and then filter PREPARES ARENA, PURIFIED WATER is added sugar ratio of four parts water to A SUGAR.

0) US4119132A – SKID PREVENTION DEVICE FOR TIRES

27) Family number: 1637316 (US4119132A) © PatBase

Title: SKID PREVENTION DEVICE FOR TIRES

Priority: DE19762610346 19760312 DE19772707114 19770218

Family:

Publication number	Publication date	Application number	Application date
AT173177 A	19790515	AT19770001731	19770314
AT354277 B	19791227	AT19770001731	19770314
BE852374 A1	19770701	BE19772055727	19770311
CA1050405 A1	19790313	CA19770273921	19770314
CH626016 A	19811030	CH19770003169	19770314
DE2610346 A1	19770915	DE19762610346	19760312
DE2707114 A1	19780824	DE19772707114	19770218
FR2343618 A1	19771007	FR19770007761	19770311
FR2343618 B3	19800208	FR19770007761	19770311
GB1577348 A	19801022	GB19770009920	19770309
IT1077352 A	19850504	IT19770021170	19770314
JP52111106 A2	19770917	JP19770026139	19770311
SE7702559 A	19770913	SE19770002559	19770308
SE7702559 L	19770913	SE19770002559	19770308
US4119132 A	19781010	US19770777498	19770314

Probable Assignee: RIES GOTTRIED

Assignee(s):(std)**:** RIES G ; RIES GOTTFRIED ; RIES GOTTRIED

Assignee(s): GOTTRIED RIES

Inventor(s):(std)**:** GOTSUTOFURIITO RIISU ; RIES GOTTFRIED

Inventor(s): SOK ; GOTTFRIED RIES

International class (IPC 8–9): B60B15/10 B60C11/14 B60C11/16 B60C27/04 B60C27/06 (Advanced/Invention); B60B15/00 B60C11/14 B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C11/00 B60C11/14 B60C27/06 B60C27/14 B60C27/20

CPC: Y10T152/10279 B60C11/1606 B60B15/10 B60C27/045

European class: B60B15/10 B60C11/14 B60C11/16B B60C27/04B

US class: 152/208 152/210 152/211

Classification Explorer

Cited documents: US3167280 A, US2888057 A, US2696864 A, US1399556 A, SE155200 C1, SE155200 C, DE2439519 A1, DE1197341 B,

Forward Citations: WO9726144, WO15070270, US9290057, US9278584, US5385839, US5088534, US4431227, US2014116592, US2013105050, JP62141502, JP62111207, JP3143709, GB2350823, FR2495448, EP0418703, EP0053980, DE3931279, CN102180066,

Abstract:
Source: US4119132A A skid prevention device for tires, which tires are provided with longitudinally– and radially–extending rows of treads separated by discrete, laterally–extending rows of recesses, includes a plurality of elongated, generally U–shaped metal claws disposed within the rows of the recesses of the tire, the outer ends of which have spikes secured thereto, and the inner ends of which are pivotably supportable in the recesses of the tire. The device also includes means for pivotably mounting the inner ends of the claws in the recesses of the tire for movement between an extended position, in which the claws are pivoted upwardly with their spikes extending radially outwardly beyond the upper surface of the treads of the tire, and a retracted position, in which the claws are pivoted downwardly with their spikes lying below the upper surface of the treads of the tire. In addition, the device includes means for pivotably moving the claws between the extended and retracted positions thereof.

0) US6922920B – SNOW REMOVAL DEVICE

28) Family number: 32119495 (US6922920B) © PatBase

Title: SNOW REMOVAL DEVICE

Priority: US20030613466 20030703

Family:

Publication number	Publication date	Application number	Application date
US6922920 BA	20050802	US20030613466	20030703

Probable Assignee: STRATZ ANTHONY

Assignee(s):(std)**:** STRATZ ANTHONY

Inventor(s):(std)**:** STRATZ ANTHONY

Agent(s): WILKINSON CHARLES A; WILKINSON CLINTON H; CLINTON H; CHARLES A

International class (IPC 8–9)**:** E01H5/02 (Advanced/Invention); E01H5/00 (Core/Invention)

International class (IPC 1–7)**:** E01H5/02

CPC: E01H5/02

European class: E01H5/02

US class: 294/181 294/50.7 294/50.9 294/53.5 294/54.5 294/55 294/60 37/197 37/265 37/285 D8/10 D8/106 D8/308

Classification Explorer

Cited documents: USD459641 S1, USD407723 S1, USD383582 S1, USD378890 S1, USD375235 S1, USD314318 S1, USD307378 S1, USD275928 S1, USD206177 S1, US738057 A, US6485076 BA, US6457757 BB, US6203081 BA, US6086049 A, US6053548 A, US5984393 A, US5918921 A, US5863084 A, US584827 A, US5791072 A, US5732933 A, US5669651 A, US5593198 A, US5581915 A, US5511327 A, US5440828 A, US5271169 A, US5074064 A, US5056245 A, US5018282 A, US4881332 A, US4804219 A, US4772057 A, US4559726 A, US4537433 A, US4531713 A, US4302894 A, US4253257 A, US4231604 A, US4224751 A, US4198090 A, US4161073 A, US4130953 A, US4125951 A, US3964182 A, US3923331 A, US3748761 A, US3583746 A, US3475838 A, US3343807 A, US3121963 A, US3063174 A, US3043033 A, US3035816 A, US2896993 A, US2769612 A, US2734291 A, US258260 A, US2239297 A,

Forward Citations: USD718792, USD706103, USD662384, USD656162, USD617350, USD568122, USD555565, USD546144, USD543807, USD525093, USD523710, US9353493, US9238894, US9204587, US9039054, US8550515, US8136268, US8001707, US7937859, US7699404, US7681336, US7631443, US7111418, US2012137548, US2010327614, US2010192423, US2009235559, US2009139115, US2008115394, US2007214684, US2006214443, US2005160633,

Abstract:
Source: US6922920B A snow removal apparatus in the form of a shovel in which a leveraged arrangement is used to lift snow gathered on the shovel blade by lateral movement of such blade while supported by a handle adjustably secured upon the blade and the shovel handle is rested upon an underlying surface while snow is being lifted and moved to a dumping area by leveraged foot movement upon a pivot arm pivoted upon the handle and attached to the blade thus avoiding strain on a shovelers arms and spine while shoveling.

29) Family number: 28224004 (US2002077642A) © PatBase

Title: DEBULKING CATHETER

Priority:

EP20010991343	20011219	EP20040760155	20040422	EP20040760156	20040422
EP20060750267	20060414	EP20070809112	20070518	US19990378224	19990819
US20010027418	20011219	US20000257704P	20001220	US20010272273P	20010227
US19990377884	19990819	US19990377894	19990819	US20010272373P	20010227
EP20120165348	20040422	EP20120165347	20040422	EP20110151192	20011219
US20060328516	20060110	US20040896741	20040721	US20060328453	20060110
US20020381632P	20020519	US20010930372	20010814	US20020288559	20021104
US20040012876	20041214	US20020288582	20021104	US20020381632P	20020517
US20030421979	20030422	US20020288581	20021104	US20010272373P	20010228
US20030421980	20030422	US20050286308	20051122	US20030656022	20030905
US20050230924	20050921	US20050108887	20050419	US20050199370	20050809
US20040010833	20041213	US20040896471	20040722	US20110177048	20110706
US20110090138	20110419	US20070934670	20071102	US20100757291	20100409
US20070934680	20071102	US20090431210	20090428	WO2001US49220	20011219
WO2004US12601	20040422	WO2006US14187	20060414	US20100828444	20100701
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US20120536497	20120628	US20120609537	20120911	US20100880010	20100910
US20130914135	20130610	US20120664499	20121031	US20120612319	20120912
US20110154057	20110606	US20060367719	20060306	US20130940430	20130712
US20130088717	20131125	US20140478690	20140905	US20150628648	20150223
US20150656881	20150313	US20160270147	20160920		

Family:

Publication number	Publication date	Application number	Application date
AT499054 E	20110315	AT20010991343T	20011219
AT556660 E	20120515	AT20040760156T	20040422
AU2002231074 AA	20020701	AU20020231074	20011219
AU200231074 A5	20020701	AU20020031074	20011219
CA2605178 AA	20071019	CA20062605178	20060414
CA2622716 AA	20080313	CA20062622716	20060921
DE60144107 D1	20110407	DE20016044107	20011219
DE60148307 D1	20131031	DE20016048307	20011219
DE602004037787 D1	20120712	DE200460037787T	20040422
DE602004046410 D1	20150219	DE200460046410T	20040422
DE602004047686 D1	20150924	DE200460047686T	20040422
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DE602007043888 D1	20151224	DE200760043888T	20070518
EP1345542 A2	20030924	EP20010991343	20011219
EP1345542 A4	20070314	EP20010991343	20011219
EP1345542 B1	20110223	EP20010991343	20011219
EP1622501 A2	20060208	EP20040760155	20040422
EP1622501 A4	20110406	EP20040760155	20040422
EP1622501 B1	20160727	EP20040760155	20040422
EP1622523 A2	20060208	EP20040760156	20040422
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EP1622523 B1	20120509	EP20040760156	20040422
EP1767159 A1	20070328	EP20060015787	20011219
EP1871244 A2	20080102	EP20060750267	20060414
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EP1938196 A2	20080702	EP20060825062	20060921
EP1938196 A4	20100106	EP20060825062	20060921
EP2019634 A2	20090204	EP20070809112	20070518

EP2019634 A4	20130522	EP20070809112	20070518	
EP2019634 B1	20151111	EP20070809112	20070518	
EP2353526 A1	20110810	EP20110151192	20011219	
EP2353526 B1	20130904	EP20110151192	20011219	
EP2481364 A1	20120801	EP20120165347	20040422	
EP2481364 B1	20150812	EP20120165347	20040422	
EP2481365 A1	20120801	EP20120165348	20040422	
EP2481365 B1	20141224	EP20120165348	20040422	
EP2641551 A1	20130925	EP20130172807	20040422	
EP2862526 A1	20150422	EP20140194522	20040422	
ES2362910 T3	20110714	ES20010991343T	20011219	
ES2387807 T3	20121002	ES20040760156T	20040422	
ES2436668 T3	20140103	ES20110151192T	20011219	
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US2002077642 AA	20020620	US20010027418	20011219	
US2002077647 AA	20020620	US20010930372	20010814	
US2003120295 AA	20030626	US20020288582	20021104	
US2003125757 AA	20030703	US20020288559	20021104	
US2003125758 AA	20030703	US20020288581	20021104	
US2004049215 AA	20040311	US20030656022	20030905	
US2004167553 AA	20040826	US20030421979	20030422	
US2004167554 AA	20040826	US20030421980	20030422	
US2005154407 AA	20050714	US20040010833	20041213	
US2005177068 AA	20050811	US20040896741	20040721	
US2005222519 AA	20051006	US20050108887	20050419	
US2005222663 AA	20051006	US20040012876	20041214	
US2006032508 AA	20060216	US20050199370	20050809	
US2006195126 AA	20060831	US20050286308	20051122	
US2006235366 AA	20061019	US20060328516	20060110	
US2006236019 AA	20061019	US20050230924	20050921	
US2006239982 AA	20061026	US20060328453	20060110	
US2007010840 AA	20070111	US20060437849	20060518	
US2007078469 AA	20070405	US20060367719	20060306	
US2008065124 AA	20080313	US20070934670	20071102	
US2008065125 AA	20080313	US20070934680	20071102	
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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A01N1/00 A61B1/00 A61B1/05 A61B1/313 A61B10/00 A61B10/02 A61B10/04 A61B17/00 A61B17/06 A61B17/22 A61B17/29 A61B17/32 A61B17/3207 A61B19/00 A61B5/00 A61B5/02 A61B5/05 A61B5/103 A61B5/117 A61D1/02 A61F2/06 A61G99/00 A61K35/12 A61L31/00 A61M31/00 C12Q1/02 C12Q1/24 C12Q1/68 C40B30/04 C40B40/08 C40B40/10 G01N33/50 G01N33/53 G01N33/566 G06F12/02 G06F17/00 G06F17/30 G06F19/00 G06F19/10 G06F7/00 G06G7/48 G06G7/58 G06Q50/00 (Advanced/Invention); A61B10/00 A61B10/02 A61B10/04 A61B17/00 A61B17/28 A61B17/29 A61B17/32 A61B17/3207 A61B18/14 A61B19/00 A61B90/00 (Advanced/Non–invention); A61B10/00 A61B10/02 A61B17/22 A61B17/32 A61B19/00 A61B5/00 A61F2/06 A61K35/12 A61M31/00 (Core/Invention); A61B17/00 A61B17/28 A61B17/32 (Core/Non–invention); A61B (Subclass/Invention)

International class (IPC 1–7): A61B1/00 A61B10/00 A61B17/00 A61B17/22 A61B17/32 A61D1/02

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US class: 1/1 128/898 206/438 206/438S 424/400P 424/520 424/520S 424/93.7 424/93.700P 435/1.1 435/29 435/30 435/30S 435/6.11 435/6.12 435/6.13 435/6.130P 435/7.1 435/7.21 435/7.92 504/269S 506/17 506/17P 506/18 506/18S 506/9 600/107 600/427 600/439 600/562 600/562P 600/564 600/564P 600/567 600/568 600/570 600/587 601/2 601/2S 604/22 604/22S 604/27 604/35 604/508 604/508P 606/129 606/159 606/159P 606/167 606/167P 606/170 606/170P 606/170S 606/171 606/180 607/116 607/116S 607/89 607/89S 623/1.11 623/1.110P 623/1.110S 623/8 702/19 705/2 705/2P 707/802 711/1 711/1P

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Abstract:
Source: US2002077642A A debulking catheter comprising a debulking assembly for debulking a body lumen. The catheters of the present invention can include a flexible proximal portion coupled to a rigid distal portion. A tissue debulking assembly can be disposed within the rigid portion to debulk the body lumen. In exemplary embodiments, the rigid portion is rotatably coupled to the flexible portion such that rotation or deflection of the rigid portion, relative to the flexible portion, can expose the tissue debulking assembly through a window in the catheter to debulk the body lumen.

0) US2004154715A – METHOD AND DEVICE FOR DETECTING TYRE WEAR OR TH...

30) Family number: 30050728 (US2004154715A) © PatBase

Title: METHOD AND DEVICE FOR DETECTING TYRE WEAR OR THE LIKE

Priority: FR20000015243 20001120 WO2001FR03622 20011119

Family:

Publication number	Publication date	Application number	Application date
DE60143407 D1	20101216	DE20016043407	20011119
EP1337404 A1	20030827	EP20010996469	20011119
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WO0240296 A1	20020523	WO2001FR03622	20011119

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Inventor(s):(std)**:** DUFOURNIER ARNAUD

Agent(s): ROTHWELL FIGG ERNST AND MANBECK PC

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC NL PT SE TR US

International class (IPC 8–9)**:** B60C11/24 B60C23/00 (Advanced/Invention); B60C11/24 B60C23/00 (Core/Invention)

International class (IPC 1–7)**:** B60C11/24

CPC: Y10T152/10027 B60C11/24

European class: B60C11/24

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Abstract:
Source: US2004154715A The invention concerns a method whereby when the tyre reaches a wear threshold level, acoustic wear indicators emit a sound signal by coming into contact with the ground. Magnetic, optical and mechanical embodiments are also disclosed. A detector consisting of a microphone placed beneath the vehicle and a processing unit switches on an indicator placed in the instrument panel. In a more sophisticated version, the detector by matching the acoustic signal phase with the ABS data, identifies the tyre concerned. The invention is useful for detecting tyre deterioration, or that of any, other type of surface such as pads, and the like, and for detecting the presence of snow chains or nails.

0) US2002085745A – AUTOMATED DOCUMENT PROCESSING SYSTEM USING FULL...

31) Family number: 32098450 (US2002085745A) © PatBase

Title: AUTOMATED DOCUMENT PROCESSING SYSTEM USING FULL IMAGE SCANNING

Priority:

EP19980915542	19980413	US19950433920	19950502	US19960031604P	19961127
US19960664262	19960513	US19970814978	19970311	US20020037021	20020104
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Family:

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Probable Assignee: CUMMINS ALLISON CORP

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Assignee(s): CUMMINS ALLISON CORP891 FEEHANVILLE DRIVEMOUNT PROSPECTIL60056US ; GAFRON RONALD M ; CUMMINGS ALLISON CORP

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Agent(s): MARKS AND CLERK; GRUENECKER KINKELDEY STOCKMAIR AND SCHWANHAEUSSER ANWALTSSOZIETAET; CUMMINS ALLISON CORP C O JENKENS AND GILCHRIST; JENKENS AND GILCHRIST A PROFESSIONAL CORP; JENKENS AND GILCHRIST PC; NIXON PEABODY LLP

Designated states: AL AM AT AU AZ BA BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CU CY CZ DE DK EE ES FI FR GA GB GE GH GM GN GR GW HU ID IE IL IS IT JP KE KG KP KR KZ LC LK LR LS LT LU LV MC MD MG MK ML MN MR MW MX NE NL NO NZ PL PT RO RU

SD SE SG SI SK SN SZ TD TG TJ TM TR TT UA UG UZ VN YU ZW

International class (IPC 8–9): G06K9/00 G06K9/72 G06K9/74 G06K9/78 G06Q20/00 G06Q20/04 G06Q20/10 G06Q20/18 G06Q40/02 G06T1/00 G07D11/00 G07D13/00 G07D3/14 G07D7/00 G07D7/06 G07D7/12 G07D7/20 G07F19/00 H04N1/04 (Advanced/Invention); G07D11/00 (Advanced/Non–invention); G06Q20/00 G07D11/00 G07D13/00 G07D3/00 G07D7/00 G07F19/00 (Core/Invention)

International class (IPC 1–7): B07C5/00 G06F17/60 G06K9/00 G06K9/78 G06T1/00 G07D11/00 G07D7/00 G07D7/06 G07D7/12 G07D7/20 G07F19/00 G07F7/04 G07F7/10 H04N1/00 H04N1/04

CPC: G06K9/186 G07D11/0003 G06T1/0007 G07D11/009 G07D3/14 G07D11/0066 G06K9/00979 G06K9/00993 G07D7/12 G06K9/033 G06K9/726 G06K2209/01 G06Q10/10 G06Q20/042 G06Q20/0425 G06Q20/10 G06Q20/105 G06Q20/108 G06Q20/1085 G06Q20/18 G06Q20/20 G06Q40/00 G06Q40/02 G06T1/00 G07D7/04 G07D7/06 G07D7/20 G07D11/0084 G07F7/04 G07F19/20 G07F19/202 G07F19/207 G07D7/1205

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US class: 194/206 209/534 235/379 356/71 382/100P 382/135 382/135P 382/136 382/137 382/137P 382/137S 382/138 382/139 382/139P 382/139S 382/140 382/282 382/311 382/318 705/39 705/42 705/43 705/45 705/45P 902/8

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Abstract:
Source: US2002085745A A document processing system comprises an input receptacle for receiving documents. A transport mechanism receives the documents from the input receptacle and transports the documents past a full image scanner and a discrimination unit. An output receptacle receives the documents from the transport mechanism after being transported past the full image scanner and the discrimination unit. The full image scanner includes means for obtaining a full video image of said documents, means for obtaining a image of a selected area of said documents, and means for obtaining information contained in said selected area of said document. The discrimination unit includes means for determining the authenticity of said document. A system controller directs the flows of documents over the transport mechanism.

0) US5601473A – SKATE SHARPENING APPARATUS AND METHOD

32) Family number: 11749639 (US5601473A) © PatBase

Title: Skate sharpening apparatus and method

Priority: CA19962191497 19961128 US19930161660 19931203 US19950396185 19950224

Family:

Publication number	Publication date	Application number	Application date
CA2191497 AA	19980528	CA19962191497	19961128
US5601473 A	19970211	US19950396185	19950224

Probable Assignee: MJS MFG INC

Assignee(s):(std): M J S MANUFACTURING INC ; M J S MFG INC

Assignee(s): MJS MFG ; MJS MFG INC ; STRAIN RANDY L ; EVANS ROBERT M ; JANNETTO JEFFREY P

Inventor(s):(std): EVANS ROBERT M ; JANNETTO JEFFREY P ; STRAIN RANDY L

Agent(s): RIDOUT AND MAYBEE LLP

International class (IPC 8–9): A63C3/12 B24B3/00 B24B9/04 (Advanced/Invention)

International class (IPC 1–7): B24B3/40 B24B47/02 B24B49/03 B24B9/04

CPC: A63C3/12 B24B3/003

European class: A63C3/12 B24B3/00E

US class: 451/10 451/14 451/224 451/229 451/383 451/393 451/5

Classification Explorer

Cited documents: US5287657 A, US5127194 A, US5009039 A, US4817339 A, US4722152 A, US4558541 A, US4392332 A, US4235050 A, US4094101 A, US4055026 A, US3988865 A, US3988124 A, US3948001 A, US3827185 A, US3735533 A, US3719006 A, US3415017 A, US3279321 A, US3060644 A, US2850926 A,

Forward Citations: WO16172794, WO15077092, US9669508, US9573236, US9566682, US9475175, US9364235, US9352444, US9242330, US9114498, US7329172, US7220161, US6802760, US6699103, US6234532, US2012108151, US2007184756, US2006183411, US2006040587,

Abstract:
Source: US5601473A gAn apparatus and method for sharpening skate blades operate by measuring the length of a skate blade, determining a predetermined profile corresponding to a desired radius of curvature for the blade, and coordinating the motion of a grinding wheel and the blade to grind the blade according to the predetermined profile. A grinding force is applied by the grinding wheel against the blade using a stepper motor coupled through a screw drive, thereby not allowing the grinding wheel to chatter or bounce against the blade. In addition, the blade is clamped end–to–end by a clamping assembly that also determines the length of the blade via the position of the clamp.

33) Family number: 20735935 (US6341887B) © PatBase

Title: ICE CREAM MIXING APPARATUS WITH A WASHING FUNCTION HAVING AN AUGER WITH A VANE WHEEL

Priority: EP19990958532 19991217 NO19980006005 19981218 US19990466057 19991217 US19980112992P 19981218 WO1999NO00391 19991217

Family:

Publication number	Publication date	Application number	Application date
AT292391 E	20050415	AT19990958532T	19991217
AU200015883 A1	20000712	AU20000015883	19991217
AU200015883 A5	20000712	AU20000015883	19991217
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DE69924640 T2	20060302	DE19996024640T	19991217
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US6341887 BA	20020129	US19990466057	19991217
WO0036925 A1	20000629	WO1999NO00391	19991217

Probable Assignee: MARIENLYST EIENDOM AS

Assignee(s):(std)**:** ANABETH AS ; HANSEN SR ASBJOERN ; MARIENLYST EIENDOM AS ; MARIENLYST EIENDOM DRAMMEN AS

Assignee(s): MARIENLYST EIENDOM PO BOX AS ; HANSEN ASBJORN SR ; HANSEN SR

Inventor(s):(std)**:** HANSEN ASBJ RN ; HANSEN SR ASBJOERN ; HANSEN SR ASBJORN ; HANSEN SR ASBJ RN ; HANSEN ASBJORN SR ; HANSEN A SR ; HANSEN ASBJAERN SR ; A HANSEN SR

Inventor(s): HANSEN SR ; ASBJAERN HANSEN SR ; HANSEN SR ASBJ 247 RN ; ASBJ RN HANSEN

Agent(s): DAVIES COLLISON CAVE; DAVIES COLLISON CAVE PTY LTD; OGILVY RENAULT LLP SENCRL SRL

Designated states: AE AL AM AT AU AZ BA BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CR CU CY CZ DE DK DM EE ES FI FR GA GB GD GE GH GM GN GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW

International class (IPC 8–9): A23G9/22 A23G9/28 A23G9/30 (Advanced/Invention); A23G9/04 (Core/Invention)

International class (IPC 1–7): A23G9/28 A23G9/30 B01F B01F15/00 B01F7/24

CPC: A23G9/228 A23G9/28 A23G9/282 A23G9/283 A23G9/30

European class: A23G9/22N A23G9/28 A23G9/28D2 A23G9/28D4 A23G9/30

US class: 366/138 366/286 366/319

Classification Explorer

Cited documents: WO9106221 A1, US5799832 A, US5208050 A, US5067819 A, US4974965 A, US4755060 A, US4740088 A, US4708489 A, US4693611 A, US4671172 A, US4637221 A,

US4580905 A, US4548054 A, US4506988 A, US4448114 A, US3653549 A, US3323320 A, US3061279 A, US2415585 A, US2282862 A, US2094354 A, NO2446474, NO2433362, JP10000058 A2, FR2736511 A1, FR2717988 A1, CA1011727 A1,

Forward Citations: WO13030038, WO13030033, WO13030033, WO08105107, WO04075651, US9415358, US9272250, US9186636, US9010992, US8807823, US8337074, US8276601, US7650834, US7503687, US6848356, US2013279288, US2012092949, US2011297195, US2009116335, US2008219090, US2005249032, US2005183426, KR101212044, JP2008237211, EP3017702, EP2124602, EP1348342, EP1348342, EP1348342, CN104272044, CN104272044, CN102613379,

Abstract:
Source: US6341887B An ice cream mixing apparatus comprises a funnel for holding ice cream and flavor additives, an auger and a linear actuator for moving the auger into the funnel, in which position a rotation of the auger will mix the ice cream and the flavor additives. The funnel forms part of an enclosure with at least one spray nozzle for pointing a water spray at the auger for washing purposes. The auger has at least one vane in an area which is hit by the water spray during the relative movement of the funnel and auger, causing a deflection of the water spray.

0) US2438081A – RECORD CONTROLLED ACCOUNTING MACHINE

34) Family number: 29823621 (US2438081A) © PatBase

Title: RECORD CONTROLLED ACCOUNTING MACHINE

Priority: US19430494820 19430715

Family:

Publication number	Publication date	Application number	Application date
FR941664 A	19490118		19460613
GB583933 A	19470102	GB19440013535	19440714
US2438081 A	19480316	US19430494820	19430715

Probable Assignee: JOHN G PHILLIPS

Assignee(s):(std)**:** BRITISH TABULATING MACH CO LTD ; IBM ; JOHN G PHILLIPS ; SCHUYLER B HARRISON

Assignee(s): INT BUSINESS MACHINES CORP ; BRITISH TABULATING MACHINE CO LTD

Inventor(s):(std)**:** WATSON THOMAS J ; BEATTIE HORACE S

CPC: G06C11/08

US class: 101/93.25 235/423 235/432 235/60TN

Classification Explorer

Cited documents: US2340772 A, US2244241 A, US2199561 A, US2185260 A, US2131226 A, US2126621 A, US2124177 A, US2016704 A, US2007375 A, US1875849 A,

Forward Citations: US2634910, US2569830, US2562250,

Abstract:
Source: GB583933A [Class 106 (i)] In a card–controlled accounting machine wherein a debit or credit balance of a series of debit and credit items is obtained automatically as a true number by entering into an accumulator credit items as a nines' complement and debit items as true numbers, a unit is carried to each order of the accumulator when the next lower order passes from 0 to 1 and to the lowest order when the highest passes from 0 to 1. The balance is read out as the tens complement of each digit of a credit balance in the accumulator and as the tens complement of each digit of a debit balance after adding to the debit balance conversion digits obtained by subtracting twice the value of each digit of the debit balance from eleven and taking account only of the units digit of each subtraction. Driving mechanism. A constantly–rotating shaft 10 (Fig. 12) drives, through gear–wheels 11, 12 two gear–wheels 14, 16 fixed to a common shaft, the gear–wheel 16 driving the printer drive shaft 35 through a further gear–wheel 34. A second printer drive shaft 17 is rotated at a variable speed by a gear–wheel 33 which, by means of a cam device, is slowed down during a portion of its rotation and then accelerated so that its average speed is equal to the speed of the uniformly rotating shaft 35. A friction device eliminates any irregularity in the predetermined speed variations of the shaft 17 which are designed to give a constant speed during the analysis of the 9–1 index positions on the record card and a slower speed during the analysis of the "O," "X" and "R" positions. Printing mechanism. This is generally similar to that described in Specification 525,985, [Group XVI]. The alphabet type are selected according to perforations in the " O," " X " or " R " positions as shown in Fig. 4b. When a hole is sensed during the analysing of the 9–1 positions, a print relay 61 (Fig. 4) is energized and pulls a wire 63 to rock a bell–crank 64 which pulls down a T–shaped member 65, one arm 66R of which is engaged with, and so rocks, a bell–crank 67. This releases a pawl 76 so that a tooth 77 on the pawl engages a groove of a rotating sleeve 68 secured to the shaft 17. Thus, the gear–wheel 70, to which the pawl 76 is pivoted, starts to rotate with the shaft 17 and, through an intermediate gear–wheel 79, drives a type wheel 60 upon which alphabetical and numerical type is arranged in accordance with Fig. 4b. After the 9–1 positions have been analysed, the four characters in the row (Fig. 4b) corresponding with the number sensed by the card–reading mechanism pass the printing platen at a reduced speed (by virtue of the cam device described above) and the required letter is selected when a second hole is sensed in the "O," " X " or " R " positions respectively or, where no pilot hole is 'punched, the numeral is printed. The sensing of a hole in the "O," " X " or " R " positions again energizes the corresponding print relay 61, rocking the bell–crank 64 and pulling down the T–member 65 as before, but cam means has moved guide plates 88 so that the arm 66L of the T–member engages a bell–crank 87 which then releases a pawl 86 to engage a groove 84 of a sleeve secured to the constantlyrotating shaft 35. Thus a cam disc 85 is clittelieci,to the shaft 35 at a time corresponding with the position of the pilot hole (if any) in the card, and a raised portion 83 of the cam rocks an arm 82 of the member carrying the type wheel 60 which remains stationary during this printing movement as the rolling of the wheel 60 over. the gear 79 is counteracted by the rotation of the latter. The printing of numerals is initiated by a cam 130, formed as a flange on the gear–wheel 79, which rocks a lever 132 about its fulcrum 133 and so lifts a member 134 carrying a contact piece 138 until it is opposite contact plates 140, 141. After the " R " position has been passed, cam means rocks the arm carrying the numerical print bail 143, thus causing the contact piece 138 to bridge the contacts 140, 141 so energizing the print magnet 61 to cause the engagement of the pawl 86 with the " N groove 84 and the printing of the corresponding

numeral. Printing of zeros. The circuit for printing a zero passes through the contacts for printing a numeral in a higher denomination. Thus no zeros are printed to the left of the highest numeral, but zeros are printed to the right in the absence of numerals in particular denominations. In such cases no rotation of the type wheel 60 takes place and, since the gear 79 is also stationary, the lever 132 is not rocked and so the contact plate 138 is positioned opposite the contacts 141, 162, as shown. When cam. means causes the zero print bail 142 to push the plate 138 into engagement with the contacts 141, 162, an impulse energizes the print magnet 61 and thus operates the cam 83 and the printing mechanism in the manner described. Accumulator mechanism. The accumulator elements 172 (Fig. 4a) are driven by a constantly−rotating, fluted shaft 165 when an idler gear 175, pivoted on an arm 174, is moved into engagement therewith. A pawl 191, pivoted to the arm 174, locks the idler gear when in the inoperative position. This pawl 191 is pulled by a spring 192 against a stationary member 194, but when a bail 176 moves to the right during the card sensing period, the spring 192 pulls the arm 174 over to engage the idler wheel 175 with the fluted drive shaft 165 and at the same time the pawl 191 is rocked out of engagement with the idler wheel. Entry of credit amounts negatively. The entry of the nines complement of each digit of a credit item is accomplished by engaging the accumulator at the beginning of the cardsensing −period and disengaging it when the numeral is sensed in the card. The absence of a " debit " hole in the control column of a card gives rise to an impulse during the first reading by the upper brushes which energizes the appropriate relay 195 (Fig. 4a), thus pulling a link 196 to rock a lever 197 which releases a three−armed lever 198 to engage the hook of its arm 20 over the point 201 of a member'202. This serves to hold the member 202 against a spring 215 when a bail 203 is. subsequently lifted (see next paragraph). As the bail 176 (by cam means, not shown) ismoved to the right at the beginning of the second card sensing, the arm 174 follows and the accumulator is engaged and starts to rotate as described above. When the numeral perforation is sensed by the brushes and a relay 61 (Fig. 4) is energized to control the printing mechanism, the lever 132 is rocked by the cam 130 and a pin 209 on the lever lifts a link 207, the lower end 212 of which engages a pin 211 on the accumulator arm 174. Thus, the arm 174 is rocked to disengage the idler gear 175 after the nines complement of the digit has been entered into the accumulator. Entry of debit amounts additively. The sensing of a hole in the control column of a card by the upper brushes causes an impulse to be sent to the relays 195 slightly later than in the case of a credit amount. By this time the bail 203 has moved upwards and the member 202 rocked anticlockwise under the influence of the spring 215, so that the hooked arm 200 engages a second point 216 on the member 202. This movement of the member 202, together with the lowering of a bail 217, causes a projection 220 on the link 204 to engage a lug 221 on the upper end of the accumulator arm 174 and thus prevent the movement of the latter when the bail 176 moves to the right. The movement of the link 204 also pushes the link 207 aside so that the hook 212 on the lower end disengages the pin 211. Thus the accumulator is not engaged until the print relay 61 is energized and the lever 133 rocked to lift the link 207 which now lifts the link 204, disengaging the projection 220 from the lug 221 and allowing the arm 174 to swing to the right and couple the accumulator to the fluted drive shaft 165 as already ,described. The rotation of the accumulator elements is terminated when the bail 176 is moved back to−the left by its cam control. Similar cam−controlled bails restore the other members to their original positions. Units carry mechanism. Transfer takes place when an accumulator element passes from 0 to 1 and is initiated by a high part 261 (Fig. 4a) on the cam. 260 attached to each accumulator element which rocks a lever 262 whose lower end then allows the transfer of a contact blade 265 from a contact 266 to a contact 267, the lever 262 being latched in this position by a spring−urged member 263. At a predetermined time in the machine cycle an electrical impulse passes through all the circuits completed by the engagement of blades 265 with contacts 267 and energizes the control magnet 195 of the next higher denomination (except in the case of transfer from the highest denomination which energizes the control magnet of the lowest denomination). The bails 176, 203, c. are moved by their cam controls a second time in the machine cycle for effecting the transfers, each of the arms 174 bearing an accumulator element which is to receive a carry swinging to the right and the idler wheel 175 being engaged with the fluted drive shaft 165 a sufficient time to add " one " into the accumulator. Where no carry is to take place, the magnet 195 is not energized to latch the member 202 which therefore rocks anticlockwise when the bail 203 is lifted and so retains the arm 174 in the manner described above. Accumulator readout. A series of pinions 270 (Fig. 4a) are rotated by the accumulator 172 about a stationary shaft 271 having longitudinal contact strips 272, insulated from each other over which slides a brush 273 attached to a flange 274 integral with each pinion 270. A brush 275 maintains contact with the flange 274. The contact strips are arranged so that the brush

35) Family number: 9529960 (US5680715A) © PatBase

Title: Machine for packing snow or the like along a trail

Priority: CA19952161192 19951023 US19950566565 19951128

Family:

Publication number	Publication date	Application number	Application date
CA2161192 AA	19970424	CA19952161192	19951023
CA2161192 C	19980224	CA19952161192	19951023
US5680715 A	19971028	US19950566565	19951128

Probable Assignee: GARAGE N THIBOUTOT INC

Assignee(s):(std)**:** GARAGE N THIBOUTOT INC ; GESTION NORMAND THIBOUTOT INC ; THIBOUTOT BRUNO ; THIBOUTOT NORMAND

Inventor(s):(std)**:** THIBOUTOT BRUNO ; THIBOUTOT NORMAND

Agent(s): OGILVY RENAULT

International class (IPC 8–9)**:** E01H4/00 E01H4/02 (Advanced/Invention); E01H4/00 (Core/Invention)

International class (IPC 1–7)**:** A63C19/10 E01C19/22 E01C4/00 E01H4/00 E01H4/02

CPC: E01H4/02

European class: E01H4/02

US class: 172/684.5 180/14.2 180/142 37/219 37/268 372/190

Classification Explorer

Cited documents: US5441361 A, US5361519 A, US5265356 A, US5113958 A, US5000615 A, US4650018 A, US4391051 A, US4244662 A, US4202118 A, US4140186 A, US4139318 A, US4127949 A, US4056328 A, US4028820 A, US4019268 A, US3972158 A, US3926262 A, US3915239 A, US3652106 A, US3650343 A, US3540359 A, US3533337 A, US3454123 A, US3371586 A, US3339658 A, US3044193 A, US3043034 A, US2746181 A, US1796166 A, US1269098 A, JP40513195 T2,

Forward Citations: WO0036250, US9332690, US9115475, US8833280, US8807235, US7802383, US7273111, US7063639, US6907951, US6742618, US6698111, US6607330, US6418645, US6386352, US6354023, US6094845, US2013192096, US2012145420, US2011203817, US2010133019, US2009194304, US2009126236, US2007228677, US2006283052, US2005076542, US2004244233, US2004220013,

Abstract:
Source: US5680715A The machine incorporates a front and a rear motorized units operatively connected together, and in which power is transmitted from one unit to the other so that they are both serf–propelled. A snow levelling device is disposed between the two motorized units for breaking irregularities on the trail and delivering excess snow behind the rear unit. A compaction and levelling unit is placed at the rear of the rear unit. Both the snow levelling device and the compaction and levelling unit may be raised from the ground especially in case of difficulties. This arrangement does not usually become inoperative in heavy snow or on inclined surfaces.

0) US2014174838A – FRONT–MOUNTED STAND–ON LAWN CARE VEHICLE

36) Family number: 52889814 (US2014174838A) © PatBase

Title: FRONT–MOUNTED STAND–ON LAWN CARE VEHICLE

Priority: AU20120287182 20120720 AU20160204307 20160623 US20110511345P 20110725 US20120232924 20120720 US20140468907 20140826 US20140232924 20140115 WO2012US47613 20120720 US20160204218 20160707

Family:

Publication number	Publication date	Application number	Application date
AU2012287182 AA	20130131	AU20120287182	20120720
AU2012287182 BB	20160421	AU20120287182	20120720
AU2016204307 AA	20160721	AU20160204307	20160623
CN103841816 A	20140604	CN201280046723	20120720
EP2736316 A1	20140604	EP20120817687	20120720
EP2736316 A4	20150415	EP20120817687	20120720
US2014174838 AA	20140626	US20120232924	20120720
US2015007542 AA	20150108	US20140468907	20140826
US2016311458 AA	20161027	US20160204218	20160707
US8887841 BB	20141118	US20120232924	20120720
US9409589 BB	20160809	US20140468907	20140826
WO13016196 A1	20130131	WO2012US47613	20120720

Probable Assignee: HUSQVARNA AB

Assignee(s):(std)**:** ADAMS MICHAEL ; BEDNAR RICHARD D ; BRINKMAN STEVE ; CUSHING LEANNE ; LIMPO THOMAS ; HUSQVARNA CONSUMER OUTDOOR PRODUCTS NA INC ; FLYNN JAMES ; DWYER SEAN ; GLOMSKI KRZYSZTOF ; HUSQVARNA CONSUMER OUTDOOR PRODUCTS N A INC ; HUSQVARNA AB ; OSWALD KEVIN ; SANDY JERRY ; REESE BRAXTON

Assignee(s): HUSQVARNA CONSUMER OUTDOOR PRODUCTS NA

Inventor(s):(std)**:** ADAMS MICHAEL ; BEDNAR RICHARD D ; BRINKMAN STEVE ; CUSHING LEANNE ; DWYER SEAN ; FLYNN JAMES ; GLOMSKI KRZYSZTOF ; LIMPO THOMAS ; OSWALD KEVIN ; REESE BRAXTON ; SANDY JERRY

Agent(s): PIZZEYS PATENT AND TRADE MARK ATTORNEYS; PIZZEYS PATENT AND TRADE MARK ATTORNEYS PTY LTD; SCHROEER GERNOT H; NELSON MULLINS RILEY AND SCARBOROUGH LLP; THORSON CHAD L ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT QA RO RS RU RW SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): A01D34/00 A01D34/64 A01D34/66 A01D34/82 A01D42/00 A01D42/04 B60K17/28 B62D1/12 B62D11/04 B62D11/06 B62D51/02 B62D61/06 B62D63/00 (Advanced/Invention)

CPC: B62D51/02 B62D61/065 A01D42/00 A01D34/001 A01D34/82 A01D42/04 A01D34/006 B62D11/06 B60K17/28 B62D1/12 B62D11/04 A01D34/66 A01D34/824 A01D2101/00

US class: 1/1 180/215 180/6.24 180/6.48 180/6.62 180/6.66 56/10.8 56/16.7

Classification Explorer

Cited documents: USRE34921 E, US8454032 BB, US8371404 BB, US8234748 BB, US7481036 BB, US6862872 BB, US6688090 BB, US6497422 BA, US6341480 BA, US6145855 A, US6082083 A, US5947505 A, US5909887 A, US4878339 A, US2012211951 AA, US2009302562 AA, US2009260901 AA, US2009182470 AA, US2009096178 AA, US2006010846 AA, US2005183409 AA, US2004145134 AA, US2004031629 AA, US2002171212 AA, CN2650481 Y, CN101559727 A,

Forward Citations: US9592862, US9457849, US9457848, CN105409453,

Abstract:
Source: US2014174838A A riding lawn care vehicle may include a frame, an engine, a steering assembly, a support platform and a front mount assembly. The frame may be attachable to a pair of front wheels and a rear wheel assembly of the riding lawn care vehicle. At least a portion of the engine may be mounted to the frame substantially between the front wheels. The steering assembly may include steering levers operably coupled to respective ones of the front wheels of the riding lawn care vehicle via respective hydrostatic drive pumps driven by the engine. The steering assembly may enable steering of the riding lawn care vehicle based on drive speed control of the front wheels responsive to positioning of steering levers of the steering assembly.

0) US1927392A – SAFETY RAZOR BLADE SHARPENING MACHINE

37) Family number: 22959468 (US1927392A) © PatBase

Title:	SAFETY RAZOR BLADE SHARPENING MACHINE
Priority:	US19280279089 19280519

Family:

Publication number	Publication date	Application number	Application date
US1927392 A	19330919	US19280279089	19280519

Probable Assignee:	TRIPHON D HEYL
Assignee(s):(std):	TRIPHON D HEYL
Inventor(s):(std):	COCHRANE FRED W
International class (IPC 8–9):	B24B3/48 (Advanced/Invention); B24B3/00 (Core/Invention)
International class (IPC 1–7):	B24B3/48
CPC:	B24B3/48
European class:	B24B3/48
US class:	451/185 451/191 451/367

Classification Explorer

Abstract:
Source: US1927392A 1. In a machine for sharpening safety rezcn blades, an endless conveyor, means for intermittently advancing same, blade sharpening rollers beneath said conveyer, a series of depeiiciing blade carriers on said conveyor, blade clezmziug means on each of said ca1"1'ie1's fer holrlingf safety I‘3.ZCI1` blades thereon in a pesrifiou to presefli; the blade edge to the sharpening roilers on aniss vance of the conveyor, magiletic means for loadirig a blade in said blade clamping means, and means for automatically acbuatiilg said blade 95T 12O» 125i MC clamping means to free a blade held thereon after the blade has been sharpened by said sharpening rollers.

0) US2002110625A – CONTINUOUS PACKAGING IN ENCLOSED CONDUITS

38) Family number: 29750624 (US2002110625A) © PatBase

Title: CONTINUOUS PACKAGING IN ENCLOSED CONDUITS

Priority:

US19970040556P 19970313 US19980039150 19980313 US19990129595P 19990415
US19990141569P 19990629 US19990144400P 19990716 US19990148227P 19990727
US19990149938P 19990819 US19990152677P 19990907 US19990154068P 19990914
US20000724287 20001128 US19990392074 19990908 US20010027929 20011220
US20000255684P 20001213 US20010286688P 20010426 US20010291872P 20010517
US20010299240P 20010618 US20010312176P 20010813 US20010314109P 20010821
US19990160445P 19991019 US20000175372P 20000110 US20000550399 20000414
US20030369079 20030214 US20030384913 20030307 US20030368679 20030214
US20030368933 20030214 US20020320863 20021216 US20020320837 20021216
US20030368953 20030214 US20030384853 20030307 US20030384874 20030307
US20020037440 20020102 US20020373222P 20020415 US20020433526P 20021213
US20020429644P 20021125 US20020427516P 20021119 US20020424388P 20021105
US20020422949P 20021030 US20020411138P 20020916 US20020391702P 20020624
US20020388067P 20020610 US20020385710P 20020603 US20020373232P 20020416
US20010323629P 20010919 US20010335760P 20011019 US20020469644P 20021125
US20030440460 20030516 US20040942756 20040916 US20040004669 20041202
US20040639828P 20041228 US20050176013 20050705 WO2005US43507 20051202
US20060558832 20061110 US20080248386 20081009 US20080271701 20081114
US20050720594 20051202 US20080207300 20080909 US20060589320 20061026
US20030418354 20030416 US20030384914 20030307 US20040958996 20041005
US20040878491 20040628 US20030483311P 20030627 US20040536770P 20040115
US20040545841P 20040218 US20100697592 20100201 US20040769677 20040129
US20040769489 20040130 US20040769674 20040129 US20040769714 20040130
US20030385217 20030307 US20030385264 20030307 US20030385158 20030307
US20030413073 20030410 US20040432973 20040107 US20100968045 20101214
US20060508513 20060822 WO2003US00167 20030102 US20040868394 20040615
WO2003US17643 20030603 US20040561128P 20040409 US20030438546P 20030107
US20030418558 20030416 WO2001US45146 20011128 US20050063650 20050222
US20110224994 20110902 US20090720594 20090430 US20120452526 20120420
WO2000US29038 20001019

Family:

Publication number	Publication date	Application number	Application date
AU200110977 A5	20010508	AU20010010977	20001019
AU2002220000 AA	20020611	AU20020220000	20011128
AU2003206384 AA	20030724	AU20030206384	20030102
AU2003206384 AH	20030724	AU20030206384	20030102
AU2003249694 AA	20031219	AU20030249694	20030603
AU774767 B2	20040708	AU20010010977	20001019
CA2387349 AA	20020403	CA20002387349	20001019
CA2429794 AA	20030521	CA20012429794	20011128
CA2526966 AA	20051202	CA20032526966	20030603
CA2589649 AA	20070601	CA20052589649	20051202
EP1226072 A1	20020731	EP20000972296	20001019
EP1347917 A1	20031001	EP20010998482	20011128
EP1347917 A4	20050608	EP20010998482	20011128
US2002110625 AA	20020815	US20020037440	20020102
US2002122856 AA	20020905	US20010027929	20011220
US2003091708 AA	20030515	US20020320863	20021216
US2003124221 AA	20030703	US20030368679	20030214
US2003129274 AA	20030710	US20020320837	20021216
US2003152675 AA	20030814	US20030384874	20030307
US2003152679 AA	20030814	US20030368933	20030214
US2003165602 AA	20030904	US20030368953	20030214
US2003170357 AA	20030911	US20030369079	20030214

US2003170358 AA	20030911	US20030384914	20030307	
US2003170359 AA	20030911	US20030385217	20030307	
US2003175392 AA	20030918	US20030385264	20030307	
US2003182903 AA	20031002	US20030418354	20030416	
US2003185937 AA	20031002	US20030384853	20030307	
US2003185947 AA	20031002	US20030384913	20030307	
US2003185948 AA	20031002	US20030385158	20030307	
US2003215551 AA	20031120	US20030413073	20030410	
US2004037932 AA	20040226	US20030418558	20030416	
US2004081729 AA	20040429	US20030440460	20030516	
US2004146602 AA	20040729	US20040432973	20040107	
US2004185152 AA	20040923	US20040769677	20040129	
US2004185154 AA	20040923	US20040769489	20040130	
US2004185155 AA	20040923	US20040769674	20040129	
US2004185156 AA	20040923	US20040769714	20040130	
US2005042346 AA	20050224	US20040868394	20040615	
US2005142250 AA	20050630	US20040958996	20041005	
US2005208188 AA	20050922	US20040942756	20040916	
US2005260311 AA	20051124	US20040004669	20041202	
US2006029699 AA	20060209	US20050063650	20050222	
US2006147588 AA	20060706	US20050176013	20050705	
US2006278327 AA	20061214	US20060508513	20060822	
US2007254074 AA	20071101	US20060589320	20061026	
US2007292559 AA	20071220	US20060558832	20061110	
US2009074922 AA	20090319	US20080248386	20081009	
US2009159355 AA	20090625	US20080271701	20081114	
US2009214730 AA	20090827	US20050720594	20051202	
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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LC LI LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MW MX MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A22C17/00 A22C17/08 A22C17/10 A22C18/00 A23B4/00 A23B4/12 A23B4/16 A23B4/18 A23B4/20 A23B4/24 A23B4/26 A23K1/18 A23L1/015 A23L1/27 A23L1/31 A23L1/312 A23L1/313 A23L1/317 A23L1/48 A23L13/00 A23L13/20 A23L13/30 A23L13/60 A23L3/015 A23L3/34 A23L3/3418 A23L3/3445 A23L35/00 A23L5/20 A23L5/40 A23P1/00 A23P1/02 A23P1/10 A61L2/16 B01D21/02 B01D21/26 B04B3/04 B32B37/00 B60K6/12 B61J1/08 B65B25/06 B65B31/00 B65B31/02 B65B47/02 B65B55/00 B65B55/12 B65B7/16 B65D21/00 B65D21/06 B65D5/42 B65D6/10 B65D77/20 B65D81/00 B65D81/20 B65D81/26 B65D81/28 B65D85/00 B65G47/61 C10L1/18 C10L5/00 C10L5/40 C12C3/04 F02B57/08 G01N21/00 G01N31/12 G01N33/12 G06Q30/00 (Advanced/Invention); B04B1/20 (Advanced/Non–invention); A23B4/00 A23B4/12 A23B4/14 A23B4/26 A23L1/015 A23L1/27 A23L1/31 A23L1/317 A23L3/015 A23L3/34 A23P1/02 A61L2/16 B01D21/02 B32B37/00 B65B25/00 B65B31/02 B65B7/16 B65D21/06 B65D6/00 B65D77/10 B65D81/20 B65D81/26 B65D81/28 C12C3/00 G01N33/02 (Core/Invention)

International class (IPC 1–7): A01J1/00 A23B4/00 A23B4/12 A23C9/12 A23L1/27 A23P1/00 B01D11/02 B61J1/08 B65B25/06 B65B31/00 B65B31/02 B65B47/02 B65B51/10 B65B55/00 B65B9/04 B65D21/00 B65D5/42 B65D77/20 B65D81/00 B65D81/20 B65D85/00 B65G47/61 C12C3/04 G01N21/00 G01N33/02

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Abstract:
Source: US2002110625A The invention relates to a package having a first web defining a cavity and a second web bonded to the first web, wherein the second web includes microperforations at a location that is specific to minimize the escape of liquids from the cavity to the exterior of the package. In one particular embodiment, the first web defines a four sided cavity with walls and corresponding flaps attached to the walls that can be folded and bonded to the cavity walls. The second web is an overwrapping lidding web, wherein microperforations are provided on the web material so that the microperforations are aligned with a flap recess, which in turn is in communication with the interior of the tray cavity. In this manner, suitable gas exchange can occur with minimal to no escape of liquids from the tray cavity.

39) Family number: 28704754 (US5249445A) © PatBase

Title: Machine and method for forming arched roof vertical wall self supporting metal buildings

Priority: US19920872005 19920422 US19930040009 19930330 US19930054135 19930430 US19940345322 19941121 WO1994US04399 19940421 WO1994US04637 19940428 US19980215021 19981217 WO1993US03768 19930421 WO1994UA04637 19940428 WO1994US04637 19940428

Family:

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Designated states: AT AU BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CZ DE DK ES FI FR GA GB GN GR HU IE IT JP KP KR KZ LI LK LU LV MC MG ML MN MR MW NE NL NO NZ PL PT RO RU SD SE SK SN TD TG UA UZ VN

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Classification Explorer

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Forward Citations: WO9902795, WO12174083, WO11119515, WO09003237, WO0198601, WO0198601, WO0118318, US9388566, US9370813, US9175466, US9149852, US9138796, US9097009, US9079234, US8741418, US8482558, US8468865, US8453485, US8117879, US8056382, US8033070, US7894920, US7835810, US7752729, US7647737, US7591161, US7111481, US6820452, US6813919, US6722087, US6688147, US6591565, US6550207, US6546775, US6526711, US6499203, US6397536, US6282936, US6260323, US6219986, US6138359, US6119432, US5966791, US5960662, US5623805, US5604966, US2015252579, US2011232203, US2010146789, US2010139350, US2009128558, US2008286552, US2008216540, US2008127700, US2007271870, US2007264108, US2007264107, US2007262040, US2007260345, US2007256392, US2007181267, US2006272376, US2006080905, US2005230033, US2005178181, US2003000156, KR100895832, GB2492347, GB2341335, GB2341335, EP1925378, EP1399628, EP1214484, DE102009032113, DE102009032113, CN103195165, CN102806252, CN102662342, CN102485368, CN102485368, AU739657, AU2008100938,

Abstract:
Source: US5249445A A mobile metal building forming machine forms panels of predetermined length from a coil of flat metal and then the formed panels are continuously crimped on their side edges for strength and are selectively curved by crimping the bottom of the panel. The crimping and curvature are automatically controlled so that building panels with vertical walls and an arched roof may be formed. A moveable crimping roll is automatically portioned to control the curvature and the roll is chain driven so that it may be moved without affecting its rotational drive.

0) US1993741A – FLUID TORQUE CONVERTER

40) Family number: 21933324 (US1993741A) © PatBase

Title:	FLUID TORQUE CONVERTER
Priority:	US19310506636 19310105

Family:

Publication number	Publication date	Application number	Application date
US1993741 A	19350312	US19310506636	19310105

Probable Assignee:	JOSEPH JANDASEK
Assignee(s):(std):	JOSEPH JANDASEK
Inventor(s):(std):	JOSEPH JANDASEK
Inventor(s):	JANDASEK JOSEPH
International class (IPC 8–9):	F16H61/56 (Advanced/Invention); F16H61/38 (Core/Invention)
International class (IPC 1–7):	F02B33/40 F04D29/44 F16H41/04
CPC:	F16H61/56
European class:	F16H61/56
US class:	192/3.22 192/3.28 60/354

Classification Explorer

Forward Citations: US9611925, US3339685, US2693677, US2678537, US2640680, US2627164, US2623408, US2618367, US2616534, US2607456, US2597527, US2574492, US2562463, US2533148, US2471179, US2463582, US2016238116, DE1178269,

Abstract:
Source: US1993741A What I claim is: 1. A fluid apparatus for transmitting power, having a rotary blade wheel impeller energizing the nuid, a rotatable blade wheel turbine runner driven by said fluid, a guide wheel With curved vanes changing angular momentum of said fluid and a casing illled with a driving fluid and enclosing said impeller, said runner, and said guide Wheel, said wheels comprising the circuit in which said fluid circulates, said runner wheel equipped with movable and adjustable blades, said adjustable blades at light loads being convergent i. e. of reaction pressure decreasing type, said adjustable blades at heavy loads, being divergent i. e. of the anti–reaction pressure increasing type. 2. Power transmission mechanism comprising a path for iluid including rotary driving vanes, a nrst shaft connected to rotate said vanes, rotary driven vanes, a second shaft aligned with said first shaft and connected to rotate with said driven vanes, and gates, said driven vanes being movable and their angular position in the path of iluid being adjustable automatically under the control of said fluid, said driven vanes being reversible at Will, while in operation, said gates being interposed between the exit from said driven vanes and the entrance to said driving VBJISS. 3. A fluid torque converter for transmitting power, comprising an impeller having wingshaped blades with a front blade area smaller than one half the area of the surface of revolution generated by rotation of the impeller around the impeller axis, a turbine runner wheel having Q5 T0 blades with blade area larger than the blade area of said impeller, a guide wheel with guide vanes, a casing containing a driving iluid and enclosing said impeller, said runner, and said guide wheel, large clearance spaces being provided between said guide wheel and said impeller, between said impeller and said runner, and between said Yllllner and said guide wheel. 4. A fluid device for transmitting power, having a casing, a nuid in said casing, a guide wheel with gates, and impeller wheel with curved vanes, and a runner wheel with curved blades in said casing, said runner wheel comprising a hub and a sleeve movable relatively thereto, said blades being movable and pivoted on said hub, connecting means between said sleeve and said blades, means capable of displacing said sleeve axially for adjusting the angular position of said blades, means to make said runner blades immovable and rigid in reverse speed and neutral position also to make said blades yieldable in lower speed position of said blades, said guide wheel interposed between the exit from said runner and the inlet in said impeller. 5. A duid device for transmitting power, having a stationary casing, a circulating Huid, a stationary guide wheel with gates to change angular momentum 01 the Huid, an impeller energizing the fluid and a runner driven by said nuid in said casing, said runner comprising a movable sleeve, a hub, blades movably mounted on said hub, each blade provided with a gear, rods provided with gear teeth connecting said gear with said sleeve, and means for axially displacing said sleeve relative to said hub for adjusting the angular position of said blades, by means of said rods. 6. In combination an engine having a nywheel and a stationary iiywheel housing, a nuid power transmitter comprising a plurality of driving members connected to said :dywheel energizing the Huld and a plurality of driven members with movable blades receiving energy from the iluid a guiding member adapted to increase the angular momentum of the circulating and power transmitting iluid, a casing fastened to said housing and closing said members, a clutch having a driving part and a driven part, said driving part connected to said driving member or the transmitter and said driven part of said clutch secured to said driven member, and means to engage and

dlsengage said clutch while in operation, said means also to turn the angular position of said blades. 'L A reversible turbine power torque conveter comprising a passage for tluld including driving vanes, movable and reversible driven vanes, and guide vanes interposed between the exit from the driven vanes and the entrance to the driving vanes, discharge angle or said guide vanes being smaller than '15 deg., and means for turning said driven vanes to adjust their angular position so as to cause forward, or reverse rotation. 8. A reversible turbine torque converter C0111– prising a passage for fluid, including driving vanes, reversible dlrven vanes and guide vanes interposed between the exit from said driven vanes and the entrance to said driving vanes, angular position of said driven vanes being adjustable so as to change rotating direction of said driven V8¥IBS. , 9. A turbine power torque coverter comprising a pamage for nuid including a. plurality of driving wheels with blades working in series, a plu– ` – – wx 'U' M, assi' Aifsiissts 1 1 rality of driven wheels equipped with blades working in series, and single stage guide vanes, said guide vanes interposed between the exit from the last driven wheel and the entrance into the flrst driving wheel, length of said blades in direction of now being smaller than spacing oi' said blades, one part of said wheels having blade area smaller than the area of the surface of revolution generated by rotation oi' said wheels around their axis, another part of said wheels having a blade area larger than the area of revolution of 'said wheels. 10. A reversible turbine power torque converter comprising a passage for fluid including a plurality of pump impellers working in series, a plurality of turbine runners working in series, single stage stationary guide vanes interposed between the exit from the last runner and the inlet in the ilrst impeller, vanes of said turbine runners being pivotally adjustable, and means for turning said pivoted vanes to reverse the rotation of said runners. 11. A reversible turbine power torque converter comprising a passage for :lluid including driving vanes, driven vanes, and stationary gates interposed between the inlet to the driving vanes and the exit from the driven vanes, said driven vanes as well as said gates being pivoted and automatically adjustable under the control or the nuid, also being adjustable, at will, while in operation, to control the direction of said driven vanes rotation, and means to put said gates out of action, while in operation, and means to make said driven vanes lnen`ective while in operation. 12. In a fluid power transmission a casing, fluid and blade wheels in said casing, a fluid channel in said blade wheels, said nuld being capable of circulating in said channel and adapted to transmit power trom driving wheel to driven wheel, entrance angle ol' the driving blade wheel and exit angle of the driven blade wheel being smaller than corresponding angles calculated on basis ol' mean effective velocity diagrams, the dilference between the actual and the calculated angle being greater for a wheel with smaller blade area but being smaller for a wheel with greater blade area. 13. In a duid power transmission a casing, Enid and blade wheels in said casing, a fluid channel in said blade wheels, said nuid being capable of circulating the power transmitting from driving wheel to driven wheel in said channel, exit angle of the driving blade wheel and inlet angle of the driven blade wheel being greater than corresponding angles calculated on bas 's of mean effective velocity diagrams, the difference b‘ –tween the actual and the calculated angle “elng .renter for a wheel with smaller blade area nut being smaller for a wheel with greater blade are t, 14. In a fluid power transmission a ca ng, nuld, and blade wheels in s– id casing, a E .fd channel in said blade wheels, said fluid being zapable of circulating and po' 'er transmitting in said channel, some oi said wheels having a hub, movable bladm thereon, each blade provided with pinion gear, rods axially shiftable in said hub and provided with gear teeth meshing with said pinlons,»and means for axially displacing said rods for adjusting the angular position of said movable blades, at will, while in operation, means to make said blades yieldable, and means to lock said wheels by means of said rods for direct drive

0) US2982154A – AUTOMATIC TRANSMISSIONS

41) Family number: 22110928 (US2982154A) © PatBase

Title: AUTOMATIC TRANSMISSIONS

Priority: US19580764649 19581001

Family:

Publication number	Publication date	Application number	Application date
US2982154 A	19610502	US19580764649	19581001

Probable Assignee: GYROMATIC GETRIEBE GMBH

Assignee(s):(std)**:** GYROMATIC GETRIEBE GES M B H ; GYROMATIC GETRIEBE GMBH

Assignee(s): GYROMATIC GETRIEBE GES MBH ; GYROMATIC GETRIEBE GESELLSCHAFT M B H

Inventor(s):(std)**:** ZAPLETAL FRITZ K

International class (IPC 8–9): B62M11/14 F16H61/02 (Advanced/Invention); B62M11/00 F16H61/02 (Core/Invention)

International class (IPC 1–7): B62M19/00

CPC: B62M11/14 F16H61/0293 F16H2718/22

European class: B62M11/14 F16H61/02M R16H718/22

US class: 475/125 475/266

Classification Explorer

Cited documents: US2844050 A, US2816634 A, US2143798 A,

Forward Citations: US4181043, US3352175,

Abstract:
Source: US2982154A (Claim 1) Teeth 40', forming part of ring,, 17; are not shown in Fig.

0) US2016249637A – A NEW ICE CREAM MACHINE WITH REDUCER TRANSMISSI...

42) Family number: 60906012 (US2016249637A) © PatBase

Title: A NEW ICE CREAM MACHINE WITH REDUCER TRANSMISSION

Priority: CN201410213895 20140520 WO2014CN088569 20141014

Family:

Publication number	Publication date	Application number	Application date
CN105076653 A	20151125	CN201410213895	20140520
GB201601048 A0	20160302	GB20160001048	20141014
GB2530465 A1	20160323	GB20160001048	20141014
GB2530465 B2	20160824	GB20160001048	20141014
JP2016523534 T2	20160812	JP20160520272T	20141014
KR20160010473 A	20160127	KR20157033508	20141014
US2016249637 AA	20160901	US20140760205	20141014
WO15176473 A1	20151126	WO2014CN088569	20141014

Probable Assignee: SHENZHEN OCEANPOWER IND CO LTD

Assignee(s):(std)**:** GUANGDONG OCEANPOWER TECHNOLOGY CO LTD ; OCEAN POWER CORP ; SHENZHEN OCEAN POWER CORP ; SHENZHEN OCEANPOWER IND CO LTD ; SHENZHEN OCEAN POWER FOOD TECHNOLOGY CO LTD

Assignee(s): SHENZHEN OCEAN POWER FOOD TECHNOLOGY CO ; SHENZHEN OCEANPOWER IND CO ; GUANGDONG OCEANPOWER TECHNOLOGY CO

Inventor(s):(std)**:** HE POLO ; HE WEIPING ; POLO HE ; ZHANG ZHIHAI ; ZHIHAI ZHANG

Agent(s): SHOYO INTELLECTUAL PROPERTY FIRM; COMIPS INTELLECTUAL PROPERTY OFFICE

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): A23G9/04 A23G9/12 A23G9/14 A23G9/22 F25B13/00 F25C5/04 F25C5/12 (Advanced/Invention)

CPC: A23G9/228 F25B13/00 A23G9/22 A23G9/04

US class: 62/135

Classification Explorer

Cited documents: WO13123561 A1, US6553779 BA, US6331323 BA, US6163095 A, US5709095 A, US5169292 A, US4653928 A, US4201558 A, US3398550 A, US3276633 A, JP9065835 A2, JP2009112238 A2, JP2006504064 T2, JP2006280245 A2, JP2004147654 A2, JP2003304813 A2, JP2003235459 A2, CN2484748 Y, CN203363033 U, CN202931999 U, CN103190520 A,

Abstract:
Source: US2016249637A Present disclosure discloses a new ice cream machine with reducer transmission. The new ice cream machine comprises a housing on which a compressor, a condenser, an evaporator, a stirring tank, a stirring shaft, a motor, a feeding bowl, a discharge valve and a control panel are arranged. The housing is a rectangular box which is formed by a front plate, a rear plate, a top plate, a bottom plate, a left plate and a right plate which are connected one with the other. The compressor and the condenser are arranged on the bottom plate, and the compressor is successively connected with the condenser and the evaporator. The stirring tank is arranged on the front plate, and the evaporator is wound on outer wall of the stirring tank. The stirring shaft is arranged in the stirring tank, and is connected with the motor and located in a same horizontal plane therewith. The feeding bowl is arranged on the top plate and communicated with the stirring tank. The discharge valve is arranged on the front plate. The control panel is arranged on the front plate. The machine according to present disclosure has advantages of simple structure, small volume, light weight, easy to operate and energy saving, etc, and satisfies the requirements for energy saving and environmental protection.

0) US4318323A – SLAVE BLADE SCRAPERS FOR A BAND SAW

43) Family number: 2366871 (US4318323A) © PatBase

Title: SLAVE BLADE SCRAPERS FOR A BAND SAW

Priority: CA19810377678 19810515 US19800150854 19800519

Family:

Publication number	Publication date	Application number	Application date
CA1172139 A1	19840807	CA19810377678	19810515
EP0040545 A2	19811125	EP19810302224	19810519
EP0040545 A3	19830803	EP19810302224	19810519
US4318323 A	19820309	US19800150854	19800519

Probable Assignee: PREMARK FEG LLC

Assignee(s):(std)**:** HOBART CORP ; HOBART INT INC

Assignee(s): PREMARK FEG CORP ; PREMARK FEG LLC ; MATHIEU RAYMOND J ; VOORHEES JOHN E ; HOBART CORP WAS DKI HOLDINGS INC WORLD HEADQUARTERS BUILDING TROY OHIO 45374 A CORP OF DE.. ; HOBART CORP WAS DKI HOLDINGS INC ; HOBART CORP WAS DKI HOLDINGS INC A CORP OF DE ; HOBART A CORP OF DE CORP

Inventor(s):(std)**:** MATHIEU RAYMOND H ; MATHIEU RAYMOND J ; VOORHEES JOHN E

Agent(s): GOWLING LAFLEUR HENDERSON LLP

Designated states: DE FR GB

International class (IPC 8–9)**:** B23Q11/02 B26D7/08 B27B13/00 (Advanced/Invention); B23Q11/02 B26D7/08 (Core/Invention)

International class (IPC 1–7)**:** B23D59/00 B23Q11/00 B26D7/08 B27B13/00

CPC: Y10T83/242 B23Q11/02 B26D7/088

European class: B23Q11/02 B26D7/08D

US class: 83/168 D15/138 D7/385

Classification Explorer

Cited documents: US659088 A, US3295400 A, US2585957 A, US2572938 A, US2525004 A, US2423363 A, US1908727 A, US1872656 A, US1494774 A,

Forward Citations: WO9841368, WO9841368, WO0059691, US8818257, US6968764, US6622602, US6612212, US6457395, US6431041, US6244147, US5802939, US5235885, US5031497, US2011009041, US2010329768, US2005081690, US2005039587, EP0650802,

Abstract:
Source: US4318323A In a band saw (10) particulaly adapted for cutting meat, blade scrapers (25, 26) remove debris from the band saw blade (18) and throw it laterally and forward of the blade (18) into an enclosure (40), which can be removed without the use of tools for cleaning and for disposing of the collected debris. The location of the blade scrapers (25, 26) is slaved to the location of the saw blade (18) to automatically maintain the proper relationship for most efficient debris removal without adjustment.

0) US2005186893A – AUTOMATED APPARATUS AND SYSTEM FOR COOKING, DRY...

44) Family number: 32193170 (US2005186893A) © PatBase

Title: AUTOMATED APPARATUS AND SYSTEM FOR COOKING, DRYING AND PEELING SHELLFISH PRODUCTS

Priority: US20040779872 20040217 US20050598056 20050216 WO2005US04811 20050216

Family:

Publication number	Publication date	Application number	Application date
AU2005214917 AA	20050901	AU20050214917	20050216
BRPI0507758 A	20070710	BR2005PI07758	20050216
CA2556365 AA	20060815	CA20052556365	20050216
CN1921768 A	20070228	CN200580005215	20050216
IN02639KN2006 A	20070601	IN2006KN02639	20060913
MXPA06009325 A1	20070323	MX2006PA09325	20050216
US2005186893 AA	20050825	US20040779872	20040217
US2007202786 AA	20070830	US20050598056	20050216
US7179160 BB	20070220	US20040779872	20040217
WO05079409 A2	20050901	WO2005US04811	20050216
WO05079409 A3	20060302	WO2005US04811	20050216

Probable Assignee: MICHAEL HULIN

Assignee(s):(std)**:** HULIN MICHAEL J ; MICHAEL HULIN

Assignee(s): MICHAEL J HULIN

Inventor(s):(std)**:** HULIN MICHAEL J

Inventor(s): MICHAEL J HULIN ; HULIN MICHAEL

Agent(s): PHILLIPS ORMONDE FITZPATRICK; CRAIG WILSON AND CO; MICHAEL I KROLL; JACKIE JAY SCHWARTZ; JACK SCHWARTZ AND ASSOCIATES PLLC

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A22C29/02 (Advanced/Invention); A22C29/00 (Core/Invention)

International class (IPC 1–7): A22C29/00 A22C29/02

CPC: A22C29/005 A22C29/02 A22C29/026

European class: A22C29/00B A22C29/02 A22C29/02F4

US class: 452/1 452/1P 452/2 452/2P 99/535 99/539 99/568

Classification Explorer

Cited documents: US7179160 BB, US6372275 BA, US6248010 BA, US6117003 A, US5928072 A, US5651731 A, US5246118 A, US5059151 A, US4966072 A, US4916775 A, US4862794 A, US4829636 A, US4769870 A, US4660468 A, US4532677 A, US4330904 A, US4038722 A, US3988805 A, US3722035 A, US3665555 A, US3594860 A, US2047688 A,

Forward Citations: US9622494, US8647180, US8028618, US7303060, US2013212903, US2010212514, US2010000110, US2007284221, US2007202786, ES2611497, CN102873049, CN102873049,

Abstract:
Source: US2005186893A A fully automated apparatus and system for processing shellfish such as shrimp and crawfish including the cooking, drying and peeling thereof. The present invention utilizes excessive heat

generated by boilers and the like to heat the dryers. The product is cooked in a brine mix that once used is transferred to a broth processing system to make a seafood flavored broth and is also injected as a fine mist into a furnace where is crystallizes into a solid product to be used as a seafood flavored salt.

0) GB775859A – A NEW OR IMPROVED PROCESS AND APPARATUS FOR MAC...

45) Family number: 20278861 (GB775859A) © PatBase

Title: A new or improved process and apparatus for machining or grinding or polishing or finishing blades for gas turbines as well as similarly shaped work–pieces

Priority: GB19540013203 19520418

Family:

Publication number	Publication date	Application number	Application date
GB775859 A	19570529	GB19540013203	19520418

Probable Assignee: GARRINGTONS LTD

Assignee(s):(std)**:** GARRINGTONS LTD

Assignee(s): GARRINGTONS LIMITED

Inventor(s):(std)**:** SHARMAN JOHN CHARLES

International class (IPC 8–9)**:** B24B17/02 (Advanced/Invention); B24B17/00 (Core/Invention)

International class (IPC 1–7)**:** B24B19/14 B24B21/16

CPC: B24B17/025

European class: B24B17/02D

Classification Explorer

Abstract:
Source: GB775859A 775,859. Grinding GARRINGTONS, Ltd. July 20, 1953 [April 18, 1952], No. 13203/54. Divided out of 775,856. Drawings to Specification. Class 60 A machine for surfacing a gas turbine blade or like workpiece comprises means for subjecting a matrix of form identical with or proportionate to the desired form of the finished blade and a blade blank to synchronized rotation or oscillation about spaced parallel axes, an abrasive band arranged to be advanced around a rotatably–mounted pulley which. is disposed in close proximity with the blank and is of convex configuration in a plane transverse to its axis, and means for oscillating the pulley and portion of the band thereon about an axis transverse to its axis of rotation and the longitudinal axis of the blade: The machine, which is constructed identically with that described in Specifications 775,856, 775,857 and 775,858, comprises a tool head (39) which carries a tracer (44) and an abrasive band (38) passing over a barrel–shaped pulley (43) and is supported by parallel links (45, 46), the pivot (52) of the upper links being formed by an eccentric arranged to be rotated by a ram (56) actuated by a cain (56b) rotating with the matrix; to take account of twist in the blade, a superimposed control is provided on the ram by means of a control member actuated as the blade moves under the band.

0) US6652221B – WATER CURRENT TURBINE SLEEVE MOUNTING

46) Family number: 31779717 (US6652221B)

© PatBase

Title: WATER CURRENT TURBINE SLEEVE MOUNTING

Priority: AU20000026819 20000223 AU20040200198 20040119 AU20070202995 20070628 GB19990004108 19990224 GB19990004106 19990224 GB19990004107 19990224 WO2000GB00634 20000223

Family:

Publication number	Publication date	Application number	Application date
AT277282 E	20041015	AT20000905192T	20000223
AU200026819 A5	20000914	AU20000026819D	20000223
AU2004200198 AA	20040212	AU20040200198	20040119
AU2004200198 BB	20070329	AU20040200198	20040119
AU2007202995 AA	20070719	AU20070202995	20070628
AU2007202995 BB	20100729	AU20070202995	20070628
AU766741 B2	20031023	AU20000026819	20000223
CA2367715 AA	20010820	CA20002367715	20000223
CA2367715 C	20080401	CA20002367715	20000223
DE60014071 D1	20041028	DE20006014071	20000223
DE60014071 T2	20051124	DE20006014071T	20000223
EP1183463 A1	20020306	EP20000905192	20000223
EP1183463 B1	20040922	EP20000905192	20000223
GB200004143 A0	20000412	GB20000004143	20000223
GB200004144 A0	20000412	GB20000004144	20000223
GB200004146 A0	20000412	GB20000004146	20000223
GB2347976 A1	20000920	GB20000004144	20000223
GB2347976 B2	20030716	GB20000004144	20000223
GB2348250 A1	20000927	GB20000004143	20000223
GB2348250 A8	20020624	GB20000004143	20000223
GB2348250 B2	20030813	GB20000004143	20000223
GB2348465 A1	20001004	GB20000004146	20000223
GB2348465 B2	20030820	GB20000004146	20000223
GB9904106 A0	19990414	GB19990004106	19990224
GB9904107 A0	19990414	GB19990004107	19990224
GB9904108 A0	19990414	GB19990004108	19990224
HK1046163 A1	20050715	HK20020106582	20020906
NZ514274 A	20040625	NZ20000514274	20000223
NZ531809 A	20050225	NZ20040531809	20040318
US6652221 BA	20031125	US20010914123	20010823
WO0050768 A1	20000831	WO2000GB00634	20000223

Probable Assignee: MARINE CURRENT TURBINES LTD

Assignee(s):(std)**:** FRAENKEL PETER ; FRANKEL PETER ; I T POWER LIMITED ; I T POWER LTD ; MARINE CURRENT TURBINES LIMITED ; MARINE CURRENT TURBINES LTD

Assignee(s): PRAENKEL PETER ; MARINE CURRENT TURBINES LTD EALING ; MARINE CURRENT TURBINES LTD BRISTOL ; IT POWER LTD

Inventor(s):(std)**:** FRAENKEL PETER ; FRAENKEL PETER LEONARD ; FRANKEL PETER ; PETER FRAENKEL ; PETER FRANKEL

Inventor(s): PETER LEONARD FRAENKEL ; PRAENKEL PETER

Agent(s): FB RICE; LESICAR MURRAY TRENTO; SPRUSON AND FERGUSON; ASPEN PHARMA PTY LTD; RIDOUT AND MAYBEE LLP

Designated states: AL AM AT AU AZ BA BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CU CY CZ DE DK EE ES FI FR GA GB GE GH GM GN GR GW HR HU ID IE IL IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MC MD MG MK ML MN MR MW MX NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZW

International class (IPC 8–9): F03B17/06 (Advanced/Invention); F03B17/00 (Core/Invention)

International class (IPC 1–7): F01D1/30 F03B1/00 F03B13/10 F03B13/12 F03B13/26 F03B17/06 F03B3/04 F03B3/14 F03D11/04 F03D9/00

CPC: F03D9/008 F05B2210/16 Y02E10/72 Y10S415/905 F03B17/061 E02B2017/0091 F05B2210/18 Y02E10/28 Y02E10/38

European class: F03B17/06B F03D9/00F P02B17/00M R05B210/16 R05B210/18 Y02E10/28 Y02E10/72 Y02E70/10

US class: 415/3.1 415/905 416/120 416/142 416/174 416/244R

Classification Explorer

Cited documents: WO8100595 A1, US914399 A, US6406251 BA, US6327994 BA, US6194791 BA, US6168373 BA, US608203 A, US6036443 A, US5946909 A, US5281856 A, US4864152 A, US4849647 A, US4755690 A, US4524285 A, US4447740 A, US4383797 A, US4319142 A, US4306157 A, US4289971 A, US4205943 A, US4143990 A, US4095918 A, US1670140 A, JP8177709 A2, JP62288373 A2, JP11044288 A2, JP110044288, GB9706464 A1, GB2327970 A1, GB2314124 A1, GB2311566 A1, GB2307722 A1, GB2300886 A1, GB2279412 A1, GB2256011 A1,

Forward Citations: WO15092769, WO13054085, WO13021205, WO12130386, WO12023866, WO12007686, WO12005597, WO11109858, WO11069216, WO11050403, WO10120186, WO10102743, WO10102743, WO10042069, WO10042069, WO10020764, WO09117131, WO09095149, WO09095149, WO09065189, WO09064430, WO09018946, WO09018946, WO08113434, WO08100157, WO08091172, WO08091172, WO08032025, WO08032025, WO07009163, WO06061652, WO05103484, WO05103484, WO05061887, WO05061886, WO05057006, WO05017349, WO04085845, WO04055365, WO04048774, WO04031575, WO04029448, WO04027257, WO04015207, WO03029644, WO03025385, WO03006825, WO02066828, US9534578, US9334849, US9163607, US9120652, US9115685, US9086051, US9073733, US9000604, US8956114, US8920200, US8814515, US8801386, US8794875, US8668452, US8664790, US8633609, US8579576, US8575775, US8573937, US8354756, US8303241, US8294291, US8272831, US8197206, US8147195, US8104631, US8102071, US8026625, US8022567, US8018080, US7994649, US7980785, US7948106, US7939957, US7928595, US7874788, US7851936, US7816802, US7795750, US7737570, US7602076, US7597532, US7566983, US7530224, US7492054, US7489046, US7478974, US7471009, US7380751, US7360993, US7355294, US7339284, US7331762, US7307356, US7215036, US6864596, US6841893, US2015292473, US2014284925, US2012282099, US2012125876, US2012045345, US2011318113, US2011210548, US2011176915, US2011084490, US2010284784, US2010270809, US2010253078, US2010244452, US2010244450, US2010194115, US2010183377, US2010129215, US2010104435, US2010074750, US2010021278, US2010013231, US2009315331, US2009284018, US2009267347, US2009230686, US2009226296, US2009212572, US2009167022, US2009127859, US2009123283, US2009058090, US2008284176, US2008258465, US2008232965, US2008169652, US2008093859, US2008018115, US2007284882, US2007267873, US2007243063, US2007207028, US2007134094, US2006251510, US2006244267, US2006232075, US2006152011, US2006125242, US2006091677, US2005134050, US2004070210, KR101397333, KR101216356, KR101047918, KR100944764, KR100790082, JP2007533909, JP2007515588, JP2006508290, GB2534851, GB2520427, GB2520427, GB2515541, GB2515541, GB2515297, GB2515297, GB2510403, GB2480399, GB2480399, GB2478218, GB2467842, GB2461435, GB2461435, GB2447514, GB2447514, GB2441769, GB2441769, GB2431437, GB2431437, GB2425329, GB2425329, GB2425328, GB2425328, GB2424926, GB2412143, GB2396889, GB2396889, GB2396666, GB2396666, GB2351124, GB2351124, GB2348249, FR2962497, FR2916248, ES2396680, ES2235647, EP2728166, EP2630364, EP2613046, EP1956237, EP1683965, EP1654458, EP1570176, EP1467092, EP1467091, EA10618, EA020705, EA010618, DE102014204593, DE102013217426, DE102011108476, DE102011015335, DE102008007043, DE102007036810, CN105473846, CN103924561, CN103924561, CN102947582, CN102947582, CN102597492, CN101915199, AU2013204041, AU2010312315, AU2006272437, AU2006268899, AU2003286266, AU2003264739, AU2002318086,

Abstract:
Source: US6652221B A flowing water actuatable turbine system, wherein the turbine system is mounted for operational co−operation with water current by means of an upstanding column/pile in such manner as to be

axially displaceable length ways of the column/pile. The turbine system is preferably arranged to be rotatably about the longitudinal axis of the column. Floatation means can be provided for operationally supporting the turbines which can include blade pitch control.

0) WO16037476A1 – ANTI–ICING AND DEICING METHOD AND DEVICE FOR HI...

47) Family number: 61860523 (WO16037476A1) © PatBase

Title: ANTI–ICING AND DEICING METHOD AND DEVICE FOR HIGH–POWER WIND TURBINE BLADES

Priority: CN201410461139 20140912 WO2015CN074500 20150318

Family:

Publication number	Publication date	Application number	Application date
CA2960060 AA	20170303	CA20152960060	20150318
CN105402090 A	20160316	CN201410461139	20140912
WO16037476 A1	20160317	WO2015CN074500	20150318

Probable Assignee: ZHUZHOU TIMES NEW MAT TECH CO

Assignee(s):(std)**:** ZHUZHOU TIMES NEW MAT TECH CO LTD ; ZHUZHOU TIMES NEW MAT TECH CO

Assignee(s): ZHUZHOU TIMES NEW MATERIALS TECHNOLOGY CO ; ZHAO JIANGANG ; ZENG JINGCHENG ; YANG WENTAO ; HOU BINBIN ; JIN JIAOTONG ; LI XIAO ; PENG CHAOYI ; ZHUZHOU TIMES NEW MATERIAL TECHNOLOGY CO LTD ; ZHUZHOU TIMES NEW MATERIALS TECHNOLOGY CO LTD

Inventor(s):(std)**:** HOU BINBIN ; JIN JIAOTONG ; LI XIAO ; PENG CHAOYI ; YANG WENTAO ; ZENG JINGCHENG ; ZHAO JIANGANG

Agent(s): WILSON LUE LLP; BEI JING RISEHIGH INTELLECTUAL PROPERTY LAW FIRM

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): F03D11/00 F03D11/04 F03D80/40 F03D80/60 (Advanced/Invention)

CPC: Y02E10/722

Classification Explorer

Cited documents: US2011038729 AA, DE19621485 A1, CN1727673 A, CN103184984 A, CN102562479 A,

Abstract:
A modular gas–heat anti–icing method and device for high–power wind turbine blades. A modular heating system (5) is arranged on the root part of a blade (6), a ventilating duct (19) is paved in the blade (6), a wind deflector (21) is arranged at the end of the ventilating duct (19), and the wind deflector (21) divides the leading edge of the blade into two parts, so that the hot air in the ventilating duct (19) is led to the blade tip and then circulates into the root part of the blade via the rear edge of the blade, making the hot air circulate inside the blade (6) and forming a "blade root to blade tip to blade root" closed loop. The purpose of mainly heating the leading edge of the blade is achieved, so it is ensured that the whole blade will not ice by preventing the leading edge of the blade from icing. Said method and device enable the anti–icing and deicing function of high–power wind turbine blades, increase the generating efficiency of the wind turbine in winter, reduce the overall load and the overall running risk, and can be applied to a wind wheel of a running wind turbine.

48) Family number: 43000161 (US2009065273A) © PatBase

Title: CONTROL SYSTEMS AND METHODS FOR ELECTRIC DRIVE UTILITY VEHICLES

Priority:

EP20080799479	20080911	EP20080830757	20080911	US20080209074	20080911
US20070971419P	20070911	EP20130004013	20080911	EP20130004013	20130812
US20080209120	20080911	US20090367144	20090206	WO2008US76069	20080911
US20120532577	20120625	US20120561414	20120730	US20130901763	20130524
US20130069636	20131101	US20140500474	20140929	WO2008US76072	20080911

Family:

Publication number	Publication date	Application number	Application date
AT535414 E	20111215	AT20080799479T	20080911
DE602008011748 D1	20120301	DE200860011748T	20080911
DE602008033019 D1	20140807	DE200860033019T	20080911
DE602008045380 D1	20160901	DE200860045380T	20080911
EP2188145 A1	20100526	EP20080830757	20080911
EP2188145 B1	20140625	EP20080830757	20080911
EP2197702 A2	20100623	EP20080799479	20080911
EP2197702 B1	20111130	EP20080799479	20080911
EP2664488 A1	20131120	EP20130004013	20080911
EP2664488 B1	20160727	EP20130004013	20080911
EP3109091 A1	20161228	EP20160001621	20080911
US2009065273 AA	20090312	US20080209120	20080911
US2009069964 AA	20090312	US20080209074	20080911
US2009201650 AA	20090813	US20090367144	20090206
US2012265390 AA	20121018	US20120532577	20120625
US2013030631 AA	20130131	US20120561414	20120730
US2013257317 AA	20131003	US20130901763	20130524
US2014058608 AA	20140227	US20130069636	20131101
US2015081153 AA	20150319	US20140500474	20140929
US8207693 BB	20120626	US20090367144	20090206
US8234026 BB	20120731	US20080209074	20080911
US8450953 BB	20130528	US20120532577	20120625
US8668036 BB	20140311	US20080209120	20080911
US8849490 BB	20140930	US20120561414	20120730
US9409578 BB	20160809	US20140500474	20140929
WO09036208 A1	20090319	WO2008US76069	20080911
WO09036211 A2	20090319	WO2008US76072	20080911
WO09036211 A3	20090514	WO2008US76072	20080911

Probable Assignee: HYDRO GEAR PARTNERSHIP LTD

Assignee(s):(std)**:** BUTLER JOSH ; FOX IVAN E ; HAUSER RAYMOND ; WYATT CHRISTOPHER K ; TODD MICHAEL ; ROUSSER DONALD ; HYDRO GEAR LTD PARTNERSHIP

Assignee(s): HYDRO GEAR PARTNERSHIP LTD ; HYDRO GEAR LTD PARTNERSHIP SULLIVAN ; HYDRO GEAR LIMITED PARTNERSHIP ; HYDRO GEAR LTD

Inventor(s):(std)**:** BUTLER JOSH ; FOX IVAN ; FOX IVAN E ; HAUSER RAYMOND ; ROUSSER DONALD ; TODD MICHAEL ; WYATT CHRISTOPHER ; WYATT CHRISTOPHER K

Inventor(s): WYATT CHRISTOPHER K WINDSOR ; FOX IVAN E MATTOON

Agent(s): BARKHOFF REIMANN VOSSIUS; CRAMPHORN CONRAD; VOSSIUS TILMAN; NEAL GERBER AND EISENBERG; NEAL GERBER AND EISENBERG LLP; LENZ WILLIAM J ET AL; LENZ WILLIAM J

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): A01D34/00 A01D34/47 B60K1/00 B60K1/02 B60K26/00 B60K37/06 B60L11/00 B60L11/18 B60L15/20 B60L15/38 B60L3/00 B60W10/08 B60W10/184 B60W10/30 B60W30/18 B60W30/188 G06F17/00 H02P1/54 H02P5/00 H02P5/68 H04L12/28 H04L12/403 H05K1/14 H05K7/14 (Advanced/Invention); B60K1/00 B60K37/04 B60L11/00 B60L15/20 H02P5/00 H04L12/28 H04L12/403 H05K1/14 (Core/Invention)

CPC: A01D34/78 H02P5/74 H05K1/14 B60L15/007 B60L15/20 B60L15/2036 B60L2200/40 B60L15/38 H02P5/68 Y10S903/902 B60L3/00 B60L3/0092 B60L11/1803 B60L2220/44 Y02T10/646 Y02T10/648 Y02T10/70 Y02T10/7005 Y02T10/7258 Y02T90/16 Y02T10/7275 B60W30/1886 B60W30/1888 B60W10/08 B60W10/184 B60W30/18127 B60W10/30 H04L12/403 Y02T10/645 Y02T10/72 A01D34/008 B60K7/0007

European class: A01D34/78 B60L11/18C B60L3/00 B60L3/00R H02P5/74 H04L12/403 L60L220/44 T05K1/14 Y02T10/64D Y02T10/64D8 Y02T10/70 Y02T10/70B Y02T10/72D

US class: 1/1 180/65.1 180/65.21 180/65.8 180/65.800P 318/34 318/49 318/51 318/51S 361/736 361/736P 361/784 361/820 701/22 701/22P 903/902

Classification Explorer

Cited documents: WO9956978 A1, WO14008373 A1, WO10048561 A2, WO09036211 A3, WO09036211 A2, WO09036208 A1, WO06039521 A1, WO06039520 A1, WO04011731 A1, WO0148373 A1, US7973499 BB, US7946365 BB, US7884560 BB, US7855901 BB, US7832513 BB, US7815546 BB, US7801653 BB, US7690458 BB, US7688573 BB, US7677344 BB, US7610975 BA, US7331901 BB, US7306064 BB, US7280356 BB, US7126237 BB, US7100717 BB, US7075796 BA, US7035115 BB, US7017327 BB, US7007446 BB, US6864646 BB, US6856035 BB, US6826895 BB, US6644004 BB, US6625498 BA, US6609367 BB, US6609357 BA, US6591593 BA, US6523334 BA, US6486632 BB, US6431879 BB, US6388879 BA, US6338016 BA, US6326747 BA, US6283236 BA, US6242873 BA, US6230089 BA, US6123163 A, US6109009 A, US6082084 A, US5975736 A, US5934051 A, US5912801 A, US5887669 A, US5823798 A, US5794422 A, US5743347 A, US5735407 A, US5726541 A, US5667029 A, US5642711 A, US5630625 A, US5619111 A, US5588498 A, US5542251 A, US5522778 A, US5502957 A, US5414339 A, US5409778 A, US5406778 A, US5381314 A, US5305355 A, US5243522 A, US4981202 A, US4769557 A, US4686434 A, US4568866 A, US3914938 A, US204827 A, US2009069964 AA, US2009065273 AA, US2009000839 AA, US2008289309 AA, US2008234096 AA, US2007221168 AA, US2007215403 AA, US2007204827 AA, US2007200428 AA, US2007158120 AA, US2006290310 AA, US2006253237 AA, US2006192430 AA, US2006059879 AA, US2006010844 AA, US2005239598 AA, US2005188665 AA, US2005133285 AA, US2005109550 AA, US2005065684 AA, US2005029816 AA, US2005029025 AA, US2004160201 AA, US2004124026 AA, US2003133319 AA, US2003102171 AA, US2003081632 AA, US2003001537 AA, JP2007037366 A2, JP2004100718 A2, JP2003291692 A2, JP2001320807 A2, GB2277780 A1, EP1645456 A3, EP1645456 A2, EP1532855 A1, EP1327547 A2, EP1228917 A1, EP1151892 A3, EP1151892 A2, EP0151208 A1, DE4224359 C1, DE10148326 A1,

Forward Citations: WO14122497, WO14122497, WO14055075, WO13166123, WO13102023, WO13009323, WO13009323, WO12074713, WO11119653, WO11119653, US9686909, US9676411, US9668405, US9650970, US9635806, US9599170, US9566985, US9549500, US9545054, US9538699, US9526189, US9505304, US9409578, US9408343, US9398741, US9301443, US9265196, US9263975, US9226444, US9221450, US9210839, US9192096, US9097288, US9073539, US8983691, US8977460, US8965630, US8955296, US8954212, US8950520, US8947034, US8942904, US8917171, US8907596, US8862342, US8849490, US8844658, US8816587, US8770328, US8769917, US8708074, US8696519, US8668036, US8668033, US8615976, US8611080, US8548694, US8483847, US8450953, US8296003, US8240414, US8234026, US8207693, US8191343, US8099936, US8056695, US8055399, US7689332, US2016355186, US2016069283, US2015352976, US2015289444, US2015197145, US2014350762, US2014320052, US2014244085, US2014229045, US2014100743, US2014070937, US2014067172, US2014046516, US2014043774, US2013293167, US2013293160, US2013211688, US2013199146, US2013054105, US2013054070, US2012265418, US2012203407, US2012203405, US2011309750, US2011289896, US2011270417, US2011238249, US2011230294, US2010186361, US2010125384, US2010005768, US2009201650, US2009069964, US2009065273, US2008277188, US2008065285, US2008018269, JP2012188097, EP2903849, EP2903849, EP2845308, EP2731560, EP2639128, EP2346709,

DE102013013623, CN104135848, CN103796504, CN103660997, CN103582591, CN103299779, CN103299779, CN102951038, AU2012362308, AU2011372806,

Abstract:
Source: US2009065273A Electronic control systems and related control methods for controlling electric drive motors for propelling a vehicle and electric auxiliary motors for performing work, such as electric deck motors for mower blades. The apparatus is shown in use with a vehicle that includes a mowing deck. Features of the control systems allow for safe and efficient use of the vehicle.

0) GB775856A – A NEW OR IMPROVED PROCESS AND APPARATUS FOR MAC...

49) Family number: 20278775 (GB775856A) © PatBase

Title: A new or improved process and apparatus for machining or grinding or polishing or finishing work–pieces

Priority: GB19520009817 19520418

Family:

Publication number	Publication date	Application number	Application date
GB775856 A	19570529	GB19520009817	19520418

Probable Assignee: GARRINGTONS LTD

Assignee(s):(std)**:** GARRINGTONS LTD

Assignee(s): GARRINGTONS LIMITED

Inventor(s):(std)**:** SHARMAN JOHN CHARLES

International class (IPC 8–9)**:** B24B17/02 (Advanced/Invention); B24B17/00 (Core/Invention)

International class (IPC 1–7)**:** B24B19/14

CPC: B24B17/025

European class: B24B17/02D

Classification Explorer

Forward Citations: GB2227435, GB2214457,

Abstract:
Source: GB775856A 775,856. Grinding. GARRINGTONS, Ltd. July 20,1953 [April 18, 1952], No. 9817/52. Class 60 [Also in Group. XXII] Apparatus for surfacing an elongated work blank, such as a gas turbine blade, which is of irregular cross–section and provided with a groove, recess or shoulder disposed at an angle to its longitudinal axis comprises means for subjecting a matrix of form corresponding with the desired form of the finished work piece and a work blank to synchronized rotation or oscillation about spaced parallel axes, means for engaging a tracer with the matrix surface and for utilizing the relative movement between the tracer and the matrix ta control the relative position of a surfacing tool in operative engagement with the work blank so as to shape the surface of the same to a configuration identical with that of the matrix, means for advancing the work blank and tool relatively longitudinally of the blank so that the tool describes a helical path thereon, the means operative when the tool is at the inclined groove, recess or shoulder for changing the angle of the helix so that it corresponds with the inclination of such formations. As applied to the grinding of a blade 15, Fig. 1, which projects from the inclined face 21 of a shoulder platform 18, a tool in the form of an abrasive band 38, Figs. 4 and 5, and the tracer constituted by a roller 44 are supported in a hollow head 39 carried at the ends of parallel liriks 45, 46 so as to be disposed above the work blank 15 and matrix 30 which are mounted on a longitudinallymovable slide 25. Chucks 27, 28, Fig. 7, on the slide receive the root ends of the matrix and work blank, respectively, the opposite ends of which are supported in tailstocks 31. The drive of the chucks from an electric motor 37, Fig. 4, is through infinitely–variable gearing 36, chain drive 34, shaft 33 on the fixed frame and gearing 32 so arranged as to effect the drive while permitting movement of the slide 25. The gearing 36 is controlled by a pneumatic or hydraulic ram so as to maintain a constant linear relative velocity between the band 38 and surface of the blank which it engages, this effect being produced by a cam 77b, Fig. 7, which is shaped peripherally to correspond with the cross–section of the blade, rotates with the chuck 27, and actuates the control valve of the ram. The band 38, which is driven by a motor 42, passes over idler pulleys 40 and(at the point of engagement with the blank, a barrel–shaped roller 43. The tracer roller 44, which is also barrelshaped, is rotatable on an axis parallel with that of the roller 43 and carried by a vertically–adjustable slide 50. The inclination of the head 39 to the vertical is continuously varied during each revolution of the blank so that the band makes substantially point engagement with the blank and its operative surface is maintained tangential to the blade surface. For this purpose, the pivot 52, Fig. 4, of the upper pair of links 45 is formed as an eccentric rotatable by a pneumatic or hydraulic ram 56 as controlled by a valve 56a, Fig. 7, actuated by a cam 56b which rotates with the chuck 28 and is shaped peripherally to correspond with the variation around the cross–section of the blade of the inclination of the blade surface measured longitudinally of the blade and relatively to its axis. The control valve 56a is carried by an arm 56c pivotable about the axis of the chuck and engaging at its outer end a sine bar 56d which is mounted on the fixed frame for adjustment out of the horizontal whereby the action of the cam may be advanced or retarded 'in accordance with the degree of twist of the blank. The roller 43 is given one to–and–fro oscillation about a vertical axis during each rotation of the blank so as to provide a smooth surface finish and ensure that, when the band is dealing with that part of the blank adjacent the inclined face 21 of the platform 18, it lies parallel to such face when operating on both sides of the blank. For this purpose, the roller 43 is supported on a vertical spindle 58, Fig. 8, having a lateral arm 60 engaging an inclined cam slot in a plate 61 on a carrier 62 which is movable vertically by pneumatic or' hydraulic ram 64; the control valve of the ram is actuated by a cam rotating with the chucks 27, 28.

The slide 25 is advanced slowly to feed the blank and matrix past the band. and tracer during the finishing of the main portion of the blank (so that the tool and tracer describe helical paths on the blank and matrix) by an electric motor 68, Fig. 4, which drives a crank disc 67 carrying an adjustable crank−pin 69 connected to the slide by a rod 70 incorporating a doubleacting pneumatic or hydraulic ram 71; during this operation, the ram is ineffective and one of a pair of adjustable stops 73 on the rod 72 of the ram contacts an abutment 74 on the ram. When the band 38 reaches a position adjacent the inclinedplatform face, the slide is reciprocated to and fro for the distance a, Fig. 1, once for each revolution of the blank by the sole action of the ram (to provide the desired change in the angle of the aforesaid helical path); the control valve of the ram which acts through a servo−valve is controlled by a cam 71b, Fig. 7, rotating with the chuck 27. The ram is rendered operative for this purpose when a dog 88 moving with the slide acts through a stop 86 to slide coupled bars 82, 84 whereby an abutment 81 opens both a switch 79 to stop the motor 68 and a valve 78 to permit the supply of pressure fluid to the control valve of the ram. To achieve this effect, the slide bar 82, which is coupled by cranks or eccentrics 83 to the bar 84, had previously been set by a hand knob 90 to its extreme right−hand position so that the abutment 81 is correctly placed to operate as described above under the action of the dog 88. At the end of the operation, the hand knob 90 is turned to slide the bar 82 leftwards so as to actuate the valve 78 and switch 79 to stop the ram 71 and start the motor 68 in reverse for the return of the slide 25. When the slide reaches its extreme withdrawn position, the dog 88 acts through a stop 87 to slide the bars 82, 84 whereby an abutment 93 opens a switch 95 to stop all the motors; the actuating member of the switch also actuates the control valve 49a of a ram 49, Fig. 4, which by its connection to the lower pair of parallel links 46 lifts the head 39 clear of the blank and tracer. After the insertion of a new blank, the turning of the knob 90 slides the bar 82 to cause the abutment 93 to actuate the switch 95 to re−start the motors and lower the tool head The above arrangement may be modified by providing a separate abrasive band for operating upon each of a number of parallel blanks or one band passing around a series of pulleys for action upon all the blanks, and, if desired, the abrasive band may be replaced by a grinding wheel or milling cutter. Specifications 777,857, 777,858, and 777,859 are referred to. The Provisional Specification describes also the actuation of a trip arm on the slide 25 at the appropriate time in the machine cycle to bring a follower into engagement with the cam 71b which thereafter controls the ram 71 to reciprocate the slide in the neighbourhood of the shoulder platform.

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Title: BETRIEBSSYSTEM ZUM TRANSPORT VON PERSONEN UND GUETERN MITTELS AUF EINSCHIENIG ISOLIERTEN GLEISABSCHNITTEN VERKEHRENDEN SCHIENENFAHRZEUGEN OPERATING SYSTEM TRANSPORT of people and goods AGENT ON EINSCHIENIG track sections TRAFFIC END RAIL VEHICLES (Machine translation)

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Abstract:
Source: DE2040059A1 [Source: Claim 1] Patentansprüche I)BetriebBsystem zum Transport für Personen und Güter mittels Schienenfahrzeuge, die auf Gleisen mit mindestens zwei metal lischen Fahrschienen fahren, von denen eine in Abschnitten unterteilt und gleichzeitig von der anderen Fahrschiene elek trisch isoliert ist, und bei dem über Fahrzeugkontaktschuhe und kurze, ortsfeste Kontaktstücke während der Dauer ihrer Be rührung beim Überfahren direkte elektrische Verbindungen von den Fahrzeugen zur Gleisanlage oder umgekehrt für Bahrzeug–beeinflussungen, Weichenstellungen und Meldungen hergestellt werden, dadurch gekennzeichnet, dass innerhalb Jedes Gleisab schnittes (GA1,GA2, GA3, GA4, GA...) ein elektrischer Konden sator (CG, CG/2, CG/3,CG/4) die durchlaufende Masse–Fahrschiene (MF) mit der Jeweils zugehörigen Isolier–Fahrschiene (IF) überbrückt, und die in mehrere gedachte, parallel e Kontakt spuren (W,R,S,V,P,V',S',R',W') aufgeteilten Gleise mit für je de der beiden Fahrtrichtungen auf Je einer Kontaktspur liegen den Kontaktschienenstücken für die Sicherung des Nah–,Weit und Flanken–Bereiches (SKSN,SKSW,SKSF;S'KSN,S'KSW,S'KSF) co diert sind, sowie ebenfalls codiert sind mit auf den anderen Kontaktspuren liegenden Geschwindigkeits–Kontaktschienenstücken (V1KS, V2KS, V3KS;;V'1KS,V'2KS,V'3KS)für die entsprechende Ge schwindigkeits–Beeinflussung im Fahrzeug (LOK), mit Pilot Kontaktschienenstücken (PKS, PKSW, PKSÜ, PKSZ) für das Zusam einwirken mit den Sicherheits– und Geschwindigkeits–Kontakt– schi enen stücken, für Weichen–Fernstellungen beeStumpffa.hrten, für Schranken– und Warnlicht–Betätigung an Strassenübergängen und zur Ausführung von Zwangs–Zughalten an besonderen Gleis stellen, mit Rückmelde–Kontaktschienenstücken (X1–2LS,X3E; R'1–2KS,R'3KS) für Weichenstellungs–Rückmeldungen, Positionsmeldungen und für Wirkverbindungen beim automatischen Wieder anfahren der Triebfahrzeuge bei "Frei"–gewordenen Gleisab schnitten, und mit Weichenstell–Kontaktschienenstücken (WKS;; W'KS) zum Fernstellen sämtlicher spitzbefahrener Weichenarten sowie mit Ortsfest–Teilen (SM) magnetischer Annäherungsschal– ter (ANS) in Gleisdreiecken und Kehrschleifen für Positionsmeldungen, und dass im Triebfahrzeug (LOK) das Zusammenwirken mit den verschiedenen Kontaktschienenstücken der Gleis–Codier– und über die fahrtrichtungsabhängig einschaltbaren Auflaufkontaktschuhe (ASW,ASR,ASS,ASV,ASP,ASV',ASS',ASR',ASW') erfolgt, die in Bezug auf die Sicherheits–Kontaktschienenstücke (SKSN, SKSW,SKSF,S'KSN,S'KSW,S'KSF)im wesentlichen mit zwei Sicherheits–Relais (SR1,SR2) verbunden sind,von denen eines an die Bordbatterie (Bt1/Bt2) und das andere an einen Niederfrequenz– Generator (NF–G) angeschlossen ist und mit Brems–Relais (3R1, BR2) in Verbindung stehen, und die in Bezug auf die Geschwindigkeits–Kontaktschienenstücke (V1KS, V2KS, V3KS;;V1KS,V'2KS, V'3KS) mit mehreren Geschwindigkeits–Relais (VR1, VR2) verbunden sind, denen mehrere mit dem Fahrzeug–Tachometer (T) zusam– menwirkende Tacho–Relais (TR1, TR2, TR3,TR4, TR5) für die Geschwindigkeits–Programmierung nachgeschaltet sind und ebenfalls mit den Brems–Relais (BR1, BR2) sowie mit einem Elektro–Brems Ventil (EBV)zusammenwirken, und bei denen die Auflaufkontaktschuhe in Bezug auf die Pilot–Kontaktschienenstücke (PKS,PKSW, PKSÜ, PKSZ) mit zwei Pilot–Relais (PRl,PR2) verbunden sind, von denen das eine (PR1) mit den Brems–Relais (BRi,BR2) und dem Elektro–Brems–Ventil (EBV) in Wirkverbindung steht, und bei denen die Auflaufkontaktschuhe in Bezug auf die Rückmelde Kontaktschienenstücke (R1–2KS,R3KS;;R'1–2KS,R'3KS) mit zwei Rückmelde–Relais (RR1,RR2) verbunden sind, denen ein Hilfs Relais

(S) für daa Wiederanfahren des Zuges bei "Frei"−gewor− denen Gleisabschnitten und für die Abgabe von Positionsmeldun− gen nachgeschaltet ist und mit einem Pilot−Relais (PRl)sowi. mit den Brems−Relais (BR1,BR2) in Wirkvrbindung stehen und die bezüglich Weichenstellungs−Rückmeldungen mit den Weichen stell−Schützen (WS1,WS2) zusammenarbeiten, und bei denen die Auflaufkontaktschuhe in Bezug auf die Weichenstell−Kontakt schienenstücke (WKS;;W'KS) über ein Weichen−Relais (wR)mit den Weichenstell−Schützen (WS1,WS2) in Verbindung stehen, die mit Hilfe der Rückmelde−Relais (RR1,RR2) über Schaltmittel (AHR) entweder an zwei handbetätigte Weichenstell−Tasten (WT1,WT2) oder an entsprechend programmierte Speicher (Sp1,Sp2) über ein schrittweise arbeitendes Speicher−Abfragewerk (SpAW)angeschlos− sen sind, und wobei bezüglich der Ortsfest−Teile (5M) der mag netischen .Annäherungsschalter (ANS), dessen Kontakt−Teil (KT) am Triebfahrzeug (LOK) die richtige Folge der Positionsmeldun gen bei Durchfahr−t von Gleisdreiecken (GD) und Kehrschleifen (KSE) herstellt. 2)Betriebssystet nach Anspruch 1, dadurch gekennzeichnet, dass die Kontakt spuren (W,R,S,V) für die eine Fghrtrichtung im Be reich der Masse−Fahrschiene (MF) und die Kontaktspuren (W',R', S',V1) für die andere Fahrtrichtung im Bereich der Isolier Pahrschienen (IF) verschieden weit von der Gleismitte entfernt sind und symmetrisch zu ihr liegen, und eine für beide Fahrt richtungen gemeinsame, entweder mit der Gleismittellinie zusas− menfallende oder, bei anderweitig belegter Gleismittellinie, beiderseits von ihr räumlich aufgeteilte Kontaktspur (P) vor banden ist. 3)Betriebssystem nach Anspruch 1 und a, dadurch gekennzeichnet, dass die Isolier−Fahrschiene (1F) jedes Gleisabschnittes (GA1, GA2,GA3...) in der einen Fahrt @@h@@ng mi@ inn@@@ @b des ersten und des zweiten benachbar@en Gleis@@ @hni @es auf eine Kontakt− spur (S) im Bereich der Masse−Fahrschiene (MF) angeordneten, isoliert befestigten Sicherheits−Kontaktschienenstücken (SKSN, SKSW) elektrisch leitend verbunden ist, und in der anderen Fahrtrichtung mit innerhalb des arsten und des zweiten anderen benachbarten Gleisabschnittes auf der anderen, zur Gleismittel− linie symmetrischen Kontaktspur (S') im Bereich der Isolier Fahrschienen (IF) angeordneten, isoliert befestigten Sicher heits−Kontaktschienenstücken (S'KSN,S'KSW) ebenfalls elektrisch leitend verbunden ist, 4)Betriebssystem nach Anspruch 1 bis 3, dadurch gekennzeichnet, dass parallel zu den Sicherheits−Kontaktschienenstücken (SKSN, SKSW;;S'KSN,S1KSW) auf der für beide Fahrtrichtungen gemeinsa men Kontaktspur (P)Pilot−Kontaktschienenstücke (PKS,PKSW,PKSÜ, PKSZ) angebracht sind,welche bei weichenlosen Gleisabschnitten mit der Masse−Fahrschiene (1IF) metallisch direkt und vor stumpf befahrenen Weichen sowie vor Schranken (SCHR) und Warnkreuzlam pen (WKls) bei Strassenübergängen mit deren entsprechenden Antrie ben (ABR,AUFR; EINR,AUSR) und bei Zwangs−Haltstellen (ZHS,ZHS') mit deren entsprechenden Gleis−Relais (GR) elektrisch leitend verbunden sind. 5)Betriebssystem nach Anspruch 1 bis 4, dadurch gekennzeichnet, dass sowohl parallel zu den Sicherheits−Kontaktschienenstücken (SKSN,SKSW;S'KSN,S'KSW) als auch für sich allein auf einer wei teren Kontakt spur (V) im Bereich der Masse−Fahrschiene (MF) bezw. einer hierzu symmetrischen Kontaktspur (V') im Bereich der Isolier−Fahrschienen (IF) Geschwindigkeits−Kontaktschienen stücke (V1KS, V2KS,V2KS;;V'1KS,V'2KS,V'3KS) angeoracht sind,von denen das jeweils eine sich auf eine höhere Geschwindigkeit (z .3.i2O km/h) beziehende Geschwindigkeits−Kontaktschienenstück (V1KS,V'1KS) über eine Diode (VD1,V'D1) mit der Masse−Fahr schiene (MF) elektrisch v'erbunden ist, während das jeweils andere sich auf eine mittlere Geschwindigkeit (z.B.80 km/h) beziehende Geschwindigkeits−Kontaktschienenstück (V2KS,V'2KS) über eine gegenüber der vorstehend genannten in entgegen,gesetz− ter Richtung liegenden Diode (VD2,V'D2) mit der Masse−Fahrschiene (MF)elektrisch verbunden ist, und das jeweils andere sich auf eine niedrigere Geschwindigkeit (z.B.40 km/h) beziehende Ge schwindigkeits−Kontaktschienenstück (V3KS,V'3KS) metallisch direkt mit der b(asse−Fahrschiene (MF) verbunden ist. 6)Betriebssystem nach Anspruch 1 bis 5, dadurch gekennzeichnet, dass auf einer weiteren Kontaktspur (R) im Bereich der Masse Fahrschiene (bezw. auf einer hierzu symmetrischen Kontakt spur (R') im bereich der Isolier−Fahrschienen Rücknelde−Kon− taktschienenstücke (R1−2KS,R3KS;;R'1−2KS, R'3KS) angebracht sind, die für die Weichenzustands−Rückuteldungeqisoliert befes tigt und über von den Weichenstell−Antrieben (WA1,WA2@,WA2, WA3,WA4) betätigten Umschaltkontakten (WAU1) je nach Weichen zungenlage entweder über je eine in Sperr−Richtung oder über je eine in Durchlass−Richtung liegende Diode (RD1,RD2) mit der Masse−Fahrschiene (MF) verbunden sind, während sowohl die für die Positionsmeldungen verwendeten, für sich alleinstehenden Rückmelde−Kontaktschienenstücke (R3KS,R'3KS) am jeweiligen An fang eines Gleisabschnittes als auch die für das automatische Wiederanfahren eines vorher automatisch abgebremsten Zuges bei "Frei"−gewordenen Gleisabschnitten parallel zu den betreffenden Sicherheits−,Pilot− und Geschwindigkeits−Contaktschienenstücke angeordneten Rückmelde−Kontaktschienenstücke (R3KS,R'3KS) me tallisch direkt mit der Masse−Fahrschiene (kF) verbunden sind. 7)Betriebssystem nach Anspruch 1 bis 6, dadurch gekennzeichnet, dass auf einer weiteren Kontaktspur (W) im Bereich der Masse Fahrschiene (MF) für die eine Fahrtrichtung und auf der hierzu symmetrischen Kontaktspur (W') im Bereich der Isolier−Fahrschie− nen (IF) für die andere Fahrtrichtung Weichenstell−Kontakt schienenstücke (WKS,W'KS) isoliert befestigt sind, die mit den Weichenstell−Antrieben (WAI,Wl2u,WA2,WA3,WA4,WA5), der spitz befahrenen Weichen (WG1,WG2,WG3,WG4 ,KWG) über Weichenstell Leitungen(WL,W'L) verbunden sind, wobei jede dieser Weichen stell.−Leitungen am Eingang für die eine Abzweigrichtung, wie entsprechendes Relais ER1 oder entsprechende Wicklungshälfte (WH1) des Stellmotors(WSM), über eine Diode (WD1) und am Ein gang (ER2,WH2) für die andere Abzweigrichtung über eine in Gegenrichtung liegende Diode(WD2) geführt und die gemeinsame Rückleitung (WIR) aus den Eingängen des jeweiligen Weichenstell Antriebes mit der Masse−Fahrschiene (MF) elektrisch leitend verbunden ist. 8)Betriebssystem nach Anspruch 1 bis 7, dadurch gekennzeichnet, dass die Verbindungen Jeder Isolier−Fahrschiene (IF) in beiden Fahrtrichtungen mit den innerhalb des jeweils ersten benach barten Gleisabschnittes (GA..) angeordneten Sicherheits−Kon− taktschienenstücken für den Nah−Bereich (SKSN,S'KSN) als Nah Sicherheits−Leitung (SLN,S'LN) und mit den innerhalb des Je weils zweiten benachbarten Gleisabschnittes (GA1,GA2,GA ...) angeordneten Sicherheitskontaktschienenstücken für den Weit Bereich (SKSW,S'KSW) als Weit−Sicherheits−Leitung (SLW,S'LW) fungieren, die in der Art von an kurzen Pfählen (LP) zu beiden Seiten jedes Gleises geführten Zaunleitungen mit Soll−Riss Stellen (SORP,SORS), vorzugsweise in Form von Stecker und Buch se, ausgebildet sind, bei denen die jeweils zu einer Fahrt richtung gehörigen und an Weichen (WG1,WG2,WG3,WG4),Kreuzungs− weichen (KWG) und Kreuzungen (KG) einmündenden Nah−Sicherheits− Leitungen (SLN,S1LN) elektrisch miteinander verbunden sind, während die zu jeweils einer

Fahrtrichtung gehörigen und an Weichen und Kreuzungsweichen entstehenden Weit−Sicherheits Leitungen (SLW,S'LW) sowie die aus Weichen in die Abzweige heraustretenden Nah−Sicherheits−Leitungen (SLN,S'LN) über vom jeweiligen Weichenstell−Antrieb (WA1,WA2a,WA2,WA3,WA4,WA5)betätigte Umschaltkontakte (WAU3,WAU4,WAU3'WAU4') geschleift sind,wobei in der Weichenzungen−Endlage jeweils höchstens Je eine dieser Leitungen und bei nicht in der Endlage anliegenden Weichen− zungen alle diese Weit− und Nah−Sicherheits−Leitungen (SLW, S'LW; SLN,S'LN) unterbrochen sind. 9)Betriebssystem nach Anspruch 1 bis 8, dadurch gekennzeichnet, dass zur Sicherung gegen Flankenfahrten bei Weichen (WG2,WG3, WG4),Kreuzungsweichen (KWG) und Kreuzungen (KG) die zum −vor der jeweiligen Einmündungs− oder Kreuzungsstelle liegenden Vorfahrt−Gleisabschnitt (VGA) gehörige Isolier−Fahrschiene (IF) durch eine Flanken−Sicherheits−Leitung (SLF,S'LF;;SLF1,SLF2, SLF2') mit einem innerhalb des jeweiligen anderen, ebenfalls vor dieser Steile befindlichen War@e−Gleisabschnittes (WGA, 1WGA,2WGA) angeordneten Sicherheits−Kontaktschienenstück für den Flanken−bereich (SKSF,S'KSF) verbunden ist, welches auf der gleichen Kontaktspur (S,S'), in Fahrtricntung zu dieser Stelle, vor den anderen Sicherheits−Kontaktschienenstücken für den Nah− und Weit−Bereich angebracht ist, während bei Parallel Gleisverbindungen die vom jeweiligen Sicherheits−Kontaktschie− nenstück für den Flanken−Bereich des bei Verbindungsfahrt als \Narte−Gleisabscbnitt fungierenden entsprechenden Gleisabschnit tes ausgehende IRlanken− @icherheits−Leitung zu einem vom Wei chenstell−Antrieb betatigbaren Umschaltkontakt geführt ist, der diese Flanken−Sichelheits−Leitung bei Weichenstellung auf Verbindungsfahrt ins Parallelgleis mit der Isolier−Fahrschiene von dessen Vorfahrt−Gleisabscrnitt verbindet und bei Weichen stellung auf Parallelfahrt diese Flanken−Sicherheits−Leitung an die Nah−Sicherheits−Leitung des vorherigen Warte−Gleisab schnittes anschliesst. 10)Betriebssystem nach Anspruch 1 bis 9, dadurch gekennzeichnet, dass die al Triebfahrzeug (LOK) räumLich über den entsprechen de Kontaktspuren (W,R,S,V,P,V',S',R',W') angeordneten, die Stromübertragung zu den einzelnen entsprechenden Kontakt schienenstücken bewerkstelligenden Auflaufkontaktschuhe (ASW, ASR,ASS,ASV,ASP,ASV;ASS'::ASR' ,ASW') in zwei seitliche Gruppen (mit ASW,ASR,ASS,ASV und ASV',ASS',ASR',ASW') und eine mittlere Gruppe (ASP) aufgeteilt sind, von denen die eine seitliche Gruppe für die im Bereich der Masse−Fahrschiene (MF) liegenden Kontaktspuren (W,R,ss,V) der einen Fahrtrichtung, die andere seitliche Gruppe für die im Bereich der Isolier Fahrschienen (IF) liegenden Kontaktspuren (W',R',S',V') der anderen, entgegengesetzten Fahrtrichtung und die mittlere Gruppe für die den beiden Fahrtrichtungen gemeinsame,entweder auf der Gleismittellinie oder beiderseits davon räumlich auf geteilt liegende Kontakt;;pur (P) zugeordnet ist, wobei Je nach Fahrtrichtung des iriebfahrzeuges entweder die zur einen seit lichen Gruppe gehörigen Auflaufkontaktschuhe (ASW,ASR,ASS, ASV) oder die zur anderen seitlichen Gruppe gehörigen fiuflauf− kontaktschuhe (ASW;;ASR',ASS',ASV') über mit dem Fahrtrichtungs schalter (FR) gekuppelte Umschaltkontakte (U1,U2,U3,U4) mit den entsprechenden Schaltelementen im Triebfahrzeug verbunden sind, und bei denen die mittlere, einen Auflaufkontaktschuh (ASP) oder zwei elektrisch verbundene suflaufkontaktschuhe beinhaltende Gruppe in der Regel direkt, jedoch bei Wendezug− einrichtung ebenfalls über einen zusätzlichen Umschaltkontakt (U5) am Fahrtrichtungsschalter (FR), an die zugehörigen Schult− elemente des Triebfahrzeuges angeschlossen ist. ll)Betriebssystem nach Anspruch 1 bis 10, dadurch gekennzeichnet, dass der die Fahrtrichtungsgemässe AnSchaltung des jeweiligen Aufl aufkontaktschuhes (ASS,ASS') für die Sicherheits−Kontaktschienenstücke (SKSN,SKSW,SKSF;;S'KSN, S'KSW,S'KSF)bewir .ende Umschaltkontakt (U4) mit dem Spulenanfang eines ersten und eines zweiten Sicherheits−Relais (SR1,SR2) verbunden ist, von denen das erste in Reihe mit einer Drosselspule (Dr) liegende Sicherheits−Relais (SRi) mit seinem Spulenende an einen isolierten Aussenpol (+) der mit einer an Fahrzeug−Masse und damit an der Masse−Fahrschiene (MF) liegenden Mittelanzapfung (MAZ) versehenen Bordbatterie (Bt1/Bt2) und das zweite in Reihe mit einem Kopplungs−Kondensator (CK1) liegende Sicher heits−Relais (SR2) mit seinem Spulenende an einen Ausgang (AG1) eines Niederfrequenz−Generators (NF−G) angeschlossen ist, der mit seinem anderen Ausgang (AG2), vorzugsweise über einen Kopplungs−Kondensator (CK2), an der Mittelanzapfung (MAZ) bezw. an Fahrzeug−Masse und damit auch an der Masse−Fahrschiene (iF) anliegt, wobei der Auflaufkontaktsc'huh (ASP) für die Pilot Kontaktschienenstücke (PKS,PKSW,PKSÜ,PKSZ) mit dem Spulenan fang eines ersten niederohmigeren Pilot−Relais (PR1) und eines zweiten hochohmigeren Pilot−Relais (PR2) verbunden ist, von denen das Spulenende des zweiten Pilot−Relais (PR2) direkt und das des ersten Pilot−Relais (PR1) über einen Schutzwider stand (SW) an einen isolierten Aussenpol (−) der Bordbatterie (Bt1/Bt2) angeschlossen und dem Schutzwiderstand ein Ruhekon takt des zweiten Pilot−Relais (PR2) parallel geschaltet ist. 12)Betriebssystem nach Anspruch 1 bis 11, dadurch gekennzeichnet, dass der die fahrtrichtungsgemässe Anschaltung des Jeweiligen Auflaufkontaktschuhes (ASV,ASV') für die Geschwindigkeits Kontaktschienenstücke (V1KS,V2KS,V3KS;V'1KS,V'2KS,V'3KS) bewirkende Umschaltkontakt (Ul) am Fahrtrichtungsschalter (FR) mit dem jeweiligen Spulenanfang eines ersten Geschwindigkeits−Relais (VR1) und eines zweiten Geschwindigkeits−Relais (VR2) sowie über einen ersten Basis−Widerstand (BW1) mit der Basis eines ersten Komplementär−Transistors (VT1) vom npn−Typ und über einen zweiten Basis−Widerstand (BW2) mit der Basis eines zweiten Komplementär−Transistors(VT2) vom pnp−Typ verbunden ist, wobei das Spulenende des ersten Geschwindigkeits− Relais (VRi) über die Emitter−Collector−Strecke des ersten Komplementär−Transistors (VT1) am isolierten negativen Aussenpol (−) und das Spulenende des zweiten Geschwindigkeits−ltelais (VR2) über die Emitter−Collector−Strecte des zweiten Kamplemen tär−Transistors (VT2) am isolierten positiven Aussenpol (+) der Bordbatterie (Btl/Bt2) angeschlossen und dem ersten Ge schwindigkeits−Relais (VR1) eine Diode (D1) in Sperr−Richtung gegen seinen Spulenanfang und dem zweiten Geschwindigkeits Relais (VR2) eine Diode (D2) in Durchlass'−Richtung von seinem Spulenanfang parallel geschaltet ist. 13)Betriebssystem nach Anspruch 1 bis 12, dadurch gekennzeichnet, dass der die fahrtrichtungsgemässe Anschaltung des jeweiligen Auflauf−Kontaktschuhes (ASR,ASR') für die Rückmelde−Kontakt schienenstücke (R1−2KS,R3KS;R'1−2KS,R'3KS) bewerkstelligende Umschaltkontakt (U2) am Fahrtrichtungsschalter (FR) mit dem jeweiligen Spulenanfang eines ersten Rückmelde−Relais (RR1) und eines zweiten Rücknelde−Relais (RR2) sowie über einen ersten Basis−Widerstand (BW3) mit der Basis eines ersten Kom plementär−Transistors (RT1) vom npn−Typ und über einen zweiten Basis−Widerstand (BW4) mit der Basis eines zweiten Komplemen− tär−Transistors (RT2) vom pnp−gyp verbunden ist, wobei das Spulenende des ersten Rückmelde−Relais (RR1)

über die Emitter Oollector−Strecke des ersten Komplementär−Transistors (RT1) am isolierten negativen Aussenpol (−) und das Spulenende des zweiten Rückmelde−Relais (RR2) über die Emitter−Collector Strecke des zweiten Komplementär−Transistors (RT2) am isolier ten positiven Aussenpol (+) der Bordbatterie (Bt1/Bt2) ange schlossen und dem ersten Rückmelde−Relais (RR1) eine Diode (D3) in Sperr−Richtung gegen seinen Spulenanfang und dem zweiten Rückmelde−Relais (RR2) eine Diode (D4) in Durchlass−Richtung von seinem Spulenanfang parallel geschaltet ist. 14)Betriebssystem nach Anspruch 1 bis 13, dadurch gekennzeichnet, dass eine Gruppe von mit dem Fahrzeug−Tachometer (ist) zusammen wirkenden Tacho−Relais (TR1,TR2,TR3) mit ihten Spulenenden am isolierten Aussenpol (+) der Bordbatterie (Btl/Bt2) angeschlos− sen ist, bei denen der zeitweilige anschluss an den anderen Aussenpol (−) der bordbatterie für das höheren Geschwindigkei− ten zugeordnete Tacho−Relais (TR1) über die Ser@enschaltung eines Arbeitskontaktes vom ersten Geschwindigkeits−Relais (VR1) mit einem Ruhekontakt des zweiten Geschwindigkeits−Relais (VR2), für das mittleren Geschwindigkeiten zugeordnete Tacho−Relais (TR2) über die Serienschaltung eines Ruhekontaktes vom ersten GeschwindipDkei ts−elais (VR1) mit einem hroeits− kontakt des zweiten Geschwindigkeits−Relais (VR2) und für das niedrigeren Geschwindigkeiten zugeordnete Tacho−Sielais3 (TR3) über die Serienschaltung eines Arbeitssontaktes vom ersten Geschwindigkeits−Relais (VR1) mit ebenfalls einem Arbeitskontakt des zweiten Geschwindigkeits−Relais (VR2) erfolgt, wobei das Fahrzeug−Tachometer (T) auf einer ersten (KB1) seiner beiden Kontaktbahnen (KB1,KB2), die von einem mit zwei Kontaktschlei− fern versehenen, mit dem der Spulenverbindungen der Tacho−Relais (TR1,TR2,TR3) entsprechenden isolierten Aussenpol (+) der Bordbatterie (Bt1/Bt2) verbundenen Zeiger (TZ) bestrichen werden, u.a. ein Kontaktsegment für hothere Geschwindigkeiten (Kbil'; z.B. 125 bis 160 km/h),ein Kontaktsegment für mittlere Geschwindigkeiten (KSM; z.B. 85 bis 120 km/h) und ein Kontaktsegment für niedrigere Geschwindigkeiten (KSN; z.B. 45 bis 80 km/h) beinhaltet, bei denen das Kontaktsegment für höhere Geschwindigkeiten (KSH) mit dem Kontaktsesaent für mittlere Geschwindigkeiten (KSi) über je einen, unter sich parallel liegenden Arbeitskontakt des den mittleren Geschwindigkeiten sowie des den niedrigeren Geschwindigkeiten zugeordneten Tacho−Relais (TR2,TR3) verbunden ist, während das Kontaktsegment für niedrigere Geschwindigkeiten (KSN) mit dem Kontaktsegment für höhere Geschwindigkeiten (La;;H) über einen weiteren Arbeits kontakt des Tacho−Relais für niedrigere Geschwindigkeiten (TR3) verbunden ist und das Kontaktsegment für höhere Geschwin− digkeiten (KSH) über je einen, unter sich parallel liegenden Arbeitskontakt der Tscho−Relais für höhere, mittlere und nied− rigere Geschwindigkeiten (TR1,TR2,TR3) einmal mit einem an sich bekannten Elektro−Brems−Ventil (EBV) über einen Ruhekontakt des zweiten Sicherneits−Relais (SR2) verbunden ist, und zum anderen über eine Reihenschaltung des Arbeitskontaktes des ersten Pilot−Relais (PR1) und eines weiteren Ruhekontaktes des zweiten Sicherheits−Relais (SR2) sowie einem zu dieser Reihen schaltung parallel liegenden Arbeitskontakt des ersten Sicher heits−Relais (SRl) mit dem Spulenanfang eines ersten, mit Ab fallverzögerung versehenen Auslöse−Relais (AR1), dessen Spu lenende an einem isolierten Aussenpol (−) der Bordbatterie (Bt1/Bt2) liegt, verbunden ist. 15)Betriebssystem nach Anspruch 1 bis 14, dadurch gekennzeichnet, dass das Fabrzeug−Tachometer (T) auf seiner ersten Kontaktbahn (KBl) im Anschluss an das Kontaktsegment für niedrigere Geschwin digkeiten (ESN) mit einem weiteren Kontaktsegment für allein Geschwindigkeiten (KSK; 3.B. 15 bis 40 km/h) und einen daran anschliessenden Kont aktsegme nt für Kleinst−Ge schwindigke it en (KSO; z.B. 0 bis 10 ki/h) ausgestattet ist, bei denen das für Klein−Geschwindigkeiten bestimmte Kontaktsegment (KSK) mit dem Spulenanfang eines diesen Klein−Geschwindigkeiten zugeordneten Tacho−Relais (TR4) und das für Kleinst−Geschwindigkeiten be stimmte Kontaktsegment (KSO) mit dem Spulenanfang eines diesen Kleinst−Geschwindigkeiten zugeordneten Tacho−Relais (TR5) ver bunden ist, wobei die Spulenenden dieser Tacho−Relais (TR4, TR5) am entsprechenden isolierten Aussenpol (−) der Bordbatterie (Bt1/Bt2) liegen und das Kontaktsegment für niedrigere Geschwin digkeiten (KSN) Je nach Stellung des Tacho−Zeigers (TZ) mit dem Kontaktsegment für Klein−Geschwindigkeiten (KSK) und/oder mit dem Kontaktsegment für Kleinst−Geschwindigkeiten (KSO) über einen Arbeitskontakt des ersten Pilot−Relais (PR1) mit den in Reihe dazu angeordneten Arbeitskontakten dieser Tacho−Re lais (TR4,TR5) verbunden ist. 16)Betriebssystem nach anspruch 1 bis 15, dadurch gekennzeichnet, dass der Ruhekontakt des die Halt−Bremsung des Zuges einleiten den ersten Auslöse−Relais (AR1) mit der Erl egerspule eines sich selbsthaltenden, ersten Brems−Belais (BRi) in Reihe liegt, welches bei ungehinderter oder nur vorübergehend geschwindig− keitsbegrenzter Fahrt angezogen ist, wobei nach seinem Abfall über seinen Ruhekontakt das Elektro−Brems−Ventil (EBV) mit einem auf einer zweiten Kontaktbahn (KB2) des Fahrzeug−Tacho meters (T) angeordneten, den Geschwindigkeitsbereich vom An fang der Klein− bis zur höchsten Geschwindigkeit umfassenden langen Kontaktsegment (KF) verbunden ist, während ein weiteres, suf der zweiten Kontaktbahn (KB2) im Bereich der Kleinst−Ge− schwindigkeiten angeordnetes kurzes Kontaktsegment (KO) über eine Serienschaltung eines Arbeitskontaktes vom ersten Geschwin digkeits−Relais (VRI) und eines Arbeitskontaktes vom zweiten Geschwindigkeits−Relais (VR2) eine Verbindung mit der Erreger spule eines zweiten Auslöse−Relais (AR2) herstellt, dessen Ruhekontakt mit der Erregerspule eines die Halt−Bremsung des Zuges bis zu seinem Stillstand bewirkenden, selbsthaltenden zweiten brems−Relais (BR2) in Reihe liegt, wobei nach seinem Abfall über seinen Ruhekontakt das Elektro−Brems−Ventil (EBV) mit dem kurzen Kontaktsegment (KO) der zweiten Kontaktbahn (KB2) verbunden ist. 17) Betriebssystem nach Anspruch 1 bis 16, dadurch gekennzeichnet, dass die höheren, mittleren und niedrigeren Geschwindigkeiten zugeordneten Tacho−Relais (TR1,TR2,TR3) mit im Abgang unter einander verbundenen Selbsthaltekontakten ausgestattet sind, die über die Reihenschaltung eines Arbeitskontaktes des ersten Brems−Relais (BR1) eines Arbeitskontaktes des zweiten Brems Relais (BR2) und dem Ruhekontakt eines Hilfs−Relais (HR) mit dem entsprechenden Aussenpol (−) der Bordbatterie (Bt1/Bt2) verDunden sind, wobei das mit der Spannung der Bordbatterie betriebene Hilfs−Relais (HR) innerhalb einer Reihenschaltung aus einem Arbeitskontakt des ersten Rückmelde−Relais (RR1) einem Arbeitskontakt des zweiten Rückmelde−Relais (RR2) und einem Ruhekontakt eines Weichen−Relais (WR) liegt, und die automatische Wiedereinschaltung des ersten und zweiten Brems− Relais (BR1,BR2) über die Reihenschaltung aus dem bbeits− kontakt eines Umschaltkontaktes des Hilfs−Relais (HR), dem Arbeitskontakt eines Umschaltkontaktes des ersten Pilot−Relais (PRi), dem Ruhekontakt des ersten Sicherheits−Relais (SR1) und je einem sich zu den einzelnen Brems−Relais (BR2,BR1) verzwei− genden Arbeitskontakten des zweiten Sicherheits−Relais (SR2) vom entsprechenden Pol (MAz) der Bordbatterie (BT1/Bt2) aus erfolgt, wobei das

Elektro−Brems−Ventil (EBV) mit einem Um schaltkontakt gekuppelt ist, der in Bremsstellung von eines Pol (+) der Bordbatterie aus die Bremssteuerleitung (BSL) für die Motor− bezw. Getriebebremse unter Spannung setzt, und in der Brems−Lösestellung je nach Lage des Fahrtrichtungsschalters (FR) über dessen Umschaltkontakt (U6) die entsprechende Vor wärts− bezw.Rückwärts−Fahrsteuerleitung (FSL) fur den Fabr− antrieb einschaltet. 18)Betriebssystem nach Anspruch b bis 17, dadurch gekennzeichnet, dass für die richtige ermittlung der von den Rückmelde−Kontakt− schienen(R3KS) gesteuerten Positionsmeldungen, die den nach einander folgenden Gleisabschnitten (GA1,GA2, GA2,GA...)unter Einschluss von Gleisdreiecken und Kehrschleifen als steigende oder fallende Zahlen zugeordnet sind, der Arbeitskontakt des mit der Mittelanzapfung (MA@) der Bordbatterie (Bt1/Bt2) bezw. mit der Fahrzeugmasse verbundenen Umschaltkontaktes am Hilfs Relais über den Ruhekontakt des Umschaltkontaktes am ersten Pilot−Relais (PR1) und über je eine,sperr−richtungsbezogen entg;egengesetzt liegende Diode (D5,D6) mit dem addierenden Zahlmagneten (ZM1) und dem subtrahierenden Zählmagneten (Zç) eines an sich bekannten Vorwärts−Eückwärts−Zählers als Positi ons−Anzeiger (PA) verbunden ist, bei dem die gemeinsame dück leitung (ZRL) der Zählmagnete (ZM1,ZM2) zu einem mit dem Fahrt richtungsschalter (FR) gekuppelten Umschaltkontakt (U7) geführt ist, dessen beide Ausgänge über die nachgeschalteten Polwechsel− kontakte eines bistabilen Anpassungs−Relais (APR) mit dem po sitiven (+) und negativen (−) Aussenpol der Bord−Batterie (Bt1/ Bt2) verbunden sind, so dass diese gemeinsame Rückleitung (ZRL) je nach Stellung des Fahrtrichtungsschalters und des bistabilen Anpassungs−Relais entweder mit dem positiven (+) oder mit dem negativen Aussenpol (−) der Bord−Batterie (Bt1/Bt2) Verbindung hat, und wobei das bistabile Anpassungs−Relais (APR) über einen an sich bekannten,magnetischen Annäherungsschalter (ANS) mittels eines Stromimpulses in die entgegengesetzte Lage umschaltbar ist, wobei dessen Kontakt−Teil (KT) am Triebfahrzeug (LOK) und dessen Schalt−Magnet (SM) bezw. dessen betreffendes Kraft linienleitstück ortsfest innerhalb des Gleisverlaufes jeder Kehrschleife (KSE) und innerhalb von einen der drei Gleis Stränge jedes Gleisdreieckes (GD) an der Umkehrstelle der Steige bezw. Fall−Tendenz für die Gleisabschnitts−Zahlen (GA1,GA2,GA..), vorzugsweise in der Gleismitte befestigt ist. 19)Betriebsaysstem nach Anspruch 1 bis 18,dadurch gekennzeichnet, dass der die fahrtrichtungsgemässe Anschaltung des jeweiligen Auflaufkontaktschuhes (ASW,ASW') für die Weichenstell−Kontakt schienenstücke (WKS',W'KS) bewerkstelligende Umschaltkontakt (U3) am Fahrtrichtungsschalter (FR) mit dem Spulenanfang eines Weichen−Relais (WR) verbunden ist, dessen Spulenende aa je ei nen Arbeitskontakt eines der beiden für die Umstellung der Weichenzungen in ihre beiden Endlagen vorgesehenen Weichenstell− Schütze (WS1,WS2) angeschlossen ist und in Abhängigkeit von deren Jeweiligen Lage entweder mit dem positiven Aussenpol (+) oder mit dem negativen Aussenpol (−) der Bordbatterie (Bt1/Bt2) oder mit keinem der beiden in Verbindung steht, wobei für die jeweilig vorgesehene Weichenstellung Jeweils eines der beiden mit Selbsthaltekontakten (SHK)ausgestatteten Weichenstell−Schüt ze(WS1,WS2) in Abhängigkeit von der Lage eines Schaltgliedes für Hand− oder Automatik−betrieb, wie Automatik−Hand−Relais (AHR), entweder mittels zweier, einzeln von Hand betätigbarer Weichenstell−Tasten (WT1,WT2) oder mittels eines entsprechend programmi.erten Speichers (Sp1,Sp2) und dessen Speicher−hbfrage− werk (SpAW) einschaltbar ist, und wobei der Abfall des jeweils angezogenen Weichenstell−Schützes nach ausgeführter Weichen stellung durch die Unterbrechung seiner beiden parallel liegen den Einspeisungen (ES1,ES2) zu den Selbsthsthaltekontakten (SHK) erfolgt, indem durch den einzug des betreffenden Ruckmelde−Re− lais (RR1,RR2) beim Befahren des Rückmelde−Kontaktschienen stückes (R1−2KS;R'1−2KS) mit Öffnung seines Ruhekontaktes die Unterbrechung einer der beiden Einspeisungen (ES1) und infolge Anzu0,es des Weichen−Relais (WR) beim Befahren des Weichenstell− Kontaktschienenstückes (WKS,W'KS) mit Öffnung seiner beiden Ruhekontakte die Unterbrechung auch der anderen Einspeisungen (ES2) sichergestellt ist. 20) Betriebssystem nach Anspruch l,dadurch gekennzeichnet, dass der die Masse−Fahrschiene (MF) mit der Isolier−Fahrschiene (IF) überbrückende Kondensator (CG) bezw. dessen Kapazität innerhalb eines Gleisabschnittes (GA...) in zwei gleiche Kondensatoren (CG/2) mit je halber Kapazität aufgeteilt ist, von denen Je einer an jedem der beiden Gleis−Enden des Gleisabschnittes an geordnet ist, während bei an Weichen (WG2) gebildeten Gleis abschnitten mit drei Gleis−Enden die Kapazität in drei gleiche Kondensatoren (CG/3) mit je einem Drittel der Kapazität aufbe− teilt ist, von denen je einer an je einem dieser drei Gleises Enden angebracht ist und bei an Weichenverbindungen (WG2,WG3), Kreuzungs−Weichen (KWG) und Kreuzungen (KG) gebildeten Gleis abschnitten mit vier Gleis−Enden die Kapazität in vier gleiche Kondensatoren (CG/4) mit je einem Viertel der Kapazität auf geteilt ist, von denen je einer an jedem der vier tileis−nden angeordnet ist. 21)Betriebssystem nach Anspruch 1 bis 6 und 9,dadurch gekennzeichnet dass die Jeweiligen, Je nach Fahrgeschwindigkeits−Bereich, (z.ss.über 125 bis 160 km/h, über 85 bis 120 km/h,über 45 bis 80 km/h bezw. über 15 bis 40 km/h) entsprechend weit vor der zugehörigen Nur−bei−Gefahr"−Haltstelle (HS,HS') angeordneten "Nur−bei−Gefahr"−Bremsbeginnstellen (z.B.BS 125/160,BS 85/120, BS 45/80,BS 15/40) aus je einem Pilot−Kontaktschienenstück (PKS), einem dazu parallel angeordneten, dem jeweiligen Fahr geschwindigkeits−Bereich entsprechenden Geschwindigkeits−Kon taktschienenstück (V1KS,V'1KS; V2KS,V'2KS;V3KS,V'3KS), einem dazu ebenfalls parallel angeordneten Sicherheits−Eontaktschie− nenstück für den Weit−Bereich (SESW,S'KSW) mit einem im gerin gen Abstand hierzu auf der selben Kontakt spur liegenden Sicher heits−Kontaktschienenstück für den Nah−Bereich (SESN,S'KSN) und gegebenenfalls einem oder mehreren hierzu in geringem hb− stand auf dieser gleichen Kontaktspur liegenden ,Sicherheits Kontaktschienenstücken für den Flankenbereich (SKSF,S'KSF) sowie einem zu diesen wiederum parallel angeordneten Rücknelde− Kontaktschienenstück (R3KS,R'3ES) für die automatische Wieder einschaltung der Brems−Relais (BR1,BR2) bei "Frei"−gewordenem, voraus− bezw. in der Flanke liegenden Gleisabschnitt bestehen, bei denen das jeweilige Geschwindigkeits− und Rückmelde−Kon taktschienenstück kürzer ist als die übrigen Kontaktschienen stücke einschliesslich der aneinander gereihten Sicherheits Kontaktschienenstücke, und in Fahrtrichtung gesehen,gegenüber deren Anfängen zurückversetzt sind. 22)Betriebssystem nach Anspruch 1 bis 6, dadurch gekennzeichnet, dass die Jeweiligen, Je nach Fahrgeschwindigkeits−Bereich ent sprechend weit vor der zugehörigen Zwangs−Haltstelle (ZHS,ZHS') angeordneten Zwangs−3remsbeginnstellen (z.B,ZBS 125/160, ZBS 85/120, ZBS 45/80) aus je einem Pilot−Kontaktschienenstück (pKS), einem dazu parallel angeordneten, dem jeweiligen Fahr geschwindigkeits−Bereich entsprechenden Geschwindigkeits−Kon taktschienenstück (V1KS,V'1KS, V2KS, V'2KS, V3KS,V'3KS) und den dazu ebenfalls parallel und auf der gleichen

Kontaktspur angeordneten Sicherheits−Kontaktschienenstücken für den Weit und Nah−Bereich (SKSW,S'KSW;SKSN,S'KSN) bestehen, bei denen das jeweilige Geschwindigkeits−Kontaktschienenstück kürzer ist als das Pilot−Kontaktschienenstück bezw. die beiden Sicherheits kontaktschienenstücke, und in Fahrtrichtung gesehen, gegenüber deren Anfängen zurückversetzt ist. 25)Betriebssystem nach Anspruch 1 bis 6 und 9,dadurch gekennzeich net, dass die "Nur−bei−Gefahr"−Haltstelle (HS,HS') aus je ei nea Pilot−Kontaktschienenstück (PKS),einem dazu parallel ange ordneten Geschwindigkeits−Kontaktschienenstück (V3KS,V'3KS), den beiden dazu ebenfalls parallel auf der gleichen Kontakt spur angeordneten Sicherheits−Kontaktschienenstücken für den Weit− und den Nah−Bereich (SKSW,SKSN;;S'KSW,S'KSN) und gegebe nenfalls einem, oder mehreren hierzu in geringen Abstand auf der gleichen Kontaktspur liegenden Sicherheits−Kontaktschienen stücken für den Flankenbereich (SKSF,D'KSF) sowie einem zu dis sen wiederum parallel angeordneten Rückmelde−Kontaktschienen stück (R3KS,R'3KS) für die automatische Wiedereinschaltung der Brems−Relais (BR1,BR2) bei "Frei"−gewordenen voraus− bezw. in der Flanke liegenden Gleisabschnitt bestehen, bei denen das jeweilige Geschwindigkeits− und Rückme@de@Kontaktschienenstück kürzer ist als die übrigen Kontaktschienenstücke einschliesslich der aneinander gereihten Sicherheits−Kontaktschienenstücke, und in Fahrtrichtung gesehen, gegenüber deren Anfängen zurück versetzt sind. 24)Betrieossystem nach Anspruch 1 bis 6, dadurch gekennzeichnet, dass die Zwangs−Haltstellen (ZHS,ZHS') aus je einem Pilot−Kon taktschienenstück (PKSZ),welches mit dem Spulenanfang eines mit seinem Spulenende an der Masse−Fahrschiene angeschlossenen, eine der hier unterbrochenen Sicherheitsleitungen (z.B.SLW) mittels seines Aroeitskontaktes überbrückenden Gleis−Relais (GR) verbunden ist, sowie einem parallel zum Piiot−Kontakt− schienenstück angeordneten Geschwindigkeits−Kontaktschienen stück (V3KS,V'3KS) und den dazu ebenfalls parallel und auf der gleichen Kontaktspur angeordneten Sicherheits−Kontakt schituenstücken für den lleit− und den Nahbereich (SKSW,S'KSW;; SKSN,S'KSN) bestehen, bei denen das jeweilige Geschwindigkeits Kontaktschienenstück kürzer ist als das Pilot−Kontaktschienen stück bezw. die Weiden aneinander gereihten Sicherheits−Kon− taktschienenstücke, und in Fahrtrichtung gesehen, gegenüber deren Anfangen zurückversetzt ist. 25)Betriebssystem nach Anspruch 1,2,5 und 6, dadurch gekennzeich net, dass für Geschwindigkei ts−Begrenzungen Je ein einzeln angeordnetes Geschwindigkeits−Kontaktschienenstück (ViKS bezw. V'1KS für 120 km/h, V2KS bezw. V'2KS für 80 km/h, V3KS bezw. V'3KS für 40 km/h)und für die Jeweilige Aufhebung einer Ge schwindigeits−Begrenzung ein einzeln oder im Verband einer "Nur−bei−Gefahr"− oder Zwangs−Brem@beginn− bezw. Haltstelle (z.B. BS 85/120;HS,ZHS) angeordnetes, direkt mit der Masse−Fahrschiene (MF) verbundenes Rückmelde−Kontaktschienen stück (R3KS,R'3KS) vorgesehen ist. 26)Betriebssystem nach Anspruch 1 bis 10, dadurch gekennzeichnet, dass die einzeln oder im Verband angeordneten, zwischen den Fahrschienen (FS) auf den Jeweils entsprechenden Kontaktspuren (W,R,S,V,P,V',S',R' ,W1)angebrachten Pilot−,Geschwindigkeits−,Sicherheits−,Rückmelde− und Weichenstell−Kontaktschienenstücke (z. b.PKS,VlKS,V2KS,V3KS,' SKSN,SKSW,SKSF,R1−2KS,R3KS, WKS) aus hochkant gestellten, an ihren Enden mit Auflauf− schrägkanten (AK) versehenen Flacheisenbändern bestehen, die an aus den Betonschwellen (SCH) herausragenden und in ihnen verankerten, aus Rund− oder Vierkanteisen geformten Kontakt− schienenstück−Haltern (KSSH) mit ihrer Oberkante in entsprechen der Höhe über Fahrschienen−Oberkante, jedoch höher als Spur zwangsschienen oder Radlenker, angeschweisst sind, und gegebe nenfalls über die rückwärtig in den Betonschwellen verlaufen den ICont akt schienenstück−Halter und deren angeschweissten,kabel− artigen Masseverbindungen (MVB),fallweis unter Zwischenfügung je einer entsprechend eingelöteten Diode (VD1,VD2), kontakt sicher mit der Masse−Fahrschiene (MF) neben den Betonschwellen verschweisst sind. 27)Betriebssystem nach Anspruch 1 bis 10 und 26, dadurch gekenn zeichnet, dass durch Gleisverformungen besonders gefährdete Gleisabschnitte mit zusätzlichen, an den Isolierstoss−Schwellen oder in deren Nähe beidseitig angebrachten, mit Steckern und Buchsen versehenen Soll−Rissstellen (SORS) für die fallweise Unterbrechung der Nah− und Weit−Sicherheitsleitungen (SLN,SLW; ; S'IN,S'LW) ausgeüstet sind, bei denen die trennfähigen Stecker jeder Soll−Rissstelle über ein Isolier−Zwischenstück (IZS) mit einem längs der jeweiligen Masse− und Isolier−Fahrschiene (MF, IF) an deren Aussenseite, in kurzem Querabstand, von ihr,straff gespannten, aus Invarstahldraht bestehenden Auslösedraht (ADR) verbunden ist,der innerhalb von in entsprechenden Längsabstän− den an der Aussenseite der betreffenden Fahrschiene (FS) ange schweissten Auslösedraht−Haltern (ADH) geführt und am Ende des betreffenden Gleisabschnittes an einem ebenfalls an der Aussen seite der jeweiligen Fahrschiene angeschweissten Endblock (AL)B) befestigt ist, wobei zwischen Auslösedraht und Isolier−Zwischen stück ein zu den Steckern der Soll−Rissstelle wegübersetzendes Hebelgetriebe (HGT) eingefügt ist. 28)Betriebssystem nach Anspruch 1 bis 13,18 und 19, dadurch gekenn zeichnet, dass die die Kontaktschi.enenstücke (z.B.PKS,V1KS,SKSW, R3KS,WKS)bestreichenden, über den entsprechenden Kontaktspuren (W,R,S,V,P,V',S',R',W') des Gleises am Trieb−Fahrzeug (LOK,STW) an einer Drehachse (ASD) auf− und ab schwenkbar gelagerten und je unter der Federwirkung eines gleichzeitig als Schwingungs dämpfer fungierenden Federbeines (FB) stehenden Auflaufkontakt− schuhe (ASW,ASR,ASS,ASV,ASP,ASV',ASS',ASR',ASW') als einarmige, vorzugsweise aus Leichtmetallguss bestehende, von einander elek trisch isolierte Hebel ausgebildet sind, von denen jeder an seinem freien Hebelende mit einer nach unten gerichteten, in Längsrichtung verrundeten, einen Hohlraum mit einem Frostschutz mittel enthaltenden Ölgemisch (ÖG) einschliessenden Ausbuchtung (ASB) ausgestattet ist, in deren Mitte innerhalb einer mit Querbohrungen (QB)versehenen, den Hohlraum von oben nach unten durchsetzenden Verbindung (veb) ein nach unten aus der Aus buchtung ein wenig heraustretendes, bürstenartiges Drahtbündel (BDB) als eigentlicher Schleifkontakt angeordnet ist,dessen Drähte vorzugsweise aus einer praktisch verschleissfesten Berylli− um−Bronze−Legierung bestehen, während der Hohlraum Jedes auf laufkontaktscbuhes üoer eine in die Nähe der Drehachse (ASD) führende Bohrung (BO) und einen hir angeschlossenen Ölschlauch (ÖS) mit einem gemeinsamen Öltank (ÖT) in Verbindung steht und das jeweilige,zu den Umschaltkontakten (U1,U2,U3,U4) des Fahrt richtungsschalters (FR) bezw. zu den Pilot−Relais (PR1,PR2) führende Leitungskabel (ASK) ebenfalls in der Nahe der Dreh achse angeschlossen ist. 29)Betriebssystem nach Anspruch 1 und 14 bis 17, dadurch gekenn− zeichnet,dass die von einem Aussenpol (+) der Bord−Batterie Bt1/Bt2 aus über den mit Kontaktschleifern ausgestatteten Zeiger (TZ) des Fahrzeug−Tachometers (T) und deren Kontakt− segmente (KSH, KSM, KSN, KSK,KSO,KF,KO) angesteuerten

Relais (TR4,TR5,AR1,AR2) und Kontroll−Lampen (Li,L2,L3) sowie das Elektro−Brems−Ventil (EBV) in den Emitter−Collector−Strecken zugeordneter npn−Schalt−Transistoren (TR4T,TR5T,AR1T,AR2T,L1T, L2T,L3T,EBVT) liegen, deren Basisanschlüsse über die Basis Widerstände (BW5,BW6,BW8,BW7,BW10,BW11,BW9,BW12) mit den Kon taktsegmenten des Fahrzeug−Tachometers (T) direkt bezw.unter Zwischenschaltung der zugeordneten Kontakte der Geschwindig keits−Relais (VR1,VR2), der Sicherheits−Relais (SR1,SR2), der Brems−Relais (BRi,BR2), des Pilot−Relais (PRI) sowie der Tacho Relais (TR1,TR2,TR3) verbunden sind, während den Spulen der Relais und der Spule des Elektro−Brems−Ventils je eine in Sperr−Richtung zum anderen Aussenpol (−) liegende Diode (D30, D31,D33,D32,D7) parallel geschaltet ist. 30)Betriebssystem nach Anspruch 1 und 19, dadurch gekennzeichnet, dass die beiden parallel liegenden Einspeisungen (ES1, ES2) zu den Selbsthaltekontakten (SHK) der fest an Fahrzeugmasse bezw. an der Mittelanzapfung (MAZ) der Bord−Batterie (Bt1/Bt2) ange schlossenen Weichenstell−Schütze (WS1,WS2) von einer gemein samen Einspeiseleitung (ESL) ausgehen, die über einen Ruhe kontakt der Hand−Drucktaste (HD) und einen in Reihe hierzu liegenden Ruhekontakt der Automatik−Drucktaste (AD) mit einer −in Abhängigkeit von der Stellung eines zwei in entgegengesetz− ter Fahrtrichtung liegender Ziel−Orte (A−B) einstellbaren Ziel−Schalters (ZS)− wechselbare Polarität der Aussenpole (−,+) der Bord−Batterie führende Wechsel−Pol−Leitung (WPL) verbun den ist, indem diese an den gemeinsamen Kontakt eines zum Ziel−Schalter (ZS) gehörigen Umschaltkontaktes mit drei Schalt stellungen geführt ist und uie weiden äusseren kontakte der Schaltstellungen an je einen Aussenpol der bord−batterie ange schlossen sind, wobei der gemeinsame Kontakt eines weiteren, zum Ziel−Schalter gehörigen Umschaltkontaktes mit drei Schalt stellungen über je einen in Reihe zueinander liegenden Ruhe kontakt des ersten und zweiten Weichenstell−Schützes (WSI,W52) mit einem Aussenpol (−) der Bord−Batterie verbunden ist und die beiden untereinander verbundenen äusseren Kontakte dieser Schalt stellungen über einen Arbeitskontakt des Automatik−Hand−Relais (MiR) an den Klinken−Magneten (KM) eines als Speicher−Abfrage− werkes (opAW) ausgebildeten, an sich erkannten Schrittschalt− werkes angeschlossen sind, während der mittlere Kontakt die ser drei Schaltstellungen über eine vom Schaltrad−Nocken (SNO) in der Anfangsstellung des Speicher−Abfragewerkes durch einen Ruhekontakt (RUK) unterbrechbare Rücklaufleitung (PLL) mit dem Selbstunterbrecherkontakt (SUK) des Klinken−Magneten verbunden ist. ,31)Betriebssystem nach Anspruch 1, 19 und 30, dadurch gekenn zeichnet, dass eine erste Abzweigung der Wechsel−Pol−Leitung (WPL) über einen Ruhekontakt des/Rückmelde−Relais (RR1), den Ruhekontakt der/Weichenstell−Taste(WT2),den Arbeitskontakt der /Weichenstell−Taste (WT1) sowie über die in Reihe miteinander liegenden Ruhekontakte des Automatik−Hand−Relais (AHR), der Automatik−Drucktaste (AD) und des/Weichenstell−Schützes (WS2) als Erregerleitung (EL1) am/Weichenstell−Schütz (WS1) ange achlossen it, während ein zwei Abzweig der Wechsel−Pol Leitung über einen Ruhekontakt des anderen,/Rückmelde−Relais (RR2), den Ruhekontakt der/Weichenstell−Taste (WT1), den Arbeits kontakt der/Weichen@tell−Taste (WT2) sowie über die in Reihe miteinander liegenden anderen Ruhekontakte des Automatik−Hand Relais (AHR), der Automatik−Drucktaste (AD) und des/Weichenstell Schützes (WS1) als Erregerleitung (EL2) mit dem/Weichenstell Schütz (WS2) verbunden ist, wooei des Automatik−Hand−Relais (AHR) vom unerregten Hand−Betrieb mittels des Arbeitskontaktes der Automatik−Drucktaste (AD) von einem Aussenpol (−) der Bord−Batterie (Bt1/Bt2) aus über Buchsenkontakte (bu) und Steck kontakte (st) mit einer Kurzschlussverbindung (kv) des jeweili gen angeschlossenen Speichers (Sp1,Sp2) sowie über einen Ruhe kontakt der Hand−Drucktaste (HD) zum Automatik−Betrieb auf Selbst haltung einschaltbar ist. 32)BetrieDssystem nach Anspruch 1,19,30 und 31, dadurch gekenn zeichnet, dass ein dritter abzweig der Wechsel−Pol−Leitung (WPL) über eine Reihenschaltung je eines Ruhekontaktes der Rückmelde− Relais (RRI,RR2) mit einem weiteren Buchsenkontakt (bU) für einen Steckkontakt (st) bezw. den Stromlauf durch den jeweils angeschlossenen Speicher (Sp1,Sp2) verbunden ist, dessen aus weiteren Steckkontakten (st) für die Stellungsarten der Weichen je paarweise herauskommenden Abgänge über weitere Buchsenkon takte (bu,) an die Kontakte (1,2,3...) der beiden Kontakt−Ebenen (E1,E2) des Speicher−Abfragewerkes (SpAW) angeschlossen sind, bei denen die Abgang (lb) für "Linksabzweig" an Weichen bezw. "Bogenfahrt" an Kreuzungsweichen vom jeweiligen Kontakt der ersten Kontskt−Ebene (E1) mittels ihres Kontaktarmes über einen Arbeitskontakt des Automatik−Hand−Relais (AHR) sowie über die erste Erregerleitung (EL1) jeweils mit dem ersten Weichenstell− Schütz (WS1) verbindbar und die Abgänge (rk) für "Rechtsabzweig" an Weichen bezw. t reuzungsfahrt" an Kreuzungsweichen vom je− weiligen Kontakt der zweiten Kontakt−Ebenen (E2) mittels ihres −synchron zum ersten laufenden− Kontaktarmes über einen weiteren Arbeitskontakt des Automatik−Hand−Relais sowie über die zweite Erregerleitung (EL2) jeweils mit dem zweiten Weichenstell Schütz (WS2) verbindbar sind. 33)Betriebssystem nach Anspruch 1,19,30 bis 32, dadurch gekenn zeichnet, dass der jederzeit von Hand umprogrammierbare,vorzugs weise mittels Steckkontakten (st) eines iehrpoligen Steckers in die mit Buchsenkontakten (bu) versehene mehrpolige Buchsen leiste des Speicher−Abfragewerkes (SpAW) steckbare Speicher (Sp1) ausser seiner Kurzschlussverbindung (kv) aus einer Reihe eng aneinander liegender, einpoliger Umschalter besteht,bei denen jeder der gemeinsamen Eingänge mit einander verbunden und zu einem der Steckkontakte (st) geführt ist, der über den betref fenden Buchsenkontakt mit der von den Ruhekontakten der Rück melde−Relais (RR1,RR2)kommenden Wechsel−Pol−Leitung (WPL) ver bindbar ist, und bei denen jeweils einer der beiden Abgänge jedes zu beiden Stellungsarten einer Weiche gehörigen Uoschal− ters für "Rechtsabzweig" bezw. "Kreuzungsfahrt"(rk) und jeweils der andere der beiden Abgänge für "Linksabzweig" bezw. "Bogen− fahrt" (lb) an je einen der vorzugsweise paarweise angeordneten Steckkontakte (st) des Speichers (Sp1) angeschlossen ist. 34)Betriebssystem nach Anspruch 1,19,30 bis 33, dadurch gekenn zeichnet, dass der fest programmierte, iür zwei verschiedene Fahrstrecken bezw. für eine Fahrstrecke in beiden Richtungen zwischen zwei Ziel−Orten bestimmte, vorzugsweise mittels Steck kontakten (st) eines mehrpoligen Steckers in die mit Buchssen− kontakten (bu) versehene mehrpolige Buchsenleiste des Speicher Abfragewerkes (SpA steckbare Speicher *(Bp2) ausser seiner Kurzschlussverbindung (kv) mit einer Verzweigungsleitung (vzl) versehen ist, die zu den über den betreffenden Buchsenkontakt mit der von den Ruhekontakten der Rückielde−Relais (RRi ,RR2) kommenden Wechsel−Pol−Leitung (WPL) verbindbarem Steckkontakt (st) geführt ist, wobei von dieser Verzweigungsleitung (vzl) aus für auf gleichen Kontakten (1,2,3...) der beiden Kontakt− Ebenen (E1,E2) des Abfrage−Speicherwerkes (SpAW) herbeizuführ enden gleichartigen Weichenstellungen Jeweils bei "Linksab− zweig" bezw. "Bogenfahrt" (lb) eine durchgehende Verbindung zu dem an einen Kontakt (7) der ersten

Kontakt−Ebene (E1) führenden abgang (lb) des Steckkontaktes (st) gelegt ist und der zu dem an einen.gleichen Kontakt (7) der zweiten Kontakt Ebene (E2) führende Abgang (rk) des Ste'c,kkontaktes ohne Verbindung verbleibt, und jeweils bei "Rechtsabzweig" bezw. "Kreu zungsfahrt" (rk) eine durchgehende Verbindung zu dem an einen Kontakt (5) der zweiten Kontakt−Ebene (E2) führenden Abgang (rk) des Steckkontaktes gelegt ist und der zu dem an einen gleichen Kontakt (5) der ersten Kontakt−Ebene (E1) führende Abgang (lb) des Steckkontaktes ohne Verbindung verbleibt, während für auf gleichen Kontakten (1,2,3...) der beiden Kontakt− Ebenen (El,E2) hervorzurufenden verschiedenartigen Weichenstellungen in der einen Fahrt− bezw.Ziel−Orts−Richtung (A) jeweils bei "Linksabzweig" bezw. "Bogenfahrt" (lb) die Verzweigungsleitung (vzl) über eine in Durchlass−Richtung zu ihr liegende Diode (D23) mit dem zu einem Kontakt (6) der ersten Kontakt−Ebene (E1) führenden Abgang (lb) des Steckkontaktes (st) verbunden und der zu dem an einen gleichen Kontakt (6) der zweiten Kontakt−Ebene (E2) führende abgang (rk) des Steckkontaktes für "Rechtsabzweig" bezw. "Kreuzungsfahrt" (rk) gemäss der anderen Fahrt− bezw. Ziel−Orts−Richtung (B) über eine in Sperr−Richtung angeordnete Diode (D22) mit der Verzweigungs− leit−ung verbunden ist, und bei denen in der einen Fahrt− bezw. Ziel−Orts−Richtung (A) jeweils bei "Rechtsabzweig" bezw.Kreuzungsfahrt (rk) die Verzweigungsleitung über eine in Durchlass Richtung zu ihr liegende Diode (D20) mit dem zu einen Kontakt (4) der zweiten Kontakt−Ebene (E2) führenden Abgang (rk) des Steckkontaktes verbunden und der zu dem an einen gleichen Kontakt (4) der ersten Kontakt−Ebene (E1) führende Abgang (lb) des Steckkontaktes für "Linksabzeigung" bezw. "Bogenfahrt" (lb) gemäss der anderen Fahrt− bezw, Ziel−Orts−Richtung (B) über eine in Sperr−Richtung angeordnete Diode (D21) mit der Verzweigungs− leitung (vzl) verbunden ist. [Source: Claim 1] Claims I) BetriebBsystem for transporting goods and people by means of rail vehicles traveling on tracks having at least two metallic rails, one of which is divided into sections and simultaneously elec electrically insulated from the other running rail, and the emotion on vehicle contact shoes and short, fixed contacts throughout the period of loading the driving over direct electrical connections of the vehicles to the track system or vice versa influences for Bahrzeug−, decisions and reports are produced, characterized in that within each Gleisab−section (GA1, GA2, GA3, GA4, GA...) capacitor, an electrical condensate (CG, CG / 2, CG / 3, CG / 4) the continuous mass−running rail (MF) associated with each insulating running rail (IF) bypassed, and the imaginary in multiple, parallel e contact tracks (W, R, S, V, P, V ', S', R ', W') split tracks with each for de of both directions are on the a contact trace the contact rail sections for securing the local, wide and flank area (SKSN, SKSW, SKSF; S'KSN, S'KSW, S'KSF) co diert are, and are also encoded with the other Contact tracks lying speed contact rail sections (V1KS, V2KS, V3KS;; V'1KS, V'2KS, V'3KS) for the corresponding Ge−velocity impact on the vehicle (LOK), with pilot Contact rail pieces (PKS PKSW, PKSUE, PKSZ) for the co act with safety and speed contact − ski enes pieces, for switches remote positions beeStumpffa.hrten, ask for for barriers and warning lights operating at road junctions and the implementation of forced train stops at special track, with feedback contact rail sections (X1−2LS, X3E; R'1 −2KS, R'3KS) for switch position feedback, position reports and for the active compounds in the automatic re−approach the traction units in "free" −gewordenen Gleisab cut, and with point−setting contact rail sections (WKS;; W'KS) to remote locations all pointed trafficked turnout species and with Stationary parts (SM) magnetic Annaeherungsschal− ter (ANS) in track triangles and reverse loops for position reports, and that the motor vehicle (LOK) the interaction with the different contact rail sections of track encoding and on the direction of travel switchable running on contact shoes (ASW, ASR, ASS, ASV, ASP, ASV 'ASS' ASR 'ASW') is carried out, in relation to the safety contact rail sections (SKSN, SKSW, SKSF, S'KSN, S'KSW, S'KSF) substantially with two safety relays (SR1, SR2) are connected, one of which is the on−board battery (Bt1 / Bt2) and the other to a low−frequency generator (NF−G) is connected with the brake relay (3R1, BR2) in conjunction standing, and with respect to the speed contact rail sections (V1KS, V2KS, V3KS;; V1KS, V'2KS, V'3KS) multi−speed relay (VR1, VR2) are connected, which several with the vehicle speedometer (T) together menwirkende speedometer relay (TR1, TR2, TR3, TR4, TR5) connected downstream of the speed programming and also with the brake relay (BR1, BR2), and with an electric brake valve (EBV) cooperate and in which the winding contact shoes are connected with respect to the pilot contact rail elements (PKS, PKSW, PKSUE, PKSZ) with two pilot relay (PRl, PR2), of which one (PR1) with the brake relay (BRI, BR2) and the electric brake valve (EBV) is operatively connected to, and in which the winding contact shoes with respect to the feedback contact rail sections (R1−2KS, R3KS;; R'1−2KS, R'3KS) with two feedback relay (RR1, RR2) are connected, where an auxiliary relay (S) for daa restarting the train at "free" −gewor− which track sections is and downstream of the discharge of Positionsmeldun− gen and with a pilot relay (PRI) sowi. with the brake relay (BR1, BR2) are in Wirkvrbindung and cooperate regarding turnout position feedback with the turnout vice−Protect (WS1, WS2), and in which the running on contact shoes with respect to the point operating contact seemed pieces (WKS;; W'KS) via a switch relay (wR) with the A switch−Protect (WS1, WS2) are in communication with using the feedback relay (RR1, RR2) via switching means (AHR) either two hand−operated railway switch keys (WT1, WT2) or appropriately programmed memory (Sp1, Sp2) a gradual working memory query work (SPAW) con− nected, and wherein with respect to the territorial parts (5M) likes genetic.Annaeherungsschalter (ANS), the contact part (KT) on the traction unit (LOK) the correct sequence of Positionsmeldun gen at drive−through t of track triangles (DG manufactures) and reverse loops (KSE). 2) Betriebssystet according to claim 1, characterized in that the contact tracks (W, R, S, V) for a Fghrtrichtung in Be rich the ground running rail (MF) and the contact tracks (W ', R', S ', V1) for the other direction in the field of insulating Pahrschienen are (IF) at different distances from the track center and symmetrical to it, and zusas− a directions for both driving common, either with the track centreline menfallende or where otherwise occupied is center of the track, on both sides of their spatially divided contact track (P) before bound. 3) operating system according to claim 1 and a, characterized in that the insulating running rail (1F) of each track section (GA1, GA2, GA3...) in a ride @@ @@ h ng mi @ @@@ inn @b of the first and second benachbar @ s @@ track @hni @es on a contact track (S) arranged in the area of the mass−running rail (MF), isolated fortified safety contact rail sections (SKSN, SKSW) is electrically connected to, and in the other direction with within the arsten and second other adjacent track section on the other, line for Gleismittel− symmetrical contact trace (S ') in the field of insulation arranged rails (IF), isolated fortified material safety contact rail sections (S'KSN, S'KSW) is also electrically connected, 4) operating system according to claim 1 to 3, characterized in that parallel to the safety contact rail sections (SKSN, SKSW;; S'KSN, S1KSW) on both forward and reverse gemeinsa men contact track

(P) pilot contact rail sections (PKS PKSW, PKSUE, mounted PKSZ), which in soft loose track sections to the ground−running rail (1iF) metallic directly and on dull traffic switches and front gates (SCHR) and Warnkreuzlam pen (WKls) at road junctions with their corresponding Antrie ben (ABR, AUFR; SETUP, AUSR) and forced maintenance points (ZHS, ZHS ') with their corresponding track relay (GR) are electrically connected . 5) operating system according to claim 1 to 4, characterized in that both parallel to the safety contact rail sections (SKSN, SKSW; S'KSN, S'KSW) as well as on its own on a white direct contact track (V) in the field of mass−running rail (MF) respectively. a purpose symmetric contact track (V ') in the insulating rails (IF) speed contact rails pieces (V1KS, V2KS, V2KS;; V'1KS, V'2KS, V'3KS) are angeoracht, of which each have a to a higher speed (for.3.i2O km / h) relating speed contact rail piece (V1KS, V'1KS) via a diode (VD1, V'D1) with the mass−driving rail (MF) is electrically v'erbunden, while the (zB80 km / h) relating speed contact rail piece (V2KS, V'2KS) with each other to an average speed over a listed opposite the above counter, legal ter direction lying diode (VD2 V'D2) in of (MF) is electrically connected ground running rail, and the other to a lower speed (zB40 km / h) relating Ge−velocity contact rail piece (V3KS, V'3KS) metallic directly with the b (asse−running rail (MF is) connected. 6) operating system according to claim 1 to 5, characterized in that on a further contact track (R) in the field of mass running rail (respectively. On a purpose symmetric contact track (R ') in the area of the insulating rails Ruecknelde−contact seemed pieces (R1−2KS, R3KS;; R'1−2KS, R'3KS) are attached, the for the switch state Rueckuteldungeqisoliert fasten taken and of the railway switch drives (WA1, WA2 @, WA 2, WA3, WA4) operated changeover (WAU1) tongue position, depending on the course either one in the reverse direction or via one lying in the forward−biased diode (RD1, RD2) with the ground running rail (MF) are connected, while both used for position reports, itself standing feedback contact rail sections (R3KS, R'3KS) on each to start a track section as well as the for the automatic restarting a previously automatically braked train at "free" −gewordenen track sections parallel to the question safety, pilot and speed Contaktschienenstuecke arranged feedback contact rail sections (R3KS, R'3KS) me tallisch directly to the ground−running rail (kF) are connected. 7) operating system according to claim 1 to 6, characterized in that on a further contact track (W) in the field of mass running rail (MF) for one direction of travel and on this symmetrical contact track (W ') in the field of insulating Fahrschie− NEN (IF) for the other direction of travel A switch contact seemed pieces (WKS, W'KS) are mounted isolated that the railway switch drives (WAI, Wl2u, WA2, WA3, WA4, WA5), the sharp traffic turnouts (WG1, WG2, WG3, WG4, KWG) via point−setting lines (WL, W'L) are connected, each of said switches stell. lines at the input for a branch−off direction, as corresponding relay ER1 or corresponding winding half (WH1) of the servomotor (WSM), via a diode (WD1) and on a gear (ER2, WH 2) of the other branch direction in a lying opposite direction diode (WD2) and is the common return line (WE) of the inputs of the respective point setting drive to the mass−running rail (MF) is electrically connected. 8) operating system according to claim 1 to 7, characterized in that the compounds Each insulating runner rail (IF) in both Driving directions to the inside of each first neighboring area track section (GA..) arranged Safety contact rail pieces for the near−field (SKSN, S'KSN) as Nah Safety line (SLN, S'LN) and with the inside of the Weil second adjacent track section (GA1, GA2, GA...) arranged safety contact rail sections for far function area (SKSW, S'KSW) as Wide Security Administration (SLW, S'LW), which in the nature of on short piles (LP) to both sides of each track out fence lines with desired crack are Set (SORP, SORS), preferably in the form of plug se and book formed, in which the corresponding respectively to the direction of travel and at switches (WG1, WG2, WG3, WG4), crossing soft (KWG) and crossings (KG) which opens near−Security − lines (SLN, S1LN) are electrically connected to each other, while the exposure to each direction of travel associated and Switches and crossings resulting Wide Security lines (SLW, S'LW) and of course emergent in the feeders Nah Safety lines (SLN, S'LN) via the respective switch actuating drive (WA1, WA2a, WA2, WA3, WA4, WA5) operated changeover contacts (WAU3, WAU4, WAU3'WAU4 ') are looped, wherein the switch blades end position in each case more than one of these, depending lines and not applied in the end position switch− all tongues this far and near−safety cables (SLW, S'LW; SLN, S'LN) are interrupted. 9) operating system according to claim 1 to 8, characterized in that for security against flank rides in switches (WG2, WG3, WG4), slip switches (KWG) and intersections (KG) which lie to −before the respective junction or intersection of way−track section (VGA) associated Insulating running rail (IF) by a flank security line (SLF, S 'LF;; SLF1, SLF2, SLF2 ') arranged with a section of each other, which is also located in front of Steep War @ e−track section (WGA, 1WGA, 2WGA) safety contact rail section for the flank area (SKSF, S'KSF) is connected, which on the same track contact (S, S '), in Fahrtricntung to this body, mounted in front of the other safety contact rail sections for local and wide−area, while at the same track connections the nenstueck the respective Security Kontaktschie− for the edge region of at link travel functioning as \ Narte−Gleisabscbnitt corresponding Gleisabschnit tes outgoing IRlanken− @ is afety line led to an actuable from Wei chenstell drive changeover which this edge sickle Deities line with framework at Connection ride connects the parallel track with the Insulating running rail of the right of way−Gleisabscrnitt and turnout position on parallel drive these flanks Security line connects−section of the near−security management of the previous waiting−Gleisab. 10) operating system according to claim 1 to 9, characterized in that the al locomotive (LOK) spatially over the corresponding de contact tracks (W, R, S, V, P, V ', S', R ', W') arranged that power transmission to the individual corresponding contact pieces seemed bewerkstelligenden running on contact shoes (ASW, ASR, ASS, ASV, ASP, ASV; ASS ':: ASR' , ASW ') in two lateral Group (ASW, ASR, ASS, ASV and ASV 'ASS' ASR 'ASW') and a middle group (ASP) are divided, of which one side group for the field of mass−running rail (MF) lying contact tracks (W, R, ss, V) of a direction, the opposite lateral group for the field of insulation running rails (IF) situated contact tracks (W ', R', S ', V') of the other, opposite direction of travel and the average is associated with group for the two directions of joint, either on the track center line or on either side thereof to spatially divided situated contact;; pure (P), depending on direction of iriebfahrzeuges either to a union group since associated running on contact shoes (ASW, ASR, ASS, ASV) or the side to the other group associated fiuflauf− contact shoes (ASW;; ASR 'ASS' ASV ') via switches with the running direction (FR) coupled changeover (U1, U2, U3, U4) with the corresponding switching elements are connected in the train, and in which the average, a casserole contact shoe (ASP) or two suflaufkontaktschuhe containing group electrically connected generally directly but in Wendezug− also means an additional changeover (U5) on the travel direction switch (FR), to the is associated Schultheiss elements of the traction unit connected. Il) operating system according to claim 1 to 10, characterized in that the direction Correct connection of the respective edition

aufkontaktschuhes (ASA, ASA ') for the safety contact rail sections (SKSN, SKSW, SKSF;; S'KSN, S'KSW, S'KSF) be Farming.END changeover (U4) with the coil start of a first and a second safety relay (SR1, SR2) is connected, the first of which in series with a choke (Dr) lying safety relay (SRi) with its coil end to an insulated outer pole () of a lying on vehicle mass and thus on the mass−running rail (MF) with center (MAZ) provided on−board battery (Bt1 / Bt2) and the second in series with a coupling capacitor (CK1) lying material safety relay (SR2) with its coil end to an output (AG1) of a low−frequency generator is connected (NF−G), which with its other output (AG2) preferably via a coupling capacitor (CK2), at the center tap (MAZ) respectively. abuts vehicle mass and thus also on the ground running rail (iF), the Auflaufkontaktsc'huh (ASP) for the pilot is Contact rail pieces (PKS PKSW, PKSUE, PKSZ) with the Spulenan catch a first niederohmigeren Pilot relay (PR1) and a second higher impedance Pilot relay (PR2) connected, of which the coil end of the second pilot relay (PR2 switched) on−board battery (Bt1 / Bt2) connected and the protection resistor, a Ruhekon clock of the second pilot relay (PR2) parallel −) directly and the first pilot relay (PR1) a protection cons stand (SW) to an insulated outer pole (is. 12) operating system according to claim 1 to 11, characterized in that the direction of travel according to the Relevant interface running on contact shoe (ASV, ASV ') for the speed contact rail sections (V1KS, V2KS, V3KS; V'1KS, V'2KS, V'3KS) effecting changeover (Ul) on the travel direction switch (FR) with the respective coil start of a first−speed relay (VR1) and a second speed relay (VR2) and via a first base resistor (BW1) to the base of a first complementary −Transistors (VT1) of the nPN type and a second base resistor (BW2) with the base of a second complementary transistor (VT2) is connected pnp type, the coil end of the first speed relay (VR i) on the emitter−collector path of the first complementary transistor (VT1) to the insulated negative outer pole (−) and the coil end of the second speed ltelais (VR2) via the emitter−collector Strecte the second Kamplemen Secretary transistor (VT2) in the isolated positive outer pole () connected to the on−board battery (Btl / Bt2) and the first Ge−velocity relay (VR1), a diode (D1) in the reverse direction to its initial coil and the second speed relay (VR2), a diode (D2) is connected in parallel in Durchlass'−direction from its initial coil. 13) operating system according to claim 1 to 12, characterized in that the direction of travel according to the respective connection casserole contact shoe (ASR, ASR ') for feedback−contact seemed pieces (R1−2KS, R3KS; R'1−2KS, R'3KS) bewerkstelligende changeover (U2) on the travel direction switch (FR) with the respective coil start of a first feedback relay (RR1) and a second Ruecknelde relay (RR2) and via a first base resistor (BW3) to the base of the first com mentary −Transistors (RT1) of the nPN type and a second base resistor (BW4) is connected to the base of a second complementarity Secretary transistor (RT2) of the PNP gyp, the coil end of the first feedback relay (RR1) on the emitter Oollector path of the first complementary transistor (RT1) to the insulated negative outer pole (−) and the coil end of the second feedback relay (RR2) via the emitter−collector path of the second complementary transistor (RT2) at isolier th positive outer pole () is the on−board battery (Bt1 / Bt2) closed and the first feedback relay (RR1), a diode (D3) in the reverse direction to its initial coil and the second feedback relay (RR2) a diode (D4) is connected in parallel in the forward direction from its initial coil. 14) operating system according to claim 1 to 13, characterized in that a group of the vehicle speedometer (is) cooperating tacho relay (TR1, TR2, TR3) with ihten coil ends on the isolated outer pole () of the vehicle battery (Btl / Bt2) is connected, in which the temporary connection to the other outer pole (−) of the on−board battery for higher velocities associated tacho relay (TR1) on Ser @ enschaltung a work contact from the first speed relay (VR1) with a normally closed contact of the second−speed relay (VR2), for the average velocities associated tacho relay (TR2) via the series connection of a break contact of the first GeschwindipDkei ts−held relay (VR1) with a hroeits− contact of the second−speed relay (VR2) and assigned for the lower speeds Tacho Sielais3 (TR3) takes place via the series connection of a Arbeitssontaktes from the first speed relay (VR1), also with a normally open contact of the second−speed relay (VR2), wherein the vehicle tachometer (T) on a first (KB1) of its two contact paths (KB1, KB2), which provided a two Kontaktschlei− away, with the insulated outer pole corresponding to the coil connections of tacho relay (TR1, TR2, TR3) () of the on−board battery (Bt1 / Bt2) associated pointer (TZ) are coated, among other things, a contact segment for hothere speeds (KBIL '; for example, 125 to 160 km / h), a contact segment for medium speeds (KSM; eg 85 and 120 km / h) and a contact segment for lower speeds (KSN; eg 45 until 80 km / h) includes, where the contact segment for higher speeds (KSH) with the Kontaktsesaent for medium speeds (Ksi) via one, in parallel among themselves normally open contact of the intermediate speeds and the lower speeds associated tacho relay (TR2, TR3) connected is, while the contact segment for lower speeds (KSN) to the contact segment for higher speeds (La;; H) is connected via a further relay contact Tacho relay for lower speeds (TR3) and the contact segment for higher speeds (KSH) via one, under parallel lying Contact closed the Tscho relay for higher, medium and nied− challenging speeds (TR1, TR2, TR3) once connected to a known electrical brake valve (EBV) via a normally closed contact of the second Sicherneits relay (SR2), and on the other hand via a series circuit of the make contact of the first pilot relay (PR1), and a further break contact of the second safety relay (SR2) and one to this series circuit lying parallel normally open contact of the first material safety relay (SRL) with the coil start of a first, with from falling delay provided tripping relay (AR1), whose Spu shaft end of an insulated outer pole (−) of the on−board battery (Bt1 / Bt2) lies, is connected . 15) operating system according to claim 1 to 14, characterized in that the Fabrzeug speedometer (T) on its first contact track (KBL) speeds following the contact segment for lower Geschwin (ESN) with another contact segment alone speeds (KSK; 3.B 15 to 40 km / h) and an adjoining Kont aktsegme nt for micro−Ge schwindigke it en (KSO; eg 0 to 10 ki / h) is equipped, in which the for small speeds specific contact segment (KSK) with the coil beginning of this small velocities associated tacho relay (TR4) and be micro−speeds voted contact segment (KSO) with the coil beginning of this micro−velocities associated tacho relay (TR5) ver is connected, the coil ends of the tacho relay (TR4, TR5) on respective insulated outer pole (−) of the on−board battery (Bt1 / Bt2) are and the contact segment for lower Geschwin speeds (KSN) Depending on the position of the speedometer pointer (TZ) with the contact segment for small velocities (KSK) and / or with the contact segment for micro−speeds (KSO) via a contact of the first pilot relay (PR1) with the series−arranged thereto working contacts this Tacho Re lay (TR4, TR5) is connected. 16) operating system by demanding 1 to 15, characterized in that the normally closed contact of the initiate the stop−braking of the train the first tripping relay (AR1) with the explanation egerspule a self−holding, first brake Belais (BRi) in series is, which is dressed with unhindered or temporary speed−keitsbegrenzter drive, wherein (EBV) with one on a second contact path (KB2) arranged after its drop over his break contact the electric brake valve of the vehicle

speedometer meters (T), the speed range from to catch the small to the highest speed comprehensive long contact segment (KF) is connected, while another, the second contact path (KB2) suf in the field of micro−speeds arranged short social segment (KO) via a series circuit a work contact from first Geschwin digkeits relay (VRI) and a working contact of the second speed relay (VR2) a compound having the exciting coil of a second tripping relay (AR2) is prepared, whose closed contact with the excitation coil of the stop−braking of the effecting train to its standstill, self−retaining relay second brake (BR2) is connected in series, wherein after its drop across its rest contact the electric brake valve (EBV) with the short contact segment (KO) of the second contact path (KB2) is connected. 17) operating system according to claim 1 to 16, characterized in that the higher, middle and lower speeds associated tachometer relay (TR1, TR2, TR3) are provided with the finish of interconnected self−holding contacts, via the series connection of a normally open contact the first Brake relay (BR1) a working contact of the second braking relay (BR2) and the normally closed contact of an auxiliary relay (HR) with the corresponding outer pole (−) of the on−board battery (Bt1 / Bt2) are verDunden, said operated with the voltage of the board battery auxiliary relay (HR) within a series connection of a normally open contact of the first feedback relay (RR1) a contact of the second feedback relay (RR2) and a normally closed contact of a switch relay (WR), and the automatic reclosing of the first and second braking − relay (BR1, BR2) via the series circuit of the contact of a changeover switch bbeits− of the auxiliary relay (HR), the Contact closed a change−over of the first pilot relay (PR i), the normally closed contact of the first safety relay (SR1), and one to each brake relay (BR2, BR1) branching lowing working contacts of the second safety relay (SR2) from the corresponding pole (MAZ) of the on−board battery (BT1 / Bt2) from done, the electric brake valve (EBV) is coupled to switch contact with a man who in the braking position by a () pole of the vehicle battery from the brake control line (BSL) for the motor respectively. Transmission brake tension set, and in the brake−release position depending on the position of the direction switch (FR) on the changeover (U6) the corresponding ago waerts− bezw.Rueckwaerts−driving control line (FSL) for the Fabr− drive turns on. 18) operating system according to claim b to 17, characterized in that controlled for the proper determination of the rails of the feedback−contact (R3KS) position reports that the after successive track sections (GA1, GA2, GA2, GA...) under Inclusion of rail triangles and reversing loops are assigned as rising or falling numbers, the contact of the center tap (MA @) the on−board battery (Bt1 / Bt2) respectively. with the vehicle mass associated changeover switch on auxiliary relay via the NC contact of the changeover on the first Pilot relay (PR1) and via one, blocking−direction based Missed; egengesetzt lying diode (D5, D6) with the adding number magnets (ZM1) and subtracted Zaehlmagneten (ZC) of a known forward Eueckwaerts counter as positi ons indicator (PA) is connected, wherein the common Dueck line (ZRL) of magnetic counters (ZM1, ZM2) to the driving direction switch (FR) coupled changeover (U7) is performed, the two outputs on the downstream Polwechsel− contacts a bistable relay adjustment (APR) with the po tive () and negative (−) outer pole of the board battery (Bt1 / Bt2) are connected so that these common return (ZRL) depending on the position of the direction switch and the bistable matching relay with either the positive () or to the negative outer pole (−) of the on−board battery (Bt1 / Bt2) has connection, and wherein the bistable matching relay (APR) on a known, magnetic proximity switch (ANS) is by means of a current pulse can be switched in the opposite position, whereby its contact−part (KT) on the traction unit (LOC) and whose switching magnet (SM) respectively. whose Affected force linienleitstueck fixed within the track curve at any Reverse Loop (KSE) and within one of the three track strands each track triangle (DG) at the reversal point of the tray respectively. is case−trend for the track section numbers (GA1, GA2, GA..), preferably mounted in the middle of the track. 19) Betriebsaysstem according to claim 1 to 18, characterized in that the direction of travel according to the respective connection running on contact shoe (ASW ASW ') for railway switch contact seemed pieces (WCS' W'KS) bewerkstelligende changeover (U3) on the travel direction switch (FR) with the coil start of a connected switch relay (WR), the coil end aa each egg nen make contact one of the two for the changeover of switch tongues provided in its two end point setting − Sagittarius (WS1, WS2) is connected and in function of their Respective able either to the positive outer pole () or to the negative outer pole (−) of the on−board battery (Bt1 / Bt2) or with either of them is connected, wherein for the respective intended switch position each one of the two self−retaining contacts (SHK) equipped point setting Shakers ze (WS1, WS2) depending on the position of a switch element for manual or automatic operation, like automatic hand relay (AHR) either by means of two, individually hand−actuated A switch keys (WT1, WT2) or by means of a corresponding programmi.erten memory (Sp1, Sp2) and its memory hbfrage− factory (SPAW) is switched on, and the waste of each attracted railway switch contactor after executed turnout position parallel by the interruption of its two the feeds (ES1, ES2) to the Selbsthsthaltekontakten (SHK) is done by piece through the detail of that jerk alarm relay (RR1, RR2) when running the feedback−contact rails (R1−2KS; R'1−2KS) with opening his retirement contact the interruption of the two supplies (ES1) and due Anzu0, it of course relay (WR) when running the railway switch − Contact rail section (WKS, W'KS) with opening of its two closed contacts the interruption and the other feeds (ES2) is ensured. 20) operating system according to claim l, characterized in that the mass of the driving rail (MF) with the insulating running rail (IF) bridging capacitor respectively (CG). whose capacity within a track section (GA...) into two equal capacitors (CG / 2) is divided with each half capacity, respective one of which is arranged at each of the two rail ends of the track section, whereas at at switches (WG2) formed track sections with three track−ends the capacity in three equal capacitors (CG / 3) divides aufbe− with one third of the capacity is two, one on each of which one of these three track ends is attached and at crossovers (WG2, WG3), crossing points (KWG) and intersections (KG) formed track sections with four track ends the capacity in four equal capacitors (CG / 4) each with a quarter of the capacity is divided on, each of which is arranged at each of the four tileis−ends. 21) operating system according to claim 1 to 6 and 9, characterized in that the respective, depending on the driving speed range (z.ss.ueber 125 to 160 km / h and more than 85 up to 120 km / h for 45 hours to 80 km / h respectively. "Arranged −Haltstelle (HS, HS ')" according to well before the associated only at−risk about 15 to 40 km / h) only at−risk "−Bremsbeginnstellen (zBBS 125/160, BS 85/120, BS 45/80, BS 15/40) of one pilot contact rail piece (PKS), a thereto arranged in parallel, each driving−speed range corresponding speed Kon clock accessory rail (V1KS, V'1KS; V2KS, V ' 2KS; V3KS, V'3KS), one to also arranged parallel security Eontaktschie− nenstueck for the Wide−area (SESW, S'KSW) with a gen in clotting distance therefrom on the same contact track lying material safety contact rail section for the close−range (SESN, S'KSN) and possibly one or more this slightly HB stood on this same track contact lying, safety Contact rail pieces for the

flank area (SKSF, S'KSF) and one of these in turn arranged parallel Ruecknelde – contact rail piece (R3KS, R'3ES) for the automatic reclosing of the brake relay (BR1, BR2) in "free" –gewordenem, provided respectively. lying in the cross section of track exist, in which the respective speed and feedback–Kon is clock seemed piece shorter than the other contact rails pieces including juxtaposed Security Contact rail pieces, and in driving direction, are compared to their beginnings back to. 22) operating system according to claim 1 to 6, characterized in that the respective ones, depending on the driving speed range accordingly well before the associated forced stopping place (ZHS, ZHS ') arranged duress 3remsbeginnstellen (eg, CSE 125/160, ZBS 85/120, 45/80 ZBS) of one pilot contact rail piece (pKS), a thereto arranged in parallel, each driving–speed range corresponding speed Kon clock accessory rail (V1KS, V'1KS, V2KS, V'2KS, V3KS, V'3KS) and to likewise arranged parallel and on the same contact track safety contact rail pieces for the Far and Near–field (SKSW, S'KSW; SKSN, S'KSN) exist, in which the respective speed contact rail piece shorter respectively than the pilot contact rail piece. the two safety contact rail pieces, and in driving direction, is set back from the beginning. 25) operating system according to claim 1 to 6 and 9, characterized in that the "Just–in–danger" –Haltstelle (HS, HS ') from each egg nea pilot contact rail piece (PKS), a parallel thereto arranged speed contact rail piece (V3KS, V'3KS), the two to also parallel on the same track contact arranged safety contact rail pieces for the far and the near–field (SKSW, SKSN;; S'KSW, S'KSN) and where appropriate one or more lying in this short distance on the same track contact Safety contact rails pieces for the flank area (SKSF, D'KSF) and one to dis sen in turn arranged parallel feedback–contact rails piece (R3KS, R'3KS) for the automatic reclosing of the Brake relay (BR1, BR2) in "free" forward––gewordenen respectively. lying in the cross section of track exist, in which the respective speed and Rueckme @ de @ contact rail piece is shorter than the other contact rail sections including juxtaposed safety contact rail sections, and seen in the direction of travel are compared to their beginnings added back. 24) Betrieossystem according to claim 1 to 6, characterized in that the forced–stop locations (ZHS, ZHS ') of one pilot Kon clock accessory rail (PKSZ) connected to the coil beginning of his coil end to the mass–running rail is connected, one of the broken here safety lines (zBSLW) via its Aroeitskontaktes bridging track relay (GR) connected, as well as a parallel to Piiot–contact accessory rail arranged speed contact rails piece (V3KS, V'3KS) and to also parallel and arranged on the same track contact safety contact schituenstuecken for lleit– and short range (SKSW, S'KSW;; SKSN, S'KSN) are made, in which the respective speed contact rail piece is shorter than the pilot contact rails piece respectively. the willow lined up Safety contact rail pieces, and in driving direction, is opposite its beginnings back to. 25) operating system according to claim 1,2,5 and 6, characterized in that for speeds control ts–limits respectively The single arranged speed contact rail piece (Viks. V'1KS for 120 km / h V2KS respectively. V'2KS for 80 km / h V3KS respectively. V'3KS 40 km / h) and for the annulment of a Respective Ge schwindigeits limiting a singly or in association of a "Just–in–danger" – or duress Brem @ respectively start date. Stopping place (e.g. BS 85/120; HS, ZHS) arranged directly with the ground running rail (MF) connected feedback–contact rails piece (R3KS, R'3KS) is provided. 26) operating system according to claim 1 to 10, characterized in that individually or arranged in the association between the travel rails (FS) to the respectively corresponding contact tracks (W, R, S, V, P, V ', S', R ' , W1) attached pilot, speed, safety, feedback and railway switch contact rail sections (eg. B.PKS, VLKs, V2KS, V3KS, ' SKSN, SKSW, SKSF, R1–2KS, R3KS, WKS) of detected edgewise, at their ends with casserole slanted edges (AK) provided flat iron bands exist, the on of the concrete sleepers (SCH) outstanding and enshrined in them, formed of round or square steel contact accessory rail holders (KSSH) with its upper edge in accordance with the height above rails–top, but higher than trace forced switchers or guard rails are welded, and where appropriate on the rear in the concrete sleepers extend the ICont nude accessory rail–holder and their welded, cable– like mass compounds (MVB), fall setting with the interposition of a respective corresponding soldered diode (VD1, VD2), reliable contact with the ground running rail (MF) are welded in addition to concrete sleepers. 27) operating system according to claim 1 to 10 and 26, characterized in that particularly vulnerable by track deformation track sections with additional, to the insulated joint–sleepers or near mounted on both sides, with plugs and sockets provided target crack sites (SORS) for the occasional interruption of the short and long security lines (SLN, SLW;; s'in, S'LW) are ausgeuestet in which the releasable connector at any desired point plan on a intermediate insulating piece (IZS) with a along the respective mass and insulating running rail (MF, IF) to the outside of which, in a short lateral distance, from her taut, consisting of Invarstahldraht trigger wire (ADR) is connected, to which within in corresponding Laengsabstaen– the on the outside of the respective running rail (FS) welded Ausloesedraht– holders (ADH) is secured out and at the end of that track section at a welded also on the outer side of the respective running rail end block (AL) B), wherein between trigger wire and insulating intermediate piece a weguebersetzendes to the plugs of the target plan office lever mechanism (HGT) is inserted. 28) operating system according to claim 1 to 13.18, and 19, characterized in that the Kontaktschi.enenstuecke (zBPKS, V1KS, SKSW, R3KS, WCS) bestreichenden, over the corresponding contact tracks (W, R, S, V, P, V ', S', R ', W') of the track on the traction vehicle (LOK, STW) on a rotational axis (ASD) up and pivoted from stored and each of the spring action of a same time as a vibration damper acting shock absorber (FB) standing Auflaufkontakt– shoes (ASW, ASR, ASS, ASV, ASP, ASV 'ASS' ASR 'ASW') as a single–arm, preferably made of cast light alloy, are formed from each elec tric insulated lever of each at its free lever end with a downwardly directed, in rounded longitudinal direction, a cavity with an antifreeze oil mixture containing medium (OEG) enclosing bulge (ASB) has, at its center within a with cross bores (QB) is provided, the cavity from the top down by releasing compound (veb) a downwardly from the From indentation a little out Trespassing, brush–like bundle of wires (BDB) is arranged as an actual sliding contact, which wires preferably consist of a virtually wear–beryllium to bronze alloy, while the cavity Every leading to laufkontaktscbuhes ueoer one in the vicinity of the axis of rotation (ASD) bore (BO) and a hir connected oil hose (ATS) with a common oil tank (OEt) is in communication, and the respective change–over to the (U1, U2, U3, U4) of the direction switch (FR) respectively. is the pilot relay (PR1, PR2) leading cable (ASK) also connected in the vicinity of the axis of rotation. 29) operating system according to claim 1 and 14 to 17, characterized in that the outer pole of a () of the on–board battery Bt1 / Bt2 via the equipped with cutters Contact Pointer (TZ) of the vehicle speedometer (T) and their contact segments (KSH, KSM, KSN, KSK, KSO, KF, KO) guided relay (TR4, TR5, AR1, AR2) and control lamps (Li, L2, L3) and the Electric brake valve (EBV) associated with the emitter–collector paths NPN switching transistors (TR4T, TR5T, AR1T, AR2T, L1T, L2T, L3T, EBVT) lie, whose

base terminals via the base resistors (BW5, BW6, BW8, BW7, BW10, BW11, BW9, BW12) with easy contact segments of the vehicle speedometer (T) directly bezw.unter intermediate circuit of the associated contacts of the relay keits VELOCITY (VR1, VR2), the safety relay (SR1, SR2), the Brake relay (BRi, BR2), the pilot relay (PRI) and the speedometer relay (TR1, TR2, TR3) are connected, while the coils of the relay and the coil of the electric−brake−valve each in reverse direction to the other outer pole (−) lying diode (D30, is connected in parallel D31, D33, D32, D7). 30) operating system according to claim 1 and 19, characterized in that the two are parallel feeders (ES1, ES2) of respectively the self−holding contacts (SHK) firmly to the vehicle mass. at the center tap (MAZ) of the board battery (Bt1 / Bt2) is closed railway switch contactors (WS1, WS2) of of a common feed line (ESL) out, the contact about a relaxation of the hand−push button (HD) and this in series normally closed contact of the automatic push button (AD) −in a function of the position of a two lying in the opposite direction ter destinations (AB) adjustable To switch (ZS) − changeable polarity of the outer poles (−,) of the on−board battery leading change−pole line (WPL) verbun to be by them to the common contact of the target switch (ZS) associated changeover switch with three switching is tings out and uie grazing external contacts of the switch positions to a respective outer pole of on−board−battery is connected, said the common contact of another, to the destination switch corresponding changeover switch with three switch settings on each in series with one another lying rest contact of the first and second railway switch contactor (WSI, W52) with an outer pole − at the board battery is connected and the two outer contacts interconnected these switching settings via a normally open contact of automatic hand relay (MiR) () the pawls magnet (KM) of a work as a memory query (opAW) are formed, connected to be detected Sequencer work, while the central contact which these three switching positions via a from the ratchet wheel cam (SNO) in the initial position of the memory −Abfragewerkes by a Normally Closed (RUK) interruptible return line (PLL) with the Even breaker contact (SUC) is connected the jack magnets. , 31) operating system according to claim 1, 19 and 30, characterized in that a first branch of the alternating−pole line (WPL) via a normally closed contact of / feedback relay (RR1), the Contact open the / A switch button (WT2), the normally open contact of the / A switch button (WT1) as well as the lie together in series normally closed contacts of the automatic hand−relay (AHR), the automatic pushbutton (AD) and the / A switch−contactor (WS2) as excitation line (EL1) on / switch stand−contactor (WS1) is achlossen it, while a two branch exchange pole line through a normally closed contact of the other, / feedback relay (RR2), the normally closed contact of the / A switch button (WT1), the work contact the / switch @ tell button (WT2) and on the lying together in series other normally closed contacts of the automatic−manual relay (AHR), the automatic push button (AD) and the / A switch connected contactor (WS1) as excitation line (EL2) with the / A switch contactor (WS2), wooei of automatic hand relay (AHR) from unexcited hand−holding means of the make contact of the automatic push button (AD) from an outer pole (−) of the On−board battery (Bt1 / Bt2) via socket contacts (bu) and plug contacts (st) with a short−circuit connection (kv) of jeweili gen attached storage (Sp1, Sp2) and a rest contact of the hand−push button (HD) for automatic operation on Even entertainment is switched on. 32) BetrieDssystem claim 1,19,30 and 31, characterized in that a third branch of the alternating−pole line (WPL) via a series circuit of a respective break contact of the feedback − relay (RRI, RR2) with another female contact (bU) for a plug contact (st) respectively. the circuit is connected by the respective attached storage (Sp1, Sp2), which made further plug contacts (st) for the position types of switches, each in pairs outcoming Departures on further Buchsenkon contacts (bu) to the contacts (1,2,3...) of the two contact planes (E1, E2) are connected the memory−query mechanism (SPAW), in which the outlet (lb) respectively for "left turn" of course. "bow ride" at crossing points on the respective contact of the first Kontskt level (E1) by means of its contact arm via a contact of automatic hand relay (AHR) and on the first excitation line (EL1) respectively to the first point setting − Contactor (WS1) connectable and Departures (rk) at points respectively for "right turn". t reuzungsfahrt "at crossing points from the respective contact of the second contact layers (E2) by means of its first −synchron laufenden− contact arm via a further contact of automatic hand relay and on the second excitation line (EL2) respectively to the second point setting Contactor (WS2) can be connected. 33) operating system according to claim 1,19,30 to 32, characterized in that the bar at any time manually reprogrammable, preferably by means of plug contacts (st) a iehrpoligen plug into the female contacts (bu) provided multi−pole connectors of the memory −Abfragewerkes (SPAW) portable memory (Sp1) except its short−circuit connection (kv) of a series narrowly spaced, SPDT exists in which each of the common inputs connected together and to one of the plug contacts (st) is performed, the over the Subject Author fenden socket contact with the normally closed contacts of the return register relay (RR1, RR2) next alternating−pole line (WPL) is ver bindable, and in which one of the two outlets each associated with two types of provisions of a switch Uoschal− ters for "right turn" respectively. "Intersection journey" (rk) and each of the other of the two branches for "left turn" respectively. "Bow ride" (lb) to each one of the preferably paired is plug contacts (st) of memory (Sp1) connected. 34) operating system according to claim 1,19,30 to 33, characterized in that the permanently programmed, lor two different routes respectively. specific for a distance in both directions between two target locations, preferably by means of plug contacts (st) of a multi−pole plug into the contacts with Buchssen− (bu) provided multi−pole female connector of the memory query work (SpA pluggable memory * (Bp2) except his short−circuit connection (kv) with a branch line (VZL) is provided, which for upcoming on the respective socket contact with the normally closed contacts of Rueckielde relay (RR i, RR2) alternating−pole line (WPL) bondable plug contact (st) is guided, by this branch line (VZL) made for on same contacts (1,2,3...) of the two contact − planes (E1, E2) of the polling storage plant (SPAW) herbeizufuehr forming similar decisions each with "a left−hand branch" respectively. "Bow ride" (lb) a continuous connection to the to a contact (7) of the first contact plane (E1) leading disposal (lb) of the plug contact (st) is placed and to the at einen.gleichen contact (7) of second contact plane (E2) leading outlet (rk) of Ste'c, kkontaktes without compound remains, and whenever a "right turn" respectively. "Kreu tion ride" (rk) a continuous connection to the to a contact (5) of the second contact plane (E2) leading outlet (rk) of the plug contact is placed and to which a same contact (5) of the first contact level (E1) leading outlet (lb) of the plug−in contact without compound remains, while at the same contacts (1,2,3...) of the two contact planes (EI, E2) be evoked various decisions in respectively a ride. target local direction (A) in each case "left turn" respectively. "Bow ride" (lb) the branch line (VZL) a in the forward direction to their lying diode (D23) with a contact (6) of the first contact plane (E1) leading outlet (lb) of the plug contact (st) connected and at the same to a contact (6) of the second contact plane (E2) leading disposal (rk) of the plug−in contact for "right

turn" respectively. "Intersection journey" (rk) respectively in accordance with the other ride. Target local direction (B) via a arranged in reverse−biased diode (D22) is leit−ung connected to the branch, and in which in respectively a ride. target spatial direction (A) in each case "right turn" bezw.Kreuzungsfahrt (rk) the branch line a in the forward direction to their lying diode (D20) with about a contact (4) of the second contact layer (E2) leading outlet (rk) of the plug−in contact connected and at the same to a contact (4) of the first contact plane (E1) leading outlet (lb) of the plug−in contact for "Linksabzeigung" respectively. "Bow ride" (lb) according to the other travel expenses respectively, target spatial direction (B) via a arranged in reverse−biased diode (D21) with the branch line (VZL) is connected.

- **search:** SS2 FT=(snow* or ice*) and (wheel or tire or hubcap) and automat* and (claw* or blade*) and (car or truck) (Results 93)
- List: SS2 1−50 (FT=(snow* or ice*) and (wheel or tire or hubcap) and automat* and (claw* or blade*) and (car or truck)) (Results 93)

0) US2001034583A – SPEEDOMETER FOR A MOVING SPORTSMAN

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Title: SPEEDOMETER FOR A MOVING SPORTSMAN

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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZA ZM ZW

International class (IPC 8–9): A43B3/00 A43B5/06 A61B5/00 A61B5/024 A61B5/08 A61B5/103 A61B5/11 A61B5/145 A61B5/22 A61F5/14 A63B24/00 A63B71/06 A63C11/00 A63C5/06 A63F13/798 A63K3/00 G01B21/00 G01B21/16 G01B5/02 G01B5/10 G01B7/004 G01C17/38 G01C21/16 G01C22/00 G01C22/02 G01C5/00 G01C9/00 G01G19/44 G01G23/00 G01G23/37 G01G7/00 G01G9/00 G01K13/00 G01L1/00 G01L1/04 G01L1/16 G01L1/22 G01L3/24 G01L5/00 G01P1/12 G01P11/00 G01P13/00 G01P15/00 G01P15/02 G01P15/08 G01P15/18 G01P21/00 G01P3/00 G01P3/36 G01P3/42 G01P3/50 G01P3/62 G01P5/08

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A63B71/06 A63K3/00 G01B5/02 G01B5/08 G01C22/00 G01P13/00 G01P15/00 G01P3/42 G01S19/00 G06F11/34 G06F15/00 G06F19/00 G07C1/00 G08B13/14 H04N7/16 H04N7/18 (Core/Invention);
A63B24/00 G01S11/00 (Core/Non-invention)

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European class: A42B3/04B6 A42B3/04B6D A43B3/00 A43B3/00E A43B5/06 A61B5/00B A61B5/11 A61B5/11M A61B5/11N A61B5/11P2 A61B5/11W A61B5/68B1D3 A61B5/68B3D1 A63B23/035G A63B24/00 A63B24/00A A63B24/00A1 A63B24/00E A63B24/00G A63B69/00U A63B69/18 A63B69/18C A63B71/06 A63B71/06B A63B71/06D2 A63B71/10 A63C11/00 A63C17/26 A63C5/06 G01C21/10 G01C21/16 G01C21/20 G01C22/00B G01C22/00P G01C22/02 G01G19/44 G01G23/00 G01G23/37W G01P1/06 G01P1/12C G01P15/00 G01P15/08L G01P15/18 G01P3/36C G01P3/42 G01P3/50 G01P3/62 G01P5/08 G01S11/14 G01S17/02C G01S17/58 G01S19/19 G04F8/08 G06Q10/08 G06Q10/083 G06Q10/0833 G07C1/10 G07C1/22 G07C1/24 G08G1/20 G08G9/00 H04N7/18D2 H04W4/02P4 K61B5/113 K61B5/11M K61B5/11N K61B5/11N2 K61B5/11R K61B5/11S2 K61B503/10 K61B560/04B2 K61B562/02C K61B562/08 K61B562/24B K63B208/12 K63B208/14 K63B220/05 K63B220/12 K63B220/13 K63B220/14 K63B220/16 K63B220/18 K63B220/20 K63B220/30 K63B220/34 K63B220/40 K63B220/44 K63B220/51 K63B220/52 K63B220/53 K63B220/56 K63B220/62 K63B220/64 K63B220/74 K63B220/80A K63B220/80C K63B220/80F K63B220/80G K63B220/80M K63B220/83A K63B220/83C K63B225/15 K63B225/50 K63B230/01 K63B230/75 K63B24/00E1 K63B24/00G3 K63B244/08 K63B244/10 K63B244/19 K63B244/24 K63B5/00 K63B69/00 K63B69/00G K63B69/00J K63B69/00K K63B69/00U K63B69/16 K63B69/18 K63B69/18M K63B69/26 K63B71/06 K63B71/06B K63B71/06C K63B71/06D3 K63B71/06D4 K63B71/06D6B2 K63C203/18 K63C203/24 K63C5/03 S01S11/14 S01S15/60 T04N5/38 T04W4/04B

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Abstract:
Source: US2001034583A The invention detects the loft time and/or speed of a vehicle, such as a sporting vehicle, during activities of moving and jumping. A loft sensor detects when the vehicle leaves the ground and when the vehicle returns to the ground. A microprocessor subsystem converts the sensed information to determine a loft time. A display shows the recorded loft time to a user of the system. In addition, a speed sensor can detect the vehicle's speed for selective display to the user. The invention is particularly well−suited to sporting activities such as snowboarding where users loft into the air on ski jumps and catch "air" time but have no quantitative measure of the actual time lapse in the air. Therefore, users in skiing can use invention to record, store, and playback selected information relating to their sporting day, including the total amount of "air" time for the day and information such as dead time, i.e., time not spent on the slopes.

0) US2005034763A – PEDESTAL HYDRANT

2) Family number: 31571335 (US2005034763A) © PatBase

Title: PEDESTAL HYDRANT

Priority:

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Probable Assignee: CLEAN EMISSIONS TECHNOLOGIES INC

Assignee(s):(std)**:** PARKER PHILIP A ; PARKER PHIL A ; HARRIS WARNER O ; HARRIS WARNER OLAN ; ZERO EMISSION SYSTEMS INC ; CLEAN EMISSIONS TECHNOLOGIES INC ; ZERO EMISSIONS SYSTEMS INC

Assignee(s): ZES MARKETING INC ; CABIN COMFORT SYSTEMS INC ; CLEAN EMISSIONS TECHNOLOGIES INC EASTLAND ; ELECTRIC TRACTION SYSTEMS INC ; FUEL CELL IDLING SYSTEMS INC ; PEM CELL IDLING SYSTEMS INC ; UNICO INC ; ISIMET MAPA LLC

Inventor(s):(std)**:** HARRIS WARNER ; HARRIS WARNER O ; HARRIS WARNER OLAN ; OLAN HARRIS WARNER ; PARKER PHIL A ; PARKER PHILIP A

Inventor(s): WARNER OLAN HARRIS ; PARKER PHILIP ; PARKER PHIL ; HARRIS WARNER OLAN BANNING

Agent(s): KIRBY EADES GALE BAKER; FISH AND RICHARDSON PC; PETERREINS FRANK DR ING; PETERREINS FRANK; LINAGE RAFAEL; SLATER AND MATSIL LLP; ANTHONY ENGLAND (GENERAL); ANTHONY ENGLAND GENERAL; ANTHONY ENGLAND; KORDZIK KELLY; ENGLAND ANTHONY V S; KELLY; ANTHONY V S; KELLY K; MATHESON KEYS GARSSON AND KORDZIK PLLC; KORDZIK KELLY K ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B23P19/04 B23P23/00 B60H1/32 B60K1/00 B60K17/02 B60K17/28 B60K23/00 B60K6/00 B60K6/04 B60K6/20 B60K6/22 B60K6/32 B60K6/36 B60K6/387 B60K6/40 B60K6/442 B60K6/48 B60K6/50 B60K6/54 B60K6/547 B60L11/00 B60L11/12 B60L11/14 B60L11/18 B60T17/00 B60W10/00 B60W10/02 B60W10/04 B60W10/06 B60W10/08 B60W10/10 B60W10/11 B60W10/26 B60W10/30 B60W20/00 B60W30/00 B60W30/18 B60W30/19 B60W50/08 E03B7/12 E03B9/04 E03C1/02 E04D13/14 F02D29/00 F02D29/02 F04B35/00 F04B39/06 F16C1/26 F16C35/08 F16D3/84 F16D48/02 F16H3/72 F16H59/46 F16H63/42 F16K27/12 F16K49/00 F25B1/00 F25B27/00 F25B49/00 G06F19/00 (Advanced/Invention);
B60K17/28 B60K6/20 B60K6/48 B60K6/50 B60W10/04 B60W30/00 B60W30/18 (Advanced/Non–invention);
B23P19/04 B23P23/00 B60H1/32 B60K17/00 B60K6/00 B60L11/00 B60W10/00 B60W10/02 B60W10/06 B60W10/08 B60W10/10 B60W20/00 B60W30/18 B60W50/08 E03B9/00 E03C1/02 E04D13/14 F16H59/46 F16H63/00 F16K27/00 F16K49/00 F25B1/00 F25B27/00 F25B49/00 G06F19/00 (Core/Invention);
B60K B60L B60W F16H (Subclass/Invention)

International class (IPC 1–7): F16K27/12 F25B27/00

CPC: Y02T10/6234 Y10S903/915 Y10S903/951 Y02T10/7066 B60Y2300/1888 B60W2520/10 B60K6/32 B60L11/14 B60L11/1868 B60L11/1881 B60L11/1887 B60L11/1892 B60L15/2045 B60L2240/12 B60L2240/421 B60L2250/16 B60L2270/145 Y02T10/7077 Y02T90/34 Y02T10/7005 Y02T10/70 Y02T10/7283 Y10T29/53 B60H1/3222 B60H1/00535

B60H1/00542 Y10T477/23 Y10T477/24 Y10T477/26 Y10T477/27 Y10T29/49716 B60K6/547 B60W10/02 B60W10/06 B60W10/08 B60W30/19 B60Y2200/14 F16H59/46 F16H63/42 Y02T10/6221 Y02T10/6286 Y10T137/6969 Y10T137/7036 Y10T137/7062 Y10T137/5468 Y10T137/5491 E04D13/1407 E03B9/04 E03C1/02 F16K27/12 Y02T10/645 Y02T10/72 B60W20/00 B60K17/28 B60W10/11 B60W20/20 B60W10/10 B60W2510/0225 B60W2540/14 B60K6/48

European class: B60H1/00S1C B60H1/00S1D B60H1/32C2 B60K17/28 B60K6/32 B60K6/48 B60K6/547 B60L11/14 B60L11/18M32 B60L11/18R B60L11/18R4 B60L11/18R8D B60L15/20E B60W10/02 B60W10/08 B60W10/11 B60W30/19 E03B9/04 E03C1/02 E04D13/14A F16K27/12 L60K17/28 L60L200/26 L60L240/12 L60L240/421 L60L250/16 L60L270/14D L60W10/02 L60W10/06 L60W10/08 L60W10/11 L60W20/00 L60W520/10 L60Y200/14 R16H59/46 R16H63/42 Y02T10/62F4 Y02T10/62F6B Y02T10/62J Y02T10/64D Y02T10/70B Y02T10/70J2 Y02T90/34

US class: 137/296 137/300 137/357 137/375 137/382 180/65.1 180/65.2 180/65.21 180/65.210P 180/65.210S 180/65.23 180/65.235 180/65.24 180/65.265 180/65.265P 180/65.28 180/65.285 180/65.31 180/65.6 29/401.1 29/401.100S 29/700 29/700S 417/362 464/178 464/184 477/3 477/4 477/5 477/6 60/605.2 62/115 62/115P 62/126 62/126S 62/236 62/236S 62/239 62/239S 62/244 62/323.1 62/323.3 62/323.300S 701/104 701/105 701/108 701/22 701/22P 701/22S 701/51 701/54 903/902 903/902S 903/915 903/930 903/930S 903/941 903/942 903/951

Classification Explorer

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Abstract:
Source: US2005034763A A fluid delivering hydrant providing a valve actuated assembly with enclosing shroud and water resistive doom handle assembly to protect the assembly from exposure to the weather while preventing entry of rainwater into a building structure upon the roof of which the device has been installed.

3) Family number: 57599680 (US2014306799A) © PatBase

Title: VEHICLE INTRUDER ALERT DETECTION AND INDICATION

Priority:

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Family:

Publication number	Publication date	Application number	Application date	
CN104321220 A	20150128	CN201480001334	20140415	
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Inventor(s):(std)**:** CHINCISAN OCTAVIAN ; FONG GARY ; LENNOX GENTLE THAINE ; LINDON BRENT R ; RICCI CHRISTOPHER P ; WILSON TADD F ; YUSUPOV ALISHER ; YUSUPOV ALISHER I

Agent(s): RUPPRECHT KAY; SHERIDAN ROSS PC; MARSH FISCHMANN AND BREYFOGLE LLP; ROBERT G; LENNOX GENTLE THAINE; BUCKLEY RAQUEL F; REINHARDT DEAN N; VICK JASON H; ZELENKA RICHARD E; BUCKLEY TIMOTHY E; WILSON TADD F; SWARTZ DOUGLAS W

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60C1/00 B60K28/00 B60K35/00 B60N2/02 B60Q1/00 B60Q7/00 B60Q9/00 B60R16/037 B60R22/00 B60R25/00 B60R25/01 B60R25/10 B60R25/25 B60W10/00 B60W40/08 B60W40/09 B60W50/08 B60W50/10 B60W50/14 G01C21/00 G01C21/20 G01C21/26 G01C21/34 G01C21/36 G01L13/00 G05B15/02 G05D1/00 G05D1/02 G05D23/19 G05D3/00 G06F15/177 G06F17/00 G06F17/28 G06F17/30 G06F21/00 G06F21/31 G06F21/32 G06F3/01 G06F3/0481 G06F3/0482 G06F3/0484 G06F7/00 G06F9/445 G06K9/00 G06K9/62 G06Q10/00 G06Q10/02 G06Q10/10 G06Q20/14 G06Q30/00 G06Q30/02 G06Q30/06 G06Q50/30 G07C5/00 G07C5/02 G07C5/08 G07C9/00 G08B13/196 G08B21/02 G08B23/00 G08B25/01 G08B29/18 G08G1/00 G08G1/01 G08G1/0965 G08G1/0968 G08G1/16 G10L13/00 H04L29/06 H04L29/08 H04N21/214 H04N21/218 H04N21/2225 H04N21/226 H04N21/239 H04N21/258 H04N21/414 H04N21/436 H04N21/4363 H04N21/454 H04N21/475 H04N21/6408 H04N21/643 H04N7/16 H04N7/18 H04W36/00 H04W36/32 H04W36/34 H04W4/00 H04W4/04 H04W4/12 H04W4/20 H04W4/22 H04W48/02 H04W48/04 H04W68/12 H04W76/02 H04W8/08 H04W84/00 H04W84/18 (Advanced/Invention); B60Q1/52 B60W40/08 B60W50/00 G01C21/26 G01C22/00 G06F19/00 G06F3/01 G06F3/0488 G06G7/70 G08B1/08 G08B21/06 G08B25/01 G08B29/18 G08G1/00 G08G1/09 G08G1/0967 H04N7/18 H04W12/06 H04W12/08 H04W4/20 H04W84/00 (Advanced/Non–invention)

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US class: 1/1 340/425.5 340/457 340/5.8 340/5.83 340/573.1 340/901 340/902 370/329 370/338 382/103 382/118 455/66.1 700/276 701/1 701/102 701/117 701/2 701/25 701/301 701/33.1 701/33.4 701/34.4 701/36 701/400 701/41 701/424 701/425 701/431 701/45 701/48 701/49 701/537 701/540 701/70 702/19 704/3 705/13 705/14.62 705/26.8 705/302 705/5 707/736 707/771 709/217 715/702 715/744 717/173 725/28 725/75 726/6

Classification Explorer

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Abstract:
Source: US2014306799A Methods and systems for a detecting an intruder near or within a vehicle are disclosed. Specifically, a method to detect and identify a person near or within a vehicle as an authorized or an unauthorized user is provided. In the event an unauthorized user is detected within a vehicle, the system may take a number of actions. In one embodiment, the actions comprise providing notice to one or more authorized users of the vehicle, disabling the vehicle, notifying emergency personnel or police, and emitting a visual or audio alarm.

0) US2004144001A – PLOW MOUNTING APPARATUS AND METHOD

4) Family number: 30742121 (US2004144001A) © PatBase

Title: PLOW MOUNTING APPARATUS AND METHOD

Priority: CA20042455637 20040121 CA20042653801 20040121 CA20042654856 20040121 US20040790431 20040301 US20040925858 20040825 US20030442275P 20030124 US20030638642 20030811 CA20092455637 20090320 CA20092455637 20090311

Family:

Publication number	Publication date	Application number	Application date
CA2455637 AA	20040724	CA20042455637	20040121
CA2455637 C	20090512	CA20042455637	20040121
CA2653801 AA	20040724	CA20042653801	20040121
CA2653801 C	20110531	CA20042653801	20040121
CA2654856 AA	20040724	CA20042654856	20040121
CA2654856 C	20110607	CA20042654856	20040121
EP1443150 A2	20040804	EP20040000980	20040119
EP1443150 A3	20051116	EP20040000980	20040119
US2004144001 AA	20040729	US20030638642	20030811
US2005000120 AA	20050106	US20040790431	20040301
US2005144814 AA	20050707	US20040925858	20040825
US7114270 BB	20061003	US20030638642	20030811
US7290359 BB	20071106	US20040790431	20040301
US7353628 BB	20080408	US20040925858	20040825

Probable Assignee: MEYER PRODUCTS LLC

Assignee(s):(std): BERKMAN LOUIS CO ; LOUIS BERKMAN CO ; LOUIS BERKMAN CO A CORP O ; LOUIS BERKMAN WINTER PRODUCTS ; POTAK ROBERT L ; MEYER PRODUCTS LLC

Assignee(s): LOUIS BERKMAN WINTER PRODUCTS CO ; PNC BANK NATIONAL ASSOCIATION ; LOUIS BERKMAN CO A OF STA CORP ; LOUIS BERKMAN CO A OF STATE OF OHIO CORP ; LOUIS BERKMAN REALTY CO

Inventor(s):(std): POTAK ROBERT L

Inventor(s): POTAK ROBERT

Agent(s): GOWLING LAFLEUR HENDERSON LLP; RIDOUT AND MAYBEE LLP; TIMOTHY D SMITH BROUSE MCDOWELL; ROBERT V VICKERS ESQ FAY SHARPE FAGAN MINNICH AND MCKEE LLP; TIMOTHY D; BROUSE; ROGER D; MCDOWELL BROUSE; EMERSON ROGER; BENNETT TIMOTHY; ROGER; TIMOTHY

Designated states: AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LI LU MC NL PT RO SE SI SK TR

International class (IPC 8–9): B60R9/06 E01H1/00 E01H5/04 E01H5/06 (Advanced/Invention); B60R9/00 E01H1/00 E01H5/04 (Core/Invention)

International class (IPC 1–7): B60R9/06 E01H1/00 E01H5/04 E01H5/06

CPC: B60R9/06 E01H1/00 E01H5/06 E01H5/066

European class: B60R9/06 E01H1/00 E01H5/06 E01H5/06D2

US class: 172/272 172/817 37/231 37/234 37/236

Classification Explorer

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Forward Citations: WO17053837, WO13142248, US9267305, US8935862, US8875419, US8832974, US8763715, US8511049, US8505673, US8499477, US8127471, US8069590, US8065822, US8061063, US8037625, US8006413, US7992327, US7963052, US7954262, US7934328, US7841110, US7841109, US7836613, US7784199, US7743534, US7735247, US7735245, US7707753, US7703222, US7681335, US7676964, US7676963, US7676962, US7669353, US7658021, US7631442, US7627965, US7603798, US7565756, US7513069, US7472499, US7353628, US2013248211, US2011067274, US2010223819, US2010025058, US2009308623, US2009307943, US2009307942, US2009307941, US2009307940, US2009307938, US2009307937, US2009307935, US2008292435, US2008271349, US2008201994, US2008073090, US2008072464, US2008000660, US2007256334, US2007214683, US2007151127, US2007051021, US2005144814, RU2573364,

Abstract:
Source: US2004144001A A plow mounting assembly is provided for removably attaching a plow blade to the front end of a vehicle. The plow mounting assembly includes a frame assembly semi−permanently connected to a front end of an associated vehicle. A blade assembly includes a plow blade and a grasping assembly in a closed position removably connected to the frame assembly.

0) US2005120715A – HEAT ENERGY RECAPTURE AND RECYCLE AND ITS NEW A...

5) Family number: 30545299 (US2005120715A) © PatBase

Title: HEAT ENERGY RECAPTURE AND RECYCLE AND ITS NEW APPLICATIONS

Priority:

CA20022397847	20020812	CA20022404410	20020920	PH20040000148	20040325
US19880255719	19881013	US19860820082	19860121	US19840631321	19840719
US19880177599	19880405	US19880255657	19881013	US19840631322	19840719
US20050795835	20050727	US19970058062P	19970905	US19900472753	19900131
US19890376002	19890815	US19930097655	19930727	US19910773680	19911008
US19950506335	19950725	US19910811470	19911218	US20050039624	20050120
WO2005US26793	20050727	US19970999729	19971223	US19980137499	19980820

Family:

Publication number	Publication date	Application number	Application date
AP200704109 A0	20070831	AP20070004109	20050727
AU2005325208 AA	20060727	AU20050325208	20050727
AU2005325208 BB	20120329	AU20050325208	20050727
CA2397847 AA	20040212	CA20022397847	20020812
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CA2599414 AA	20070823	CA20052599414	20050727
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US5052902 A	19911001	US19860820082	19860121
US5056447 A	19911015	US19880255657	19881013
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US5435259 A	19950725	US19930097655	19930727
US5507943 A	19960416	US19910811470	19911218
US6293121 BA	20010925	US19980137499	19980820
US6327994 BA	20011211	US19970999729	19971223
US8051637 BB	20111108	US20050795835	20050727
WO06078315 A1	20060727	WO2005US26793	20050727
WO06078315 C1	20061102	WO2005US26793	20050727

Probable Assignee: CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATION TRUST

Assignee(s):(std): CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATION TRUST ; CHRISTION SCHOOL OF TECHNOLOGY ; LABRADOR GAUDENCIO A ; LABRADOR GAUDENCIO AQUINO ; GAUDENCIO LABRADOR ; LABRADOR GAUDENCIO ; CHRISTIAN SCHOOL OF TECHNOLOGY

Assignee(s): CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATI ; CHRISTION SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATI ; CHRISTION SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATION TRUST

Inventor(s):(std): LABRADOR GAUDENCIO AQUINO ; LABRADOR GAUDENCIO A ; CHRISTIAN SCHOOL OF TECHNOLOGY

Inventor(s): GAUDENCIO AQUINO LABRADOR ; LABRADOR GAUDENCIO ; CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE

Agent(s):

ROGER SYN AND CO PATENT AND TRADE MARK ATTORNEYS; FURMAN AND KALLIO; OYEN WIGGS GREEN AND MUTALA LLP; GAUDENCIO AQUINO LABRADOR

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KM KP KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B01D61/10 B63B1/10 B63B1/12 B63B35/00 B63B35/44 B63B39/06 B63B43/06 B63G1/00 B63G8/30 B63H19/02 B63H9/06 B63H9/10 B63J3/00 B64C31/04 B64C31/06 E02B3/06 F01K13/00 F01K23/10 F01K27/00 F02C1/00 F02C1/05 F02G5/00 F03B13/18 F03D11/04 F03D5/00 F03D5/04 F03G7/00 F24F5/00 F24F6/14 F28D5/00 (Advanced/Invention); B63B1/24 B63J1/00 F24F1/00 (Advanced/Non–invention); B01D61/02 B63B1/00 B63B35/00 B63B35/44 B63B43/00 B63H9/00 B63J3/00 E02B3/06 F01K23/10 F01K27/00 F02C1/00 F02G5/00 F03B13/00 F03D5/00 F03G7/00 (Core/Invention)

International class (IPC 1–7): B01D61/10 B63B17/00 B63B35/00 B63B7/00 F01K23/10 F03D5/02 F03D5/04 F03G7/00 F04B35/00 F24F6/14 F28D5/00

CPC: B63H9/06 B63H9/1021 F05D2260/212 F01K27/00 F02C1/05 F03G7/00 Y02T50/672 Y02T50/676 B63B1/121 Y02W10/33 Y02W10/37 B63B1/107 B63B1/24 B63B39/06 B63B2039/067 B63G1/00 B63G8/30 B63H19/02 B63J1/00 C02F1/04 F05B2240/40 Y02T70/59 B63B35/00 B63B43/06 B63J3/00 E02B3/062 E02B2017/0091 F03B13/182 F03D5/04 F24F5/0035 F24F6/14 Y02B10/30 Y02B10/50 Y02E10/38 F03D13/20 F28D5/00 B01D61/10 B63B35/44 B63B2035/446 B63B2035/4466 B64C31/04 B64C31/06 F03D5/00 F05B2240/921 F05B2240/922 F24F2001/0088 Y02B30/545 Y02E10/70 Y02E10/728 B63H9/10 F05B2210/18

European class: B01D61/10 B63B1/10C B63B1/12B B63B35/00 B63B35/44 B63B39/06 B63B43/06 B63G1/00 B63G8/30 B63H19/02 B63H9/06 B63H9/10 B63H9/10C B63J3/00 B64C31/04 B64C31/06 E02B3/06B F01K27/00 F02C1/05 F03B13/18B2D F03D11/04 F03D5/00 F03D5/04 F03G7/00 F24F5/00C7 F24F6/14 F28D5/00 L63B1/24 L63B35/44 L63B35/44E7 L63B35/44E9 L63B39/06R L63B43/06 L63H9/10 L63J1/00 L63J3/00 M02F1/04 P02B17/00M R05B210/18 R05B240/40 R05B240/921 R05B240/922 R05B240/931 R05B260/212 R24F1/00G1 Y02B10/30 Y02B10/50 Y02B30/14 Y02B30/54D Y02E10/38 Y02E10/70 Y02E10/72L Y02E10/72N Y02E20/18 Y02T50/67B2 Y02T50/67F2 Y02T70/59

US class: 114/102 114/267 114/382 114/39.1 114/39.2 114/39.26 114/39.29 114/39.31 210/136 210/170 210/259 210/321.87 244/153.00R 244/153R 244/24 405/76 415/5 416/8 417/330 417/332 60/39.01 60/506 60/618 60/618P 60/676 60/698 60/698P 60/772 62/304 62/310 62/314 623/40

Classification Explorer

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Abstract:
Source: US2005120715A What has been created is a plurality and a variety of processes and a variety of devices correspondingly supportive to each process, wherein, a new partnership between; (1) a heat absorbing radiator compressed air pipes/tubes and (2) a gas turbine engine or a reciprocating piston engine,–is used to recapture and reconvert the, otherwise wasted, heat energies expelled by engines, by factories, by smelting plants, by distillation plants, by chillers/coolers/freezers, by cooking ovens, by lamps/stoves, by trash burners, and the heat energies created by the solar heat on the desert/ocean water,–into electric power and finally into hydrogen–deuterium fuel,–by having the engine's tailpipes submerged in cold compressed air inside the heat absorbing radiator pipes in reverse air flow, to further drive and re–drive the same engine; wherein, in order to capture fusion heat energy the hydrogen bomb is detonated in the deep ocean to catch the flames by the water and the hot water is used to energize the compressed air inside the heat absorbing radiator pipes; wherein, in order to produce fusion energy, an abundant electric arc is passed across liquid deuterium or across gaseous deuterium by the electro–plasma torch and sparkplug in the internal combustion engine, and by detonating a dynamite inside a liquid deuterium; wherein diamond is produced by placing carbon inside the hydrogen bomb; and wherein, deuterium fusion flame is used first in smelting glass to large sizes before running an engine.

0) KR20060029529A – INTELLIGENT DRIVING SAFETY CIRCUIT

6) Family number: 33640998 (KR20060029529A) © PatBase

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Probable Assignee: LEE SUNG JIN

Assignee(s):(std)**:** LEE SUNG JIN

Inventor(s):(std)**:** LEE SUNG JIN

International class (IPC 8–9)**:** B60Q1/30 (Advanced/Invention); B60Q1/30 (Advanced/Non–invention); B60Q1/30 (Core/Invention)

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Forward Citations: WO16068369,

Abstract:
Source: KR20060029529A

Machine translation: Human–centric to interpret the earth natural eggs human world and its surrounding celestial bodies (space) mountains (nature), plants (a plant), animal (an animal) ttawi all the world as a collection of all that the nature of physical exercise lives in the law, and also receive rule are living. And all the time natural ecosystems is not spatially stationary wind (wind), cloud (cloud), non (rain), snow (snow), heat (hot waether), cold (cold weather) and so changes in the physical state another is constantly acting. Each component state nature of each pressure (atmospheric pressure), temperature (temperature), moisture (humidity), wind (the direction of the wind), wind speed (the velocity of wind), etc. can be measured. In addition, the percentage change in time according to the schedule it does not know the amount and quality of human beings by themselves because you can not go against the earth (earth) the limited environmental capacity (dynamic capacity) in a rapid increase in car usage and industrial facilities such accelerated expansion, caused by environmental pollutants, natural physical systems circular order of nature itself appropriately in clean air of loss (carring capacity of the earth) and the playback controls to push the boundaries of extreme weather, and weather conditions create a serious future of mankind leads to the question of the survival of the crisis was Such abnormal climate, and weather conditions into the cause of a car accident (a motoring accident) in a wide variety of symptoms continued to increase human dignity (human) life (life) and limited the earth's resources (global perspective) continued to resulting in loss of all our fellow human beings are placed the unfortunate reality is true, be regarded. This problem is real and a personal or social organization to be a specific problems in the country sueopgo, our fellow human beings (man kind) that need to be addressed in common to all (commonness) challenge (a task) is More car traffic accident caused by human–created life from the human resources and human effort to take measures to protect the (effort) in nature, a limited variety of other countless acts of life through a relationship with a durable life (permanence of life) as human beings not only to maintain an absolute four people to pursue (on appointed task), and because it also can have a human is not only an existential destiny (destiny) is a. Therefore, efforts to seek a means for solving problems of the automotive technology sector are not specific to the unique creative skills, and not all of mankind has achieved the culmination of the various philosophical disciplines have been observed in the confines of human ideological in nature, the results derived in the changes in physical conditions in the earth and all living things and the human condition and human–created all the fruits of human civilization can not banguhal jikyeonagaryeo means nobody will be able to do so is self–evident haengwiil. Our man–made car (automobile) on the road (a road) Award motor vehicle crashes that occur (a collision) due to traffic accidents (a motoring accident), the purpose of safe and smooth movement, and established traffic regulations (traffic regulations) in the human free will (free will) according to the judgment (judgment) while being used by the traffic regulations (traffic regulations) breach of (a traffic offense) and driving operations immaturity (unripe) And do not care to stand a little careless enemy actions and, natural and artificial changes in climatic conditions combined with a car driving environmental change are occurring in the relationship. it beyond the reach of human will and capacity of the area irresistible natural weather conditions that may occur sporadically in the car in the form of a crash in a car accident caused a car crash that caused a traffic accident earlier in the components from the human physical safety and the ability to defend proprietary safety devise means trying to give the car a very desirable feature for your patience will be. Cars on the road, the car pursuant to its original manufactured state, depending on how the use of common natural environment in using the week (day time) and night (the night time) (changing light environment), spring, summer, autumn and winter (four seasons) (temperature change) and non (rain), wind (wind), fog (fog), snow (snow), etc. have been used in severe weather conditions. These changes in the natural environment (natural environment) in the automobile road of artificial road traffic and car driving by car to the driver a number of humans, has caused unexpected problems. Because of these problems in human and vehicle safety by presenting a way to ensure the millions of people working for human development as well as the man who owns the car in the history of all mankind, all the technology (new technology) on the purpose (an object)

based on (the basic) will be. In addition, a number of safety features such chain technology decisions are now producing a car packed with a technique called weak, and although the house constantly that require research and development is a fact. How to use such vehicles now comes to technology–intensive chain of human passively by relying on (handworked) operated by the operation as directed passively by sensors without being directed automatically (automatic action) as a function has to be working. Operating instructions of human passively relying on the features that a car engine (an engine) maneuver, since according to the road car suspension (suspension) and dongryeokgi relationship (a dynamometer) to break down the relationship between driving on the deulyigo each angle, in humans directed by passive manipulation capabilities in the automotive lighting system (a lamp device) a signaling device (optical signal devices) and the braking device (a damping device) etc. In general, cars driving cars on the road to observe the state of natural snow and rain in the weather, such as abnormal weather conditions until the end time in hours, and hours more than non–weather (rain), snow (snow) and naturally made huroseo Natural materials are scattered on the road you are driving a car on the road wheels of the car by the Thai portion of the rotational motion generated by the rotation in the locomotion and the friction between natural substances deposited on the road (frictional) under the direction of a car (fixed direction) against the direction (in the apposite direction) of a car on the road back up the finely dispersed natural substance is sprayed on the front and rear car of a car crash caused by physical exercise is an artificial nature. These artificial physical exercise is a very common phenomenon observable phenomena as rain, snow vehicles on the road to driving a car that appears to be a common phenomenon in Figure 1 are organized into. This is the same direction (fixed direction) the same lane (a traffic land) continuously traveling in a car driving by is identified as a unique phenomenon. Figure based on the car when b, b–round car in the driving wheels to spin–off from a car the size of the fine natural materials by the state to drastically speed omni–directional clock b motorists a bad state (go out of sight) will lead to. Such a bad state of the clock driver in the car b visceral (instinctive) in order to ensure forward visibility, window dakyigi device (wiper mechanism) for work on the instructions of the window switch ON dakyigi device will conduct manipulative behavior. And it's about the physical location of a and b are placed in motion relations are applied to all vehicles will be able to do. Such spontaneous changes in the natural environment, and then, depending on road conditions and vehicle driving characteristics automobile physical exercise reasons, caused by the positional relationship between the driver's driving environment in all directions when gyebulryang (man–made environment) routine observed through the car for display lighting system (tail lamp) on the operating state (situation) using the two kinds of forms (two type) are present as are characteristic. An indication of the backward equalization device (tail lamp mechanism) is used taillamps ON state OFF taillamps use a car and another car in the state is using the form on this general interpretation as feasible using the taillamps ON Cars are driving a car that car drivers driving a car motor skills due to road conditions, taking into account the display backward by lights, etc, taillamps and progress in the same direction by using the hubangwi hayeogeum car a more aggressive drivers to drive safely Glucose hubangwi car to a car crash with a possible location for a positional relationship gwangyesang hubangwi recognize that motorists in their cars in a full range of motion status of the poet to give and ensure maintaining relations with each other based on the distance to ensure the safety safe distance to avoid a car crash on the human body to obtain any hubangwi motorists (body) far away from the signal coming from the body (a signal) that accepts a sense receptors (receptor) of the special senses (special sensation) of vision (vision) in the light (light) stimulation caused by road vehicles to suit your environment by sending the signals to detect (perceive) and the reaction by the judge to ensure a safe distance by actively trying to keep above may occur in the posterior For a car crash in an active preventive safety measures used in the lighting system for displaying backward depending on how aggressively the driver is applied, if the other one did not apply, or scrutiny... or is it reverse.Those motorists driving cars due to changes in the natural environment due to road conditions, slip (slide over the rain, slide over the snow) by increasing the braking distance and vehicle movements on the physical change of state for defense when driving a car that must be reflected in the concept of physical exercise, red state (a defensive measure) is vital to (recognize) and consequent need for seasonal (an opportunity), situational (the state of things) lack of proper equipment operation skills for new drivers and old physical and mental decreased ability to exercise the body will be the driving state. Climate change than in the natural environment since the car you are driving a car on the road due to the characteristics of physical exercise on the risk of problems and driving in a state of such an experience in driving motorists to recognize anyone, and also to the rear of a car full spectrum lights taillamps light up and off of state used in the form of two moseupjung anyone easily in such situations to their own sense of omnidirectional vehicles receptors (receptor) of eyes (eyes) are secured through the street poet, visual check of the tubes counted in, taillamps light up the car can be more easily could see the gamgakhal. And it's high–speed driving (at high speed) Highway takes place (an express high way) to keep a very long distance between cars is especially true in the state. Used in these backward taillamps deunghwain indication in the night of the Road Traffic Act Article 31 is referred to in paragraph (1) sunrise until after sunset, lights that turn on is the ability to use force. However, in circumstances described jigeumgeot human, subjective judgments by the operator acts done by manually manipulating the instructions, so to lose is not as efficient in its use will be able to. Dakyigi car window while driving device (wiper mechanism) to a working state in a car requires the driver to forward the clock to ensure that the situation can be interpreted as the logical, the status of these drivers to drive a car (driving) on the concentration (concentrate) with a low forward visibility due to bad road conditions, and omni–directional vehicles for state changes in the physical exercise and cognitive decline as a braking geupchaseonbyeongyeong (a sharp curve) etc. can lead, it's a series of cars driving normal highway bridge You are in the form of flat gwangyesang (dimensional analysis) before, after, left, right, is common to let a car can be Rough around the edges, in such a situation, lighted taillamps sokeseoneun smooth road traffic and safety for the driver and the car will be very necessary. Describing the operational definition of jigeumgeot (operational definition) in the context of work on the device as long as the window dakyigi proportionally lit taillamps driver needs to mothayeotgeon not injihayeotgeon automated manner of backward light is intended to be lit taillamps. Indication on the backward equalization taillamps hit by cars most climate since at least with respect to the use omni–directional vehicles from the road wheels that rotate (rotating system) of a tire (tire) on the road and snow (snow) or stagnant rainwater (rain) and other natural substances friction (frictional force) is dispensed by the (direction of tangent line with constant velocity along the blown) as a result of collisions

hubangwi apyurichanggwaui hubangwi car driver's forward visibility is poor, the anterior clock in order to secure an instinctive (instinct), the window dakyigi device (wiper mechanism) as the time needed to work on the backward equalization Chapter indication polled taillights (tail lamp) Automatic light (auto lighting) sikimeuroseo hubangwi distance drivers (distance) and position changes, and information about a safe distance and braking distance determined in accordance with the information that corresponds to the pre-warning measures for the transmission of light (light) through the visual stimulus (make a signal) may occur in the rear of the car by implementing from a collision with a car driving safety features to aid in advance of rain or snow on a car road traffic aggressive prevention and smooth traffic alone how to use various kinds of flat (degrees of freedom) of a car accident (a motoring accident) on can be said too inefficient. More advanced for the prevention of car accidents (progress) Technology Development (technical developments), depending on your needs through the development of new operational definition of efficient technology (undefined notions) for a specific car driving situations (natural environment) and intrinsic a car driving conditions (man-made environment) to provide priority to the human in the protective function (a defensive measure) Many different forms are as follows: Humans, omni-directional clock to secure the window in the driver dakyigi device (wiper mechanism) tells the action (command) from the state by the stable clock backwards until the time of driving on the same road (trial run) inside your car to the driver to provide information on car driving backward directed indication taillights passive switch operation by judging their own actions even if they do not have a car tail light automatically illuminates backward indication (auto lighting) is to: And this is the name of the safety circuit is called the Intelligent Vehicles. It exists in various forms of information that is built around the car to handle the logical development of the concept design. This is a car engine stops or biunjeon state agencies focused on the human temporal changes in work (time sequence) according to the analysis on the order of the logical design work is about relationships. Effect relationship between the different dimensions of each phase angle, human psychology (a mental state), mental (mind), act (action) and the related physical changes in the state (state variables) according to the human psyche, spirit, one trillion kinds of behaviors by an ordinal information on the operation unit circle (cycle) among the acts that formed on the logical interpretation is designed. It is in the driver forward visibility visual stimuli such as poor health and the natural world (natural environment), and of physical phenomena, such as rain and snow janjaehan substances according to the state after the exercise the different dimensions (degrees of freedom) of binding to explore the cause (intermediate steps), taking into account the time change occurs in the process of the phenomena and a car accident (a motoring accident) combined with the cause makes the relationships established. Depending on the cause (a major cause) blended effects (interact) in accordance with functional changes due to vehicle value of time, obtain information on the state, acting on a car accident according to the new defense relationship in the logical system is designed for the purpose of theory building. Organized a variety of information resources based on the object in view of the car on a real car production machinery (mechanism), electricity (electricity), electrical (an electron system) dongjakgap strains (data) to induce, any such information to the consistent Electrical and electronic order forms, depending on the physical interpretation in the yard as possible by switching to the combination of components provided in the form means that the functional design. Natural weather conditions (natural environment), road conditions (man-made environment), human (a human), automotive (automobile), a traffic accident (an automobile accident), these multi-dimensional information in the form of a set of mathematical tools for cleanup (set) can be summarized to borrow. It's different dimensions (degrees of freedom) of the object (an individual) to the set (set) is. X is an element within a set of set of people, cars, nature, weather climate, elements such as roads that contains a set (set) is It means a different level of elements (an element) deulyijiman fundamental elements that make up an automobile accident must be. This could be the following proposition. The set of X, causing a car accident is a collection of the underlying cause. And this proposition is easy to see chamimeul. Because motor vehicle accidents make up the elements that emerged as common to all phenomena deulyimyeo, but also among them, assuming that there is only one element in a car accident can happen because: You look at it again, logically, human beings do not exist or is not related to motor vehicle accidents. Car does not exist or is not related to motor vehicle accidents. Intangible nature of natural space weather climate that does not exist or are not related car accidents. And the road does not exist or are not related accidents. These are not ordinary common sense can understand, and also from that meeting a set of X in a car accident that will be able to identify the underlying cause. In this set of elements and dimensions to the conceptual meaning of the common physical concepts (physical) that corresponds to a dimension to the definition (a definition) is. The physical quantities defined for the dimension physical (physical quantity) is the number two kinds of change that can be. Between different objects to solve complex problems, regardless of the number units or when high-level understanding that would be useful in the analysis because the set is very important. And this extension of the principle of comprehensive (generic extension principle) Let us apply to. the concept of a comprehensive set of x (geneticist) and the dimension is set. Human (a human) What? Physiological (human physiology) organisms capable of structural analysis, but according to the physical action sokseongjeok component instincts (Instinct) will be. For a definition of instinct acting signals in the concept of ecological stimuli (Sign stimulus), haebalin innate mechanisms (Innate Releasing Mechanism), fixed patterns of behavior (Fixed Action Patten) and formed the center, and behavior (one trillion kinds of driver behavior), the external signals coming from the environment caused by some very unusual.Instinctual behavior and environmental factors that cause stimulus is called the signal, the signal stimulus itself, which corresponds to a small part of the situation, and the innate human nervous system, usually mechanism called haebalin any nerve center (central nervous system) have, and this stimulated by the impact caused by the signal when stimulated by nerves and muscles chain reaction (consecutive reaction) causing, this series will appear in the reaction of instinctive behavior. Fixed behavior (Fixed Action Patten) of the act, there are already born, or scheduled fixed action as having to adjust it according to the stereotactic spatial variation (Orienting) is called. In other words, every human being is a driver for a county to mean the same person all the same these days because the driver briefly define what you are all operating according to the analysis sample is assumed to be human. Meteorological nature (natural environment) and to the Earth (earth) on the space and the atmosphere (the atmosphere) on the physical phenomena change initiative deulroseo rain (rain), snow (snow), heat (hot weather), cold (cold weather) and it belongs to. The energy to start up the car starts acting mechanical structure from the starter motor vehicles generally (starting motor) in

the rotation due to the action agency with power suction (intake stroke), compression (compression stroke), explosion (expansion stroke), and exhaust (exhaust stroke) four kinds of the repeated cycle (cycle) within the Power Authority is repeated by the combustion of fossil fuels at the same time continuing the piston (piston), coupled with the crankshaft (a crankshaft) rotational movement of the (rotational motion) as powertrain (transmission), respectively, prior to undergoing addition, electro–mechanical devices are connected to the Power Authority Power Authority re–machine the physical kinetic energy into electrical energy by converting institution relating to the power intake system, exhaust system for the sensor (sensor) and facilitate the operation of various devices and device drivers and control device (controls) and a pointing device for each kind of electrical energy to the smooth (electric power) is to supply, all installed in the car constitutes a unique cycle of organic gineunggye Sikkim complete and up to that point is assumed to contain the expansion. Since humans rely on for the purpose of moving the spatial position and movement of energy inside the car hit the accelerator gyee Chapter one trillion kinds (accelerator) neurological change through the driver's body movement is passed through a road point from one point to another location outside the energy that can move independently, without regard to means. Road vehicles on the road with another car that changes in real–time obstacle (an obstacle), signs (traffic sign), signal (a traffic control signal), such uncertainties constantly changing mix of physical exercise that is defined sokeseoui. These different dimensions mean conceptually meaningful words in a traffic accident phenomena that make up the relevant elements (element), and this common people of biological sensory receptors (somatic receptor) through the collection of information (information gathering) in accordance with rational logic system (intellectual construction) will be available through the emotional cognition. Y is the set of elements in the set X (element), who used them as human–centric, cars made in the structure function relationships established many relationships (relational) and substituting (correspond) to the set of things is derived. It is also produced in a real car based on the behavior of the structure and the general public can find out anyone. X to Y and work out a set of sets of the elements whose car use and interpret the human good to be induced to begin. That make it a car accident due to the interaction of four elements combine to cause the relationship to start by relying on a human is due to take place, normally dependent on humans to terminate the relationship is contacting. Human element in the set X itself about the relationship, yet at the same time a car is required to establish a combined volume–based (bond energy) has. It–dimensional (degrees of freedom) in the property or the human element (component) can be called. Such dimensional elements (dimension analysis) need to work with a willingness to move in accordance with the purpose of positional and dimensional coupled with car sikige relationship is established. Independent of human free will, according to the action integral, coupling relation in humans and vehicles in the car for the ride will be. However, the internal motion characteristics (property) and the component (component) jeokeuroneun car with a unique combination of athletic ability is an unfulfilled state. Independent of human will become bound to the car and under any subsequent changes achieved in the automotive mechanical compositionally athleticism and ability to manipulate human biological coupling in the singyeonggyejeok is, this car boot (starting) or cranking (a crank) powered by the behavior of institutions and systems that work for the adjuncts from the starting point that can be. In addition, since this point in human biological functions (health state) to a car involved in physical exercise capacity and through that they need to think together in the same state, and also to afford a true sports car physically. Therefore, X is a set Y to a set of human wonsojung start (starting) can be flagged as a. Set of Y elements (an element) of start–up (starting) your vehicle according to a human running a passive activity is completed, the temporal point on its production vehicles pursuant to the exercise capacity associated with a unique kinetic energy of internal organs, the circulatory system (cycle) will be. It is due to start work on the power at the start of electrical energy from mechanical structural starter motor vehicles generally (starting motor) in the rotation due to the Power Authority operates with a suction (intake stroke), compression (compression stroke), explosion (expansion stroke) and exhaust (exhaust stroke) repeated the four kinds of fossil fuels in internal combustion engines by the agency at the same time repeated continuous piston (piston) coupled to the crankshaft (a crankshaft) rotational movement of the (rotational motion) to the driveline (transmission) Prior to each underway for each. In addition, agencies attached to the power electrical machinery and related sensors (sensor) on the Power Authority re–machine the physical kinetic energy into electrical energy by converting institution relating to the power intake system, exhaust system for the sensor (sensor) and the behavior of various devices, And the convenience of the driver unit and control device (controls) and a pointing device for each kind of electrical energy to the smooth (electric power) to supply and installed in the car all the unique gineunggye organic cycle is complete and that point constitute a sikimeul assume that expanded to include. Since humans rely on for the purpose of moving the spatial position and kinetic energy systems inside the car to hit one trillion kinds Chapter accelerator (accelerator) neurological change through the exercise by passing through a body to exercise and road cars from one point to another location point Regardless of the external energy and will enter at the beginning of an independent movement. The beginning of the road movement of vehicles along a fixed direction of the car because it is bound to exercise undongsang that one should have jayudoman, this road to explain the vehicles in a single variable (variable) explained by assuming only according to various criteria to interpret inaccessibility (difficult), avoiding the more accurate because a consistent interpretation is available. Bekteoryang car to start it (vector quantity) can be determined by two saenggyeo remain on the inside of the driver his visual sense (the sense of sight) through the speed indicator (tachometer) through the recognition (recognize) may be. Instructions such representations speed analog (analog), digital (digital) can be sent to, but it can be said to be equal to the sensory organ. Vehicle speed indicator (tachometer) on the changes mean that the real driving cars on the road, and this man in the car and started to enter into the state road traffic rush by that time will be able to interpret. Such visual instructions to the driver inside the car in relation to the state elements as a set of X–car speed (tachometer) ?? observation (observe) can be found at: In general, electrical, mechanical and electronic consists of describing the process based on electronic and understand. Electronic speedometer (electronic tachometer) the wheel (a wheel), etc. Field installed sensors or inductive sensors (induction sensor), etc., obtained by an electrical pulse (pulse) is generated in the form. This vehicle running speed is proportional to the noise in the low–pass filter for removing an element and then through a Schmitt trigger pulse is rectangular. Selling only two rectangular pulses of equal length in stable multivibrator is converted to a square wave. Movable type coil instrument connected analog (analog) speed is proportional to the integral rectangular pulses

gyeyongeuro instructions (integral function) accounted for as a process operator and visual instructions to check that the driver will change. Element for these cars in the set point X on Y can be seen as an independent movement in the aggregate elements (element) is the speed (velocity) that leads to the relationship between the elements (the system of proportional representations), and am in the set Y physical movement of elements of the speed of the vehicle components are included.X to a set of elemental nature, the weather (change of natural environment), the situation (man−made environment) which of the driving situation and road interpretation to take precedence beneficial coincidence of two things (at the same time), depending on families of the foregoing nature of Meteorology climate of snow and rain in the context of a natural phenomenon that occurs after the car driving safety's sake to build defenses are described in the first bar is the procedure the natural world. X to the set of natural elements as intangible as a spatial concept that the state was determined in the context of understanding the meaning. In general, a visual check can be intangible, and that's where this place is the atmosphere (the atmosphere) is called. The atmosphere (the atmosphere), a place conceptually atomic configuration (microscopic point of view) in the Earth's gravity (gravity) is a set formed by the atmospheric water vapor (steam), including the composition of nitrogen (nitrogen) 78 percent, and oxygen (oxygen) 21 percent, Ar (argon) 0.9 percent, carbon dioxide (carbon dioxide) 0.03 percent, and consists of unseen things that can be seen by anyone. The space (space) generated from the sun through the solar (the sun's ray), by temperature (temperature), etc. Circulating ten mechanical energy (cycle) is being made. These changes in temperature inside a car in the direction from the outer surface to the temperature change is required, this is inside the car on the driver aboard the physiological (body) sensory receptors (somatic receptor) stimulate (a stimulus) cause (a cause) invisible to the action of (element) as it will require a significant reaction. Over such a natural atmospheric effects due to the heat in the car with the driver about the relationship status of the natural temperature of the cold when a driver heading towards the direction of the heat (hot weather) to the car being made inside the space temperature control device operations, and vice versa nature: when the temperature in the direction of heat, cold, driver direction (cold weather) to the car interior space temperature control devices that can be seen followed by attempts to manipulate. According to external temperature effects on the reaction conditions applied to the law are being carried out in the actual car used in the check, and it gyejeolsang (the time of the year) when assigning the summer heat (summer) is, the car naebugye eeokeondisyeongye of (cooling) cycle is maintained by the low temperatures, cold winter (winter) to the opposite inside the car as a hiteogye (heating) cycle that is maintained by the high temperatures inside a car gyee state of human results of the operation will be regarded by the body is given. So what about the natural world on climate meteorological element for a set of X, Y set of climatic conditions on natural weather heating (air conditioning) and induction should be listed. This is so that two of the heater (air conditioning) due to the action in the manner of its composition is as follows. (However, only the heater will be described in the text, but about the behavior of the two electronic components (electricity) that together are the same.) Heating method, the power authority (an engine) according to the type water−cooled (liquid cooling engine) and air−cooled (air cooling engine) is slightly different depending on, and water−cooled (liquid cooling engine) power, most agencies (an engine) that passes through the coolant heat exchanger (heater radiator) heating the air to the heating and air−cooled (air cooling engine) in some cases the air heat exchanger installed in the exhaust pipe (heater radiator) heating is a way to pass heated. How to adjust the quantity to it by the wind blowing the electric motor (air conditioning of vehicle), depending on the operation of the control (control) the common form in which (commonness) is applied to. Now, home heating systems in aggregate X Y wonsojung natural collection, weather, climate, and meaning in nature, including climate change. Now the rest of the set of X elements wonsojung car was with the road conditions, On the information routinely observed (observation) according to the result (result) only assume (assumption) deployed to the theoretical situation, because of natural climate phenomena rain weather (rain) snow (snow) on the progress or completion of phenomena defined huran time there was an understanding expressed in content according to the description of the road and vehicle movement on sanjeokdoen materials that will be limited to the Recall action. Substances on the state of the road sanjeokdoen rain, nundeungeun car (automobile) in the physical movement (motion) with the action (interact) are interrelated. Power transmission system according to the chain of the final act of a car wheel (a wheel) to the rotational motion (rotational motion) and the relation jineunde, this car in the center of the wheel (center point) outside (outside) portion of the tire on the configuration and materials and contact with the physical exercise, according to the microscopic size of the transfer of energy in the direction opposite to the direction of automotive injection phenomenon (direction of tangent line with constant velocity along the blown) occurs through the same road you are driving straight on board vehicles Watch where space is typically secured to the front of the glass part of the driver (windshield) and collision (collision between element particles) is. As a result of collisions of glass (windshield) unique to the visible transmittance seongjilin (clairvoyance) by causing a rapid deterioration in the rain, nundeunge phenomenon by the end doeeoteumedo changdakyigi device driver (wiper mechanism) know that the action is. Changdakyigi device (wiper mechanism) behavior on the switch inside the car to the driver on board (switch) is based on the value can be manipulated, and also because the actual car is the same set X of elements of Y to a set of road conditions and driving a car window dakyigi device (wiper mechanism) is induced by the assignment. Changdakyigi jangchigye (windshield wiper system) in the configuration, operating principles generally electric, compressed air and are classified, general electric motors in the expression (wiper motor), links, and cancer (wiper arm), blade (wiper blade) is to switch to the ON position if changdakyigi device, the motor rotational movement (rotational motion) is associated with partial rotary motion by the power to install the front glass area of the ashes in a car that corresponds to a portion of material forces in the area is to remove the form. And primary energy (power) in the form of electricity (electricity) is So now the set X to a set of Y−dimensional relationship between elements and the assignment and the actual daily guided automatically by the judge in the visible−board meeting in a verifiable form was lodged in the. In addition to human hearing (a mental state), mental (mind), physical (body), psychological features related to physical quantities (psychophysical quantity) can be called things, it causes the X in the collection of elements derived by means of As a result of the unique properties that can be found that the state can be included. Use their cars on the set of Y elements that operates according to the assignment in time to analyze situations in order of when, due to time changes may know others. That type of information processing does not apply on the concurrent processing in a sequential form of state enable it to

trying to achieve, because as easy. The temporal order of such circuit design (circuit design) in a logical map (logic map) and that as such due to the set of elements Y, respectively, into two distinct understanding as a signal that can be obtained. This component is defined as the set of elements accordingly to becoming a yirueojigo the system design, logic design (system design), so Z is naturally a set of configuration elements in the temporal behavior of the element X set of conditions defined by the value of the final action (a definition), and elemental way to mark a common Arabic numerals (arabic numerals) should be listed as. Y to a set of elements (element) as a four start-up (starting), speed (velocity), heater (heating), the window dakyigi device (wiper mechanism) is the basis of the foregoing information, you will wooseonil startup. It means a combination of humans and vehicles, and driving a car on the preparation phase corresponds to the physical exercise, and all cars should mean circulation in the internal energy system. Set of Y and Z set the startup element is assigned to an element. Then start up (starting) in the rate since the actual car (velocity), heater (heating), the window dakyigi device (wiper mechanism) work on the driver (a driver) in a random order determined in accordance with free will, but you are driving a car If the speed (velocity) can see that the second order. Rate set Y Z elements are assigned to a set of two elements. Weather conditions in the natural world as the weather and then a set of Y elements (an element) heater (heating) is assigned to the Z-set of three elements. Finally, a set of windows in a car driving road dakyigi devices yellow Y Z elements are assigned to a set of four elements. Z is the purpose of this organized according to a set of logical order (sequence), and X, Y, Z set the X set to clean up a traffic accident (a motoring accident) on the component causes (element) is set to, Y set of causes components for the automotive action (element) is set to, Y set of components for causing a car to work on a set order, and also use the car for a set of Z order of the temporal behavior (time sequence) is Each element on each element of the set Y by analyzing the electrical properties have the same nature as that produced in the form of a real car on the check so that configuration can be seen gyereul.Start (starting) Iran gidongjangchigye in a real car (starting system) and dongryeokgi relationship (an engine system) can cost in relation to interpretation. Typically by rotation in the key way in everyday life and electricity (electricity), by the way that wireless electronic switch inside the car on the way, can be divided according to the actions. These three ways Hillsbrad car battery power source (battery) power to start the motor (electric motor) in the rotation (rotational motion), the initial power to exercise authority and aims to induce a prototype of the entire operation because all of the same things can be seen. In addition, during operation of the primary energy jeongieneojiim work (electricity power) can see. Speed (velocity) What physical exercise (physical quantity) to be related to the status of physical exercise on a car driver in the car to be able to recognize each sensor (induction sensor) in the final driver sigyesang Km / h in the instructions state that the purpose of the unit, and this also in the structure electricity (electricity), based on the electronic behavior guseonggye, and energy were significant differences in the principles of operation of electrical energy (electricity power) can be seen that as the default. Cooling, heating (ventilation system) What? External heat ever about the status of a car inside the driver's action are based, as air-conditioning (cooling water) and heating (heating) a different direction ten enemy origin (the origin) have, but inside a car in the temperature change, the purpose and configuration that meets the criteria for gyeyigie Heating, Power Authority (an engine) coolant (cooling water) to pass through a heat exchanger (heater radiator) using a heated air blower motor (fan motor) controlled by the vehicle interior heating This form consists of controlling the behavior of the electrical switches also operate according to the blower motor, which is based on work found in the form of electrical energy as the primary energy (electricity power) is Window dakyigi device (wiper mechanism) according to the driving situation in a car on the driver a visual watch mokjeokdoen important to ensure that functions as a switch located inside the car electric motor rotates by the action (generate electricity) and it is connected to the glass unit (windshield) while in contact with substances (snow or rain) in a manner that eliminates this action by also achieving electrical energy guseonggye (system) can see that. Organize a set of four kinds of elements when qualitative aspects, Y has a set of electrical properties of elements, and their own work in gyega circulation and can be seen that the electrical energy involved. It stopped as they work with each element with regard to the state, electricity (electric current) is flowing or not flowing, the, the switch is turned ON to OFF state are you'll notice. Each angle is the set of Z elements, ie ON, OFF, or stop (stop), and logically operate in an unknown state (logic) ON the "0" OFF "1", and it may be written in reverse (converse) also possible can see that. Organize them on the basis of intelligent vehicle driving safety circuitry produces behavior made. Drawing an intelligent car driving safety circuit that operates from inside a car can be understood by the whole concept As a general electrical circuit diagram in relay or relay configured as a playground. Relay (relay) is a 4pin type relay, in multistage guseonggye enjingye (engine), Speedometer (tachometer system), I'm collateral (air conditioning system), Windows dakyigi jangchigye (windshield wiper system) are connected to the voltage (voltage) and current (electric current) is the same for both the home and will be described. Each one of the internal relay Re1, Re2, Re3, Re4, Re5 and Re4 in the center consists of Re1 each at the bottom of each S1 input terminal (input) A, B, C, D through the enjingye, speedometer, heating systems and window systems are connected with dakyigi device. Intelligent vehicle driving safety circuit behavior (action) and action are as follows: Relay (relay) is like all four of the terminals, respectively, B, S1, S2, L is the terminal. Re1 b terminal on the power (battery) is connected to. It starts with the actual car and the driver intended to be used inside a car while on board, start-up (engine starting) hang power agencies (an engine system) is a circular ?? make quite a unique energy system, the electrical input terminals a and electronic signal is input through the input terminal S1 to Re1 (input) and, S2 output from the terminal (output) is S2 terminals grounded (earth) is connected to. Therefore, in this state, the relay Re1 B terminal and L terminal unique dongjakin inside S1, S2, because current flows between the electromagnetic (an electromagnet) stimulation pulled jeopgeukjareul contact (a point of contact) climbs up pushed point B. L circuit closed (close) in accordance with the principles of operation S1, S2 signal is input to the B terminal in its current form is associated with the current through the power of L is the terminal goes into. In the multistage to Re1 Re2 B to the L terminal is connected to the terminal. However, the power obtained from the current Re2, B is the standby terminal contacts. This is the start of the intelligent vehicle driving safety circuit (engine starting) information about (starting information) is only (recognize) that the state can be treated. Since start-up operator for the purpose of moving the car, due to the kinetic energy remaining in the tachometer (tachometer system) so you can see it in action on the motion on the speedometer in the car a certain amount of movement when the inputs change state ryange true (input) b signaling through

(signal) input (input) is Intelligent vehicles driving through the input terminal b, the input signal to the safety circuit is connected to terminals S1 to S2 Re2 output terminal and ground (earth) flows. Re2 B terminals by the action of the distinguished L current output terminal of the L Re2 and Re3 terminal is connected to the B terminal. These conditions in the car boot (engine starting), speed (velocity) such a state of two pieces of information processing can be made, and added that together with the information processing Re3 is waiting to be processed in the B terminal. Re3 information on it yet because it was not according to the input signal. Followed by a car driving under natural climatic conditions Weather drivers in the temperature inside the car (a change of temperature) as a vehicle for the displacement operator Heating gyega by switch operation by relying on its own energy cycle begins, the input terminals (input) C signals are being input to enter S1 to S2 is listed as Re3 ground (earth) flows. Re2 behavior and also inside the same signals S1 and S2 during the Re3 flowing currents in the B terminal is output to the L terminal to B terminal is facing in Re4. In this state, start the car (engine starting), speed (velocity), due to natural weather conditions weather information (data) processing the input corresponds to the state, and that information is processed in Re4 B terminal is in the standby state. Then, the processing status information from the driver's car driving according to road conditions in order to ensure directional clock and window dakyigi gyee switch operation by the device a unique window dakyigi device gyee circulation is established, through the signal input terminal d being input, the input terminal d to enter information into the terminal Re4 S1 to S2 is output to ground sikimyeo flows. Re4 B, the information you were waiting in the terminal is output to the L terminal. Relay Re4 Re5 the L terminal is connected to the terminals S1 and S2 output is grounded. This is all the information (data) is done in the treatment process. And in the B terminal and L terminal Re5 respectively tadane a 'b' is connected to the. a 'and b' in between the taillights light switch SW1 (tail lamp switch) and, Re5 Re5 in the S1.S2 the signal flowing in during the L terminal and B terminal, because the conduction tail lights (tail lamp) lights up (on lighting) is This function is performed as a mokjeokhan. Drawing on a description of the content and information processing in the form of AND logic based on intelligent vehicles driving in a manner designed to operate in safety circuits is the effect on the way. Weightlifting is the same as him. Drawing two boxes for the automotive driving safety circuit behavior and acts in accordance with the actual level of automobile manufacturing technology and the power consumption of the product in production efficiency (efficiency) to reflect, a semiconductor device (transistor) and resistor (resistance) and relay (relay) circuit is designed to bind to. It constructs the input information to the difference between the drawing and not a function of information processing and action for the same meaning to it according to the output (output) to provide. 2 drawings in content and logical flow of information processing by the AND operation is that the form–oriented, and it is weightlifting. Circuit in FIG Information.This Minister s1 input (input), s2 processing unit (process), s3 output (output) can be divided into input wealth composition, the corresponding device input terminals S1, A, B, C, D, and each of each resistor connected to the top elements R1, R2, R3, R4 are connected to the input terminal to the bottom of the sidonggye (starting system), Speedometer (tachometer system), nanbanggye (air conditioning system), Windows dakyigi jangchigye (windshield wiper system) and each of each is connected.A seolmyeongsang the sidonggye (starting system), B the speedometer (tachometer system), C the collateral I (air conditioning system) and D dakyigi jangchigye the window (windshield wiper) connects to an addition built connection between description it does not matter if the mubangha. S2 is denied treatment T1, T2, T3 and T4 are a four spikes of small semiconductor transistor (transistor) is composed. Mokjeokdoen in the selection of a semiconductor device features a rectangular ones for the various forms may be expressed replaces. In this circuit, bipolar (Bipolar) NPN–type transistor in series (Transistor) is Transistor (transistor) of basically three terminals, and each angle of the emitter terminal (Emitter), database (Base), collector (Collector) is called the emitter, base, collector, respectively, E, B, C symbol is represented by And B, T1, R1 and is connected to the bottom, E a ground terminal (earth) is connected to. R2 and T2 are connected to the B and E at the bottom of the ground terminal (earth) is connected to. T3 is connected to B, and E at the bottom of the R3 and the ground terminal (earth) in the R4 and T4 are connected to the B and E at the bottom of the ground (earth) is connected to the altar. Output (output), and device configuration corresponding to the S3 R5, R6, R7, R8 and output terminals connected to the F relay (relay) B consists of a relay terminal and L terminal switch for each light, each taillight (tail lamp switch) is connected to the multi–stage. It includes deulkkaji. Device, the resistor R5, R6, R7, R8, so that each of the connection at the bottom of each R5 is connected to terminal T1, the collector. R6 at the bottom of the collector terminal is connected to T2. R7 at the bottom of the collector terminal is connected to T3. And at the bottom of the T4 R8 to the collector terminal is connected to. R5, R6, R7, R8 to the top of the output (output) F are connected by R9 it up voltage (voltage) is at stake. This circuit operates on the circuit analysis is the reverse inference. First output (output) when based on the R4, T1 at the top of the resistor R4 is connected to the collector and the sunbanghan voltage is affirmed. T1 internal structural relationship in the forward voltage for D1 or, D2 on the dotted line because the reverse voltage and no current in the same direction. This NPN type transistor (transistor) on the internal structure of two diodes (diode) because the fitted understood that help to explain, which takes the voltage to the terminals T1, even though the collector emitter current is not flowing into the state by default is. T1 and T2, T3, T4 are all the same state. These conditions intended to be used on the driver's car, and start–up (engine start) on the T1 base (base) terminal through the information (data) input (input) and will be. T1, then the base (base), emitter (emitter) is made between the voltage drop, the base (base), emitter (emitter) between the current (electric current) is the flow. It is the base emitter diode between the internal (diode) because the forward. At this time, the collector (collector), emitter (emitter) Novelties current flowing between the base, due to the flow of current between the emitter current in diode D2 (electric current) flows are over. This is a real collector, the emitter between the current flow by measuring to check and as a result, T1 and the base, emitter between the current flow to the collector, the emitter between the current flow transistor (transistor) of the special behavior takes advantage of the startup (engine start) the information (data) will be written to the treatment. However, information on the entire circuit elements on the rest of the three did not enter the relay mokjeokdoen behavior is not done. Since the speed (velocity), I'm collateral (air conditioning system) and dakyigi jangchigye window (windshield wiper system) information on input terminals, respectively, B, C, D are input through the voltage drop, respectively, T2, T3, T4 treatment that has been entered into in accordance with its output relay (relay) operation on the tail lights lit (on lighting) switch in the ON operation has a value. Therefore, passive rear lights lit on the

driver circuit before the automatic light switch operation (auto lighting) and performs functions mokjeokhan. Intelligent Vehicles in safety circuits in everyday life with the invention snow, rain on a car driving over the duration of the driver on the road motorcade driving snow to the driver in an environment (eyes) in order to ensure forward visibility through the window visual dakyigi device (wiper mechanism) dongjakhu to switch ON, the rear of a car accident that may occur in order to secure themselves from the act of active conflict prevention activity for the purpose of backward light is lit and the switch instructs the operation amount of time it takes to operate 1sec Assuming that jam. 100 Km / h based on a car driving by. A second driver tells the operating time for the actual road distance from the car during the move that you know 27.7m 27.7m What car because the mileage interval corresponding to the driver and vehicle safety features for the car itself, first by providing a quick road For rain to snow–facing car slip (slide over the snow), etc. for the preventive effect of collisions (prevention effective) there. In addition, in such a situation analysis on the use of light according to the layman on how to use for beginners (a beginner) and elderly (senior citizen) in their defensive driving skills by driving aggressively because it complements the standing crisis that may occur in posterior vehicle prior to or at risk of aggressive defense by running the best cars in the smooth road accidents due to communication and actively contribute to the effective preservation of life (effective) to provide. contained in this application form for the word meaning and reference books, electronic information and communication engineering dictionary: book publishing wait and physicochemical Iwanami Dictionary: daegwangseorim, 2004 daebeopjeon: Code Publisher, micro–electronic circuits Design: Mechanism Researcher, Life Science Dictionary: Academy Books, Electronics Dictionary: occupy almost same proportion, Human Physiology: Publishing the effective date, and biology: Eul Press, younghan Medical Dictionary: sumunsa

0) CO4480005A – PROCEDIMIENTO PARA LA PREPARACION DE CONFITURAS...

7) Family number: 43656098 (CO4480005A) © PatBase

Title: PROCEDIMIENTO PARA LA PREPARACION DE CONFITURAS HELADAS Y EL PRODUCTO ASI OBTENIDO Process for the preparation of jams frost and product thus obtained (Machine translation)

Priority: CO19960063404 19961203

Family:

Publication number	Publication date	Application number	Application date
CO4480005 A1	19970709	CO19960063404	19961203

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Agent(s): JESUS ANTONIO GUARNIZO PALACIO

International class (IPC 8–9): A23G9/04 (Advanced/Invention); A23G9/04 (Core/Invention)

International class (IPC 1–7): A23G9/04

Classification Explorer

Abstract:
Source: CO4480005A 1. PROCESO PARA LA ELABORACION DE CONFITURAS HE– LADAS CARACTERIZADO PORQUE CONSISTE BASICAMENTE DE LA ELABORACION EN FORMA INDEPENDIENTE DE UNA MER– MELADA DE FRUTAS Y DE UNA MEZCLA DE AGUA Y AZUCAR LAS CUALES POSTERIORMENTE SE UNEN PARA FORMAR UNA MEZCLA TOTAL QUE SE LLEVA A MADURACION DE DONDE SALE PARA SER MOLDEADA COMO PALETA. 2. PROCEDIMIENTO PARA LA ELABORACION DE CONFITU– RAS HELADAS DE ACUERDO CON LA REIVINDICACION No. 1 CARACTERIZADO PORQUE PARA HACER LA MERMELADA SE LLEVAN A CABO LAS SIGUIENTES ETAPAS: A. RECEPCION Y SELECCION DE LA FRUTA, ESTE PROCE– SO SE HACE MANUALMENTE TENIENDO EN CUENTA TAMANO, ESTADO DE MADURACION Y OPTIMAS CONDICIONES FITOSA– NITARIAS. B. LA FRUTA UNA VEZ SELECCIONADA Y YA COLOCADA SOBRE UNA ESPECIE DE ZARANDA SE SOMETE AL LAVADO CON CHORRO DE AGUA FRIA. C. LUEGO PASA A UN PROCESO DE ESCALDADO EN AGUA A 50 GRADOS CENTIGRADOS DURANTE UN TIEMPO DE 10 A 15 SEGUNDOS. D. EXTRACCION MANUAL DE LA PULPA, QUEDANDO LA PULPA SEPARADA DE LA CORTEZA. E. PROCESO DE LICUADO MEDIANTE EL CUAL LA PULPA SE FRAGMENTA COMPLETAMENTE QUEDANDO SEPARADA DE LA PEPA O SEMILLA. F. DESSEMILLADO POR MEDIO DE FILTRACION UTILIZAN– DO UN FILTRO DE LIENZO TIPO MANGA. G. AL CONCENTRADO DE PULPA DE FRUTA ASI OBTENIDO SE LE ADICIONA AZUCAR EN UNA EN UNA PROPORCION DE DOS PARTES DE FRUTA POR UNA DE AZUCAR, ESTA MEZCLA SE ELABORA EN UNA MARMITA PARA LUEGO SER LLEVADA LENTAMENTE HASTA UNA TEMPERATURA ENTRE 60 Y 85 GRADOS CENTIGRADOS, DONDE UNA VEZ ALCANZADA LA TEMPERATURA SE MANTIENE EN ESE PUNTO DURANTE UN TIEMPO DE 10 A 15 MINUTOS, PARA OBTENER UNA MERME– LADA DE FRUTA. H. LA MERMELADA ASI OBTENIDA SE ENVASA EN TAMBO– RES PLASTICOS O ENVASES DE VIDRIO HERMETICAMENTE CERRADOS Y SE DEJA EN REPOSO POR LO MENOS DURANTE 24 HORAS. 3. PROCEDIMIENTO PARA LA ELABORACION DE CONFITU– RAS HELADAS DE ACUERDO CON LA REIVINDICACION No. 1 CARACTERIZADO PORQUE SEPARADAMENTE SE PREPARA OTRA MEZCLA COMPUESTA DE AGUA Y AZUCAR, DONDE EL AGUA SE PASA PRIMERO POR UN FILTRO DE CARBON ACTIVADO Y LUEGO POR UN FILTRO DE ARENA, PURIFICADA EL AGUA SE LE ADICIONA EL AZUCAR EN PROPORCION DE CUATRO PARTES DE AGUA POR UNA DE AZUCAR. 1. Process for the production of confectionery HE– LADAS wherein it consists basically PROCESSING INDEPENDENTLY OF A MER– ROAN FRUIT AND A MIXTURE OF WATER AND THEREAFTER WHICH SUGAR TOGETHER TO FORM A TOTAL MIX THAT TAKES WHERE DOES matured to be molded as a palette. 2. PROCEDURE FOR THE PREPARATION OF RAS frost CONFITU– according to claim No. 1, characterized MARMALADE TO TAKE OUT THE FOLLOWING STEPS: A. RECEPTION AND SELECTION OF FRUIT, this process is done manually BEARING NOTE size, stage of maturity and optimal conditions PLANT PROTECTION nity. B. FRUIT AND ONCE SELECTED AND PLACED ON A KIND OF ZARANDA SUBMITTED TO WASH WITH COLD WATER JET. C. THEN GO TO A PROCESS WATER scalding 50 degrees Celsius for a period of 10 to 15 seconds. D. REMOVAL MANUAL PULP AND ARE SEPARATE PULP BARK. E. blending process whereby fragments PULP being completely separated from the PEPA or seed. F. DESSEMILLADO by filtration UTILIZAN– DO A FILTER BAG TYPE SLEEVE. G. TO CONCENTRATE FRUIT PULP OBTAINED ASI is added sugar in a ratio of TWO PARTS OF FRUIT BY A SUGAR, this blend is made in a pot TO BE BORN THEN SLOWLY TO A TEMPERATURE BETWEEN 60 AND 85 DEGREES CELSIUS WHERE After reaching the temperature is

maintained at that point for a period of 10 to 15 minutes to obtain a MERME– LADA FRUIT. H. MARMALADE thus obtained is packaged in TAMBO– RES PLASTIC OR GLASS CONTAINERS sealed and allowed to rest for at least 24 hours. 3. PROCEDURE FOR THE PREPARATION OF RAS frost CONFITU– according to claim No. 1, characterized OTHER MADE SEPARATELY WATER AND SUGAR BLEND, where water is first passed through a charcoal filter and then filter PREPARES ARENA, PURIFIED WATER is added sugar ratio of four parts water to A SUGAR.

0) US2002085745A – AUTOMATED DOCUMENT PROCESSING SYSTEM USING FULL...

8) Family number: 32098450 (US2002085745A) © PatBase

Title: AUTOMATED DOCUMENT PROCESSING SYSTEM USING FULL IMAGE SCANNING

Priority:

EP19980915542 19980413 US19950433920 19950502 US19960031604P 19961127
US19960664262 19960513 US19970814978 19970311 US20020037021 20020104
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US20020039568 20020104 US20020038729 20020102 US20020055322 20020123
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Family:

Publication number	Publication date	Application number	Application date
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Agent(s): MARKS AND CLERK; GRUENECKER KINKELDEY STOCKMAIR AND SCHWANHAEUSSER ANWALTSSOZIETAET; CUMMINS ALLISON CORP C O JENKENS AND GILCHRIST; JENKENS AND GILCHRIST A PROFESSIONAL CORP; JENKENS AND GILCHRIST PC; NIXON PEABODY LLP

Designated states: AL AM AT AU AZ BA BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CU CY CZ DE DK EE ES FI FR GA GB GE GH GM GN GR GW HU ID IE IL IS IT JP KE KG KP KR KZ LC LK LR LS LT LU LV MC MD MG MK ML MN MR MW MX NE NL NO NZ PL PT RO RU

SD SE SG SI SK SN SZ TD TG TJ TM TR TT UA UG UZ VN YU ZW

International class (IPC 8–9): G06K9/00 G06K9/72 G06K9/74 G06K9/78 G06Q20/00 G06Q20/04 G06Q20/10 G06Q20/18 G06Q40/02 G06T1/00 G07D11/00 G07D13/00 G07D3/14 G07D7/00 G07D7/06 G07D7/12 G07D7/20 G07F19/00 H04N1/04 (Advanced/Invention); G07D11/00 (Advanced/Non–invention); G06Q20/00 G07D11/00 G07D13/00 G07D3/00 G07D7/00 G07F19/00 (Core/Invention)

International class (IPC 1–7): B07C5/00 G06F17/60 G06K9/00 G06K9/78 G06T1/00 G07D11/00 G07D7/00 G07D7/06 G07D7/12 G07D7/20 G07F19/00 G07F7/04 G07F7/10 H04N1/00 H04N1/04

CPC: G06K9/186 G07D11/0003 G06T1/0007 G07D11/009 G07D3/14 G07D11/0066 G06K9/00979 G06K9/00993 G07D7/12 G06K9/033 G06K9/726 G06K2209/01 G06Q10/10 G06Q20/042 G06Q20/0425 G06Q20/10 G06Q20/105 G06Q20/108 G06Q20/1085 G06Q20/18 G06Q20/20 G06Q40/00 G06Q40/02 G06T1/00 G07D7/04 G07D7/06 G07D7/20 G07D11/0084 G07F7/04 G07F19/20 G07F19/202 G07F19/207 G07D7/1205

European class: G06K9/00Y1 G06K9/00Z G06K9/03A G06K9/18M G06K9/72S G06Q10/10 G06Q20/042 G06Q20/0425 G06Q20/10 G06Q20/105 G06Q20/108 G06Q20/1085 G06Q20/18 G06Q20/20 G06Q40/00 G06Q40/02 G06T1/00 G06T1/00A G07D11/00D G07D11/00F6 G07D11/00K G07D11/00M G07D3/14 G07D7/04 G07D7/06 G07D7/12 G07D7/12C G07D7/20 G07F19/00F G07F19/20 G07F19/202 G07F19/207 G07F7/04

US class: 194/206 209/534 235/379 356/71 382/100P 382/135 382/135P 382/136 382/137 382/137P 382/137S 382/138 382/139 382/139P 382/139S 382/140 382/282 382/311 382/318 705/39 705/42 705/43 705/45 705/45P 902/8

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Abstract:
Source: US2002085745A A document processing system comprises an input receptacle for receiving documents. A transport mechanism receives the documents from the input receptacle and transports the documents past a full image scanner and a discrimination unit. An output receptacle receives the documents from the transport mechanism after being transported past the full image scanner and the discrimination unit. The full image scanner includes means for obtaining a full video image of said documents, means for obtaining a image of a selected area of said documents, and means for obtaining information contained in said selected area of said document. The discrimination unit includes means for determining the authenticity of said document. A system controller directs the flows of documents over the transport mechanism.

9) Family number: 30050728 (US2004154715A) © PatBase

Title: METHOD AND DEVICE FOR DETECTING TYRE WEAR OR THE LIKE

Priority: FR20000015243 20001120 WO2001FR03622 20011119

Family:

Publication number	Publication date	Application number	Application date
DE60143407 D1	20101216	DE20016043407	20011119
EP1337404 A1	20030827	EP20010996469	20011119
EP1337404 B1	20101103	EP20010996469	20011119
FR2816887 A1	20020524	FR20000015243	20001120
FR2816887 B1	20030314	FR20000015243	20001120
US2004154715 AA	20040812	US20040432195	20040325
US7391306 BB	20080624	US20040432195	20040325
WO0240296 A1	20020523	WO2001FR03622	20011119

Probable Assignee: DUFOURNIER TECHNOLOGIES SAS

Assignee(s):(std)**:** DUFOURNIER ARNAUD ; DUFOURNIER TECHNOLOGIES ; DUFOURNIER TECHNOLOGIES SAS

Inventor(s):(std)**:** DUFOURNIER ARNAUD

Agent(s): ROTHWELL FIGG ERNST AND MANBECK PC

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC NL PT SE TR US

International class (IPC 8–9)**:** B60C11/24 B60C23/00 (Advanced/Invention); B60C11/24 B60C23/00 (Core/Invention)

International class (IPC 1–7)**:** B60C11/24

CPC: Y10T152/10027 B60C11/24

European class: B60C11/24

US class: 116/208 152/154.2 340/425.5 340/442 340/446

Classification Explorer

Cited documents: WO9938715 A1, US6883567 BB, US6748797 BB, US6591671 BB, US6332071 BA, US6220199 BA, US6009314 A, US3929179 A, US3770040 A, US3694803 A, US3578055 A, JP11170819, GB2286161 A1, EP0890458 A2, DE19745734 A1, DE19649506 A1,

Forward Citations: WO15071564, WO14096745, WO12045983, WO12045983, WO11067535, WO10106297, WO05039896, WO04059248, USD717727, US9646432, US9610810, US9493145, US9315178, US9073392, US8996239, US8892298, US8881573, US8731767, US8700364, US8607633, US8606547, US8558680, US8108099, US8095247, US7827846, US7792618, US7756621, US7711460, US7689332, US7577532, US7557694, US7509834, US7469579, US7082819, US2015321522, US2015105972, US2014277929, US2014121997, US2013199681, US2013035836, US2012316839, US2012266650, US2012085172, US2011015879, US2010295669, US2010235044, US2008114513, US2008065285, US2008027658, US2007295071, US2005131600, US2005120787, JP2013513102, FR2999997, FR2965955, FR2953164, FR2943276, EP1522425, EP1314580, DE102015223363, CN104884927, CN102741067, CN102427957,

Abstract:
Source: US2004154715A The invention concerns a method whereby when the tyre reaches a wear threshold level, acoustic wear indicators emit a sound signal by coming into contact with the ground. Magnetic, optical and mechanical embodiments are also disclosed. A detector consisting of a microphone placed beneath the vehicle and a processing unit switches on an indicator placed in the instrument panel. In a more sophisticated version, the detector by matching the acoustic signal phase with the ABS data, identifies the tyre concerned. The invention is useful for detecting tyre deterioration, or that of any, other type of surface such as pads, and the like, and for detecting the presence of snow chains or nails.

10) Family number: 32193170 (US2005186893A) © PatBase

Title: AUTOMATED APPARATUS AND SYSTEM FOR COOKING, DRYING AND PEELING SHELLFISH PRODUCTS

Priority: US20040779872 20040217 US20050598056 20050216 WO2005US04811 20050216

Family:

Publication number	Publication date	Application number	Application date
AU2005214917 AA	20050901	AU20050214917	20050216
BRPI0507758 A	20070710	BR2005PI07758	20050216
CA2556365 AA	20060815	CA20052556365	20050216
CN1921768 A	20070228	CN200580005215	20050216
IN02639KN2006 A	20070601	IN2006KN02639	20060913
MXPA06009325 A1	20070323	MX2006PA09325	20050216
US2005186893 AA	20050825	US20040779872	20040217
US2007202786 AA	20070830	US20050598056	20050216
US7179160 BB	20070220	US20040779872	20040217
WO05079409 A2	20050901	WO2005US04811	20050216
WO05079409 A3	20060302	WO2005US04811	20050216

Probable Assignee: MICHAEL HULIN

Assignee(s):(std)**:** HULIN MICHAEL J ; MICHAEL HULIN

Assignee(s): MICHAEL J HULIN

Inventor(s):(std)**:** HULIN MICHAEL J

Inventor(s): MICHAEL J HULIN ; HULIN MICHAEL

Agent(s): PHILLIPS ORMONDE FITZPATRICK; CRAIG WILSON AND CO; MICHAEL I KROLL; JACKIE JAY SCHWARTZ; JACK SCHWARTZ AND ASSOCIATES PLLC

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A22C29/02 (Advanced/Invention); A22C29/00 (Core/Invention)

International class (IPC 1–7): A22C29/00 A22C29/02

CPC: A22C29/005 A22C29/02 A22C29/026

European class: A22C29/00B A22C29/02 A22C29/02F4

US class: 452/1 452/1P 452/2 452/2P 99/535 99/539 99/568

Classification Explorer

Cited documents: US7179160 BB, US6372275 BA, US6248010 BA, US6117003 A, US5928072 A, US5651731 A, US5246118 A, US5059151 A, US4966072 A, US4916775 A, US4862794 A, US4829636 A, US4769870 A, US4660468 A, US4532677 A, US4330904 A, US4038722 A, US3988805 A, US3722035 A, US3665555 A, US3594860 A, US2047688 A,

Forward Citations: US9622494, US8647180, US8028618, US7303060, US2013212903, US2010212514, US2010000110, US2007284221, US2007202786, ES2611497, CN102873049, CN102873049,

Abstract:
Source: US2005186893A A fully automated apparatus and system for processing shellfish such as shrimp and crawfish including the cooking, drying and peeling thereof. The present invention utilizes excessive heat

generated by boilers and the like to heat the dryers. The product is cooked in a brine mix that once used is transferred to a broth processing system to make a seafood flavored broth and is also injected as a fine mist into a furnace where is crystallizes into a solid product to be used as a seafood flavored salt.

0) CA1061062A – AUTOMATIC SWIMMING POOL CLEANER APPAREIL POUR ...

11) Family number: 2317581 (CA1061062A) © PatBase

Title: AUTOMATIC SWIMMING POOL CLEANER

Priority: CA19740191198 19740129 CA19770293497 19771220 CA19790324403 19790329 CA19800352657 19800526 CA19810389575 19811105

Family:

Publication number	Publication date	Application number	Application date
CA1027311 A1	19780307	CA19740191198	19740129
CA1061062 A2	19790828	CA19770293497	19771220
CA1084216 A1	19800826	CA19790324403	19790329
CA1084216 A2	19800826	CA19790324403	19790329
CA1116819 A1	19820126	CA19800352657	19800526
CA1116819 A2	19820126	CA19800352657	19800526
CA1146709 A1	19830524	CA19810389575	19811105
CA1146709 A2	19830524	CA19810389575	19811105

Probable Assignee: HENKIN MELVYN LANE

Assignee(s):(std)**:** HENKIN MELVYN LANE ; LABY JORDAN M

Assignee(s): HENKIN MELVYN L

Inventor(s):(std)**:** HENKIN MELVYN L ; LABY JORDAN M

Inventor(s): LABY JORDAN MUS ; HENKIN MELVYN LUS

Agent(s): SMART AND BIGGAR

International class (IPC 8–9): A47L5/12 B08B9/08 E04H3/16 E04H4/16 (Advanced/Invention); A47L5/12 B08B9/08 E04H4/00 (Core/Invention)

International class (IPC 1–7): A47L5/12 B08B9/08 E04H3/20 E04H4/16

Classification Explorer

Abstract:
Source: CA1061062A An automatic swimming pool cleaner comprised of a car adapted to travel underwater along a random path on the pool vessel surface for dislodging debris therefrom. The car wheels are driven by a water powered turbine to propel the car in a forward direction, along the vessel surface. In order to prevent the car from being driven into a position, as for example against a vertical wall, from which it cannot emerge, a wheel geometry is employed which, upon contact, develops a horizontal force component parallel to the vertical wall, to thus enable the car to spin off. Alternatively, or in combination, a water flow produced reaction force can produce a torque to turn the car with respect to the engaged wheel to enable the car to spin off. The car is designed with a low center of gravity and a relatively buoyant top portion so as to produce a torque which maintains the car correct side up when on the pool bottom. Means are provided on the car for producing a water flow having a force component perpendicular to the vessel surface to provide good traction between the car wheels and the vessel surface. Further, a water flow produced suction is created adjacent to the vessel surface for collecting debris into a basket carried by the car. In addition, one or more hoses is pulled by the car and whipped by water flow to sweep dirt from the vessel surface.

0) GB775856A – A NEW OR IMPROVED PROCESS AND APPARATUS FOR MAC...

12) Family number: 20278775 (GB775856A) © PatBase

Title: A new or improved process and apparatus for machining or grinding or polishing or finishing work–pieces

Priority: GB19520009817 19520418

Family:

Publication number	Publication date	Application number	Application date
GB775856 A	19570529	GB19520009817	19520418

Probable Assignee: GARRINGTONS LTD

Assignee(s):(std)**:** GARRINGTONS LTD

Assignee(s): GARRINGTONS LIMITED

Inventor(s):(std)**:** SHARMAN JOHN CHARLES

International class (IPC 8–9)**:** B24B17/02 (Advanced/Invention); B24B17/00 (Core/Invention)

International class (IPC 1–7)**:** B24B19/14

CPC: B24B17/025

European class: B24B17/02D

Classification Explorer

Forward Citations: GB2227435, GB2214457,

Abstract:
Source: GB775856A 775,856. Grinding. GARRINGTONS, Ltd. July 20,1953 [April 18, 1952], No. 9817/52. Class 60 [Also in Group. XXII] Apparatus for surfacing an elongated work blank, such as a gas turbine blade, which is of irregular cross–section and provided with a groove, recess or shoulder disposed at an angle to its longitudinal axis comprises means for subjecting a matrix of form corresponding with the desired form of the finished work piece and a work blank to synchronized rotation or oscillation about spaced parallel axes, means for engaging a tracer with the matrix surface and for utilizing the relative movement between the tracer and the matrix ta control the relative position of a surfacing tool in operative engagement with the work blank so as to shape the surface of the same to a configuration identical with that of the matrix, means for advancing the work blank and tool relatively longitudinally of the blank so that the tool describes a helical path thereon, the means operative when the tool is at the inclined groove, recess or shoulder for changing the angle of the helix so that it corresponds with the inclination of such formations. As applied to the grinding of a blade 15, Fig. 1, which projects from the inclined face 21 of a shoulder platform 18, a tool in the form of an abrasive band 38, Figs. 4 and 5, and the tracer constituted by a roller 44 are supported in a hollow head 39 carried at the ends of parallel liriks 45, 46 so as to be disposed above the work blank 15 and matrix 30 which are mounted on a longitudinallymovable slide 25. Chucks 27, 28, Fig. 7, on the slide receive the root ends of the matrix and work blank, respectively, the opposite ends of which are supported in tailstocks 31. The drive of the chucks from an electric motor 37, Fig. 4, is through infinitely–variable gearing 36, chain drive 34, shaft 33 on the fixed frame and gearing 32 so arranged as to effect the drive while permitting movement of the slide 25. The gearing 36 is controlled by a pneumatic or hydraulic ram so as to maintain a constant linear relative velocity between the band 38 and surface of the blank which it engages, this effect being produced by a cam 77b, Fig. 7, which is shaped peripherally to correspond with the cross–section of the blade, rotates with the chuck 27, and actuates the control valve of the ram. The band 38, which is driven by a motor 42, passes over idler pulleys 40 and(at the point of engagement with the blank, a barrel–shaped roller 43. The tracer roller 44, which is also barrelshaped, is rotatable on an axis parallel with that of the roller 43 and carried by a vertically–adjustable slide 50. The inclination of the head 39 to the vertical is continuously varied during each revolution of the blank so that the band makes substantially point engagement with the blank and its operative surface is maintained tangential to the blade surface. For this purpose, the pivot 52, Fig. 4, of the upper pair of links 45 is formed as an eccentric rotatable by a pneumatic or hydraulic ram 56 as controlled by a valve 56a, Fig. 7, actuated by a cam 56b which rotates with the chuck 28 and is shaped peripherally to correspond with the variation around the cross–section of the blade of the inclination of the blade surface measured longitudinally of the blade and relatively to its axis. The control valve 56a is carried by an arm 56c pivotable about the axis of the chuck and engaging at its outer end a sine bar 56d which is mounted on the fixed frame for adjustment out of the horizontal whereby the action of the cam may be advanced or retarded 'in accordance with the degree of twist of the blank. The roller 43 is given one to–and–fro oscillation about a vertical axis during each rotation of the blank so as to provide a smooth surface finish and ensure that, when the band is dealing with that part of the blank adjacent the inclined face 21 of the platform 18, it lies parallel to such face when operating on both sides of the blank. For this purpose, the roller 43 is supported on a vertical spindle 58, Fig. 8, having a lateral arm 60 engaging an inclined cam slot in a plate 61 on a carrier 62 which is movable vertically by pneumatic or' hydraulic ram 64; the control valve of the ram is actuated by a cam rotating with the chucks 27, 28.

The slide 25 is advanced slowly to feed the blank and matrix past the band. and tracer during the finishing of the main portion of the blank (so that the tool and tracer describe helical paths on the blank and matrix) by an electric motor 68, Fig. 4, which drives a crank disc 67 carrying an adjustable crank−pin 69 connected to the slide by a rod 70 incorporating a doubleacting pneumatic or hydraulic ram 71; during this operation, the ram is ineffective and one of a pair of adjustable stops 73 on the rod 72 of the ram contacts an abutment 74 on the ram. When the band 38 reaches a position adjacent the inclinedplatform face, the slide is reciprocated to and fro for the distance a, Fig. 1, once for each revolution of the blank by the sole action of the ram (to provide the desired change in the angle of the aforesaid helical path); the control valve of the ram which acts through a servo−valve is controlled by a cam 71b, Fig. 7, rotating with the chuck 27. The ram is rendered operative for this purpose when a dog 88 moving with the slide acts through a stop 86 to slide coupled bars 82, 84 whereby an abutment 81 opens both a switch 79 to stop the motor 68 and a valve 78 to permit the supply of pressure fluid to the control valve of the ram. To achieve this effect, the slide bar 82, which is coupled by cranks or eccentrics 83 to the bar 84, had previously been set by a hand knob 90 to its extreme right−hand position so that the abutment 81 is correctly placed to operate as described above under the action of the dog 88. At the end of the operation, the hand knob 90 is turned to slide the bar 82 leftwards so as to actuate the valve 78 and switch 79 to stop the ram 71 and start the motor 68 in reverse for the return of the slide 25. When the slide reaches its extreme withdrawn position, the dog 88 acts through a stop 87 to slide the bars 82, 84 whereby an abutment 93 opens a switch 95 to stop all the motors; the actuating member of the switch also actuates the control valve 49a of a ram 49, Fig. 4, which by its connection to the lower pair of parallel links 46 lifts the head 39 clear of the blank and tracer. After the insertion of a new blank, the turning of the knob 90 slides the bar 82 to cause the abutment 93 to actuate the switch 95 to re−start the motors and lower the tool head The above arrangement may be modified by providing a separate abrasive band for operating upon each of a number of parallel blanks or one band passing around a series of pulleys for action upon all the blanks, and, if desired, the abrasive band may be replaced by a grinding wheel or milling cutter. Specifications 777,857, 777,858, and 777,859 are referred to. The Provisional Specification describes also the actuation of a trip arm on the slide 25 at the appropriate time in the machine cycle to bring a follower into engagement with the cam 71b which thereafter controls the ram 71 to reciprocate the slide in the neighbourhood of the shoulder platform.

0) US2009320713A – PEOPLE AND CARGO TRANSIT SYSTEMS AND VEHICLES

13) Family number: 43550534 (US2009320713A) © PatBase

Title: PEOPLE AND CARGO TRANSIT SYSTEMS AND VEHICLES

Priority: US20080075348 20080625 US20080075348P 20080625 US20090155851P 20090226 US20090155851 20090226 US20090178413 20090514 US20090001419 20090522 US20090178413P 20090514 US20090470433 20090521 WO2009CA00671 20090522 US20100001419 20101224 US20140252062 20140414 US20160201954 20160705

Family:

Publication number	Publication date	Application number	Application date
EP2318253 A1	20110511	EP20090768655	20090522
EP2318253 A4	20140101	EP20090768655	20090522
GB200908705 A0	20090701	GB20090008705	20090521
GB201216949 A0	20121107	GB20120016949	20090521
GB201217026 A0	20121107	GB20120017026	20090521
GB2461148 A1	20091230	GB20090008705	20090521
GB2492275 A1	20121226	GB20120016949	20090521
GB2492275 B2	20130206	GB20120016949	20090521
GB2493466 A1	20130206	GB20120017026	20090521
US2009320713 AA	20091231	US20090470433	20090521
US2011107939 AA	20110512	US20090001419	20090522
US2014261057 AA	20140918	US20140252062	20140414
US2016311478 AA	20161027	US20160201954	20160705
WO09155685 A1	20091230	WO2009CA00671	20090522

Probable Assignee: AMIRI AHMAD

Assignee(s):(std)**:** AMIRI AHMAD

Assignee(s): INVENTALL INC ; AHMAD AMIRI

Inventor(s):(std)**:** AMIRI AHMAD

Inventor(s): AHMAD AMIRI

Agent(s): AHMAD AMIRI

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60G21/00 B60G21/10 B60L13/00 B60L13/04 B60L15/32 B60R21/13 B60T1/14 B61B13/00 B61D1/02 B61D1/04 B61D13/00 B61F9/00 B62D55/02 B62D55/06 B62D55/18 E01B25/28 E01C1/04 F16D63/00 (Advanced/Invention); B60L13/00 B60L13/04 B60L15/00 B60R21/13 B61B13/00 B61D13/00 B61F9/00 E01B25/00 E01C1/00 F16D63/00 (Core/Invention)

CPC: B60G21/002 B60G21/005 B60G21/103 B60G21/106 B60T1/14 B61D13/00 B61D1/04 B61D1/02 E01C1/04 F16D63/00 B61F9/00 Y02T30/30 B62D55/02 B62D55/06 B62D55/18 B61B13/10 B61D1/06 B62D33/02 B61B13/00 B61B13/04 B61B13/06 B62D24/04 E01B25/28

European class: B61B13/00 B61B13/04 B61B13/06 B61F9/00 B62D24/04 E01B25/28 E01C1/04 F16D63/00 Y02T30/30

US class: 104/242 104/281 104/306 104/306S 104/307 104/307S 105/343 105/345 180/9.34 280/1 280/1S

Classification Explorer

Cited documents: WO9103222 A1, WO06108360 A1, WO03020194 A1, USD469386 S1, US8113121 BB, US7739030 BB, US7562629 BB, US734061 A, US7302319 BB, US6997500 BB, US6561727 BA, US6450103 BB, US6431082 BA, US6401624 BA, US6389982 BA,

US6328121 BA, US6273341 BA, US6220171 BA, US6012396 A, US5934198 A, US5846020 A, US5813349 A, US5777547 A, US5704644 A, US5551347 A, US5456183 A, US5401055 A, US5311962 A, US5289778 A, US5238282 A, US4729322 A, US4596192 A, US4503778 A, US4375195 A, US4317507 A, US4273054 A, US4176982 A, US4041876 A, US3902428 A, US3618531 A, US3593667 A, US3263577 A, US3079199 A, US2866664 A, US2822055 A, US2800861 A, US2068403 A, US2010274445 AA, US2007086855 AA, US2007079724 AA, US2006139156 AA, US2005274277 AA, US2003140817 AA, US2002170764 AA, US1926695 A, US1731301 A, US1515251 A, US1087773 A, LV10410 A, JP5213188 A2, JP4131402 A2, JP2006089969 A2, GB1595086 A, FR2926517 A1, FR2737462 A1, FR2595632 A1, EP1870307 A1, DE4308077 A1, DE3437402 A1, DE19804176 A1,

DE102006028689 A1

DE10102695 A1, CA2200832 C,

Forward Citations: WO13061263, WO11135114, US9132847, US8806834, US8296968, US2015361623, US2014347758, US2014209589, US2014205408, US2014205392, US2014142996, US2013180426, US2012326498, US2010058703, RU2605670, RU2574503, FR2981904, DE102015113180, CN104477208, CN102815227, CN102431562, CN102431562,

Abstract:
Source: US2009320713A The Application discloses People and Cargo Transit Systems and Vehicles (PCTSV), using Narrow Vehicles (NV), which can have the form of a Bus, Train, Tram, Maglev, Mono−Rail or even Car or Truck. A preferred version of which is Single Seat Wide or below 70 cm wide, preferably a Bus type to need no Rail, using Dedicated Narrow Lanes adjacent to Curbside of existing intra−city streets or limits of inter−city roads. Said NV and Lane have Anti−Roll Over Means to stabilize such a narrow vehicle, which also eliminate NV Swaying even when NV is a Bus or Car with has no inherent Sway Limiting. Being Ultra Narrow with No Sway and Running at Curbside results in Negligible or No Blocking of other vehicles by NV.Said Lane/Tack, Anti−Sway and Anti−Roll Structures all Allow being Run Over by other Traffic and have structures not to be damaged, thus can be crossed over at Crossroads and other entrances and exits along said Lane. NV has enough Doors and is Narrow, hence each Passenger can reach a seat or exit, with No Isle inside it to walk along. So it can have Low Profile, like a Sports Car, some 120 cm tall. Hence it is easy to have Covered Trenches at cross roads for non−stop crossing. Trenches can run along most or all the Track, in which case adherence to streets and roads is relieved. Such Narrow and Shallow Trenches take a tiny fraction of time and costs of Skyways or Subways. Each Passenger thus can have her own door, own seat, in a small Cabin, which can be opened and closed to next Cabin, have reclining seats to join to that of next Cabin to sleep on, have laptop tray, etc. All those make PCTSV much more appealing to user's, even better than private transport. There are many Variations other than above. There is an NV Car for the last mile and or long distance use, which can integrate with NV Public Transit. Also modifications to NVs for use in Cargo and Parcel Transit.

0) AU2002302091A – SCAVENGER ENERGY CONVERTER SYSTEM ITS NEW APPLI...

14) Family number: 31799603 (AU2002302091A) © PatBase

Title: Scavenger energy converter system its new applications and its control systems

Priority: AU20020302091 20021122

Family:

Publication number	Publication date	Application number	Application date
AU2002302091 AA	20040610	AU20020302091	20021122

Probable Assignee: GAUDENCIO LABRADOR

Assignee(s):(std)**:** GAUDENCIO LABRADOR

Assignee(s): LABRADOR GAUDENCIO A

Inventor(s):(std)**:** LABRADOR GAUDENCIO A

Inventor(s): GAUDENCIO A LABRADOR

Agent(s): CHRYSILIOU IP

International class (IPC 8–9): F03D9/00 F03G6/00 (Advanced/Invention); F03D9/00 F03G6/00 (Core/Invention)

International class (IPC 1–7): F03D9/00 F03G6/00

CPC: Y02B10/22 Y02B10/30 Y02B10/70 Y02E10/46 Y02E10/725

European class: Y02B10/22 Y02B10/30 Y02B10/70 Y02E10/46 Y02E10/72H

Classification Explorer

Forward Citations: WO14020367, US9287753, US8928160, US8164204, CN104813022,

Abstract:
Source: AU2002302091A What has been invented is a series of scientific applications of the wideface energy converter device, be it in the form of a wideface solar heat receiver or a wideface fluid impeder device. The wider is the solar heat receiver, the more solar power is available for conversion. The wider is the sail of the boat, the more wind is available to push the boat. Wherefore, the wideface solar trap made up of multi–layer transparent roofs covering a heat insulated box is used to heat up a radiator tubings that contain water. The multilayer transparent roof, having spaces in between sheets, prevents solar heat from backing out hence the trap becomes hotter and hotter because the inner sheet is not in contact with the cold wind. This solar trap is now used to heat up radiator pipes of compressed air coming from a gas turbine engine and then returned back to the exhaust turbine of same engine. Applying the principle of the wind sail, the turbine blades of the compressor and the turbine blades of the exhaust turbine are made wideface as much as possible to produce maximum impedance against the expanding exhaust hot air and to produce maximum push upon the fresh air being compressed. This wideface fluid impeder is now expanded into an underwater platform from One Acre or much more and attached to floating hotels, large/small boats, and floating sea walls, to prevent oscillation by the surfs. 36 9 Fig.1 104 Fig.l

0) EP1149038A1 – MEDIA STORAGE AND RECYCLING SYSTEM FOR AUTOMATE...

15) Family number: 33465918 (EP1149038A1) © PatBase

Title: MEDIA STORAGE AND RECYCLING SYSTEM FOR AUTOMATED BANKING MACHINE

Priority: US19980100758P 19980917 WO1999US20443 19990907

Family:

Publication number	Publication date	Application number	Application date
AR038671 AB	20050126	AR2003P100323	20030203
BRPI9913845 A	20010612	BR1999PI13845	19990907
CA2343765 AA	20010312	CA19992343765	19990907
CA2343765 C	20060221	CA19992343765	19990907
CO4991016 A1	20001226	CO19990059226	19990917
DE69940913 D1	20090702	DE19996040913	19990907
DE69942376 D1	20100624	DE19996042376	19990907
EP1149038 A1	20011031	EP19990949600	19990907
EP1149038 A4	20060329	EP19990949600	19990907
EP1149038 B1	20090520	EP19990949600	19990907
ES2326052 T3	20090929	ES19990949600T	19990907
ES2342314 T3	20100705	ES20060022178T	19990907
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IN204699 B	20070615	IN2001MN00259	20010309
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Probable Assignee: DIEBOLD INC

Assignee(s):(std)**:** DIEBOLD INC

Assignee(s): EASTMAN JEFFREY ; HARTY MICHAEL J ; PHELPS RICHARD J ; BESKITT WILLIAM D

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Inventor(s): RICHARD J PHELPS ; RICHRD J PHELPS ; WILLIAM D BESKITT ; WILLIAM DANIEL BESKITT ; JEFFREY EASTMAN ; MICHAEL J HARTY

Agent(s): DIMOCK STRATTON LLP; CARLOS REINALDO OLARTE GARCIA; POTTER JULIAN MARK ET AL

Designated states: DE ES FR GB IT

International class (IPC 8–9): B65H29/06 B65H29/20 B65H29/38 B65H29/40 G07D11/00 G07D13/00 (Advanced/Invention)

International class (IPC 1–7): B05H29/38 B65H 39/10 B65H 5/22 B65H29/06 B65H29/38 B65H39/10 B65H5/22 G06F B65H29/00 G07D11/00 G07D13/00 G07F19/00

CPC: B65H29/06 B65H29/40 B65H83/025 B65H2301/42122 B65H2301/42142 B65H2301/42146 B65H2404/1114 B65H2404/651 B65H2404/655 B65H2404/657 B65H2701/1912 G07D11/0003 G07F19/202 G07F19/203

European class: B65H29/06 B65H29/40 B65H83/02C G07D11/00D G07F19/202 G07F19/203 L65H301/42122 L65H301/42142 L65H301/42146 L65H342/122 L65H404/1114 L65H404/651 L65H404/655 L65H404/657 L65H701/1912

Classification Explorer

Cited documents: US74926096, US5923413, US5803705 A, US5692740 A, JP7187468, JP7187468,

Abstract:
Source: EP1149038A1 A media storage system for an automated banking machine (10) inlcudes a flipper member (90, 178) which is rotationally movable to engage sheets. A gripper member (138, 182) is movably mounted relative to the flipper member. The flipper member further includes an arcuately extending slot (92, 180). The sheet extending in the slot is held in fixed engagement with the flipper member by the gripper member. Rotation of the flipper member to a releasing position causes the sheet to be engaged with a stop surface (160, 188) as the gripper member moves to release the sheet. Sheets released by the flipper member are positioned in a stack (94, 184). The flexible flap (160) engages each sheet after it has been released by the flipper member to conform the sheet to the stack. In alternative embodiments a flipper member (178) includes a picker portion (202). Picker portion is selectively operated to remove sheets from the stack.

0) WO07110489A1 – SURVIVAL DEVICE IN THE CONTEXT OF NATURAL DISAS...

16) Family number: 38528463 (WO07110489A1) © PatBase

Title: SURVIVAL DEVICE IN THE CONTEXT OF NATURAL DISASTERS CONSISTING OF A DWELLING MODULE AND ITS ACCESSORIES

Priority: WO2006FR00482 20060303

Family:

Publication number	Publication date	Application number	Application date
EP2132389 A1	20091216	EP20060726019	20060303
WO07110489 A1	20071004	WO2006FR00482	20060303

Probable Assignee: FRANCH JEAN JACQUES

Assignee(s):(std)**:** FRANCH JEAN JACQUES

Inventor(s):(std)**:** FRANCH JEAN JACQUES

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LC LI LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MW MX MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9)**:** E04H9/02 (Advanced/Invention); E04H9/02 (Core/Invention)

CPC: E04H9/02 E04H9/14 E04H9/145 Y02B10/30

European class: E04H9/02 E04H9/14 E04H9/14F Y02B10/30

Classification Explorer

Cited documents: WO9630602 A1, US6938381 BA, US5363610 A, US3916578 A, FR2580708 A1, DE660200 A,

Abstract:
The invention concerns a set of devices of a dwelling module for meeting emergency and extreme emergency requirements for coping with submarine quakes, standard earthquakes, floods and a plurality of natural disasters. Said set consists of several subassemblies, namely a dwelling module and other elements such as a foot, a heel, a leg, an emergency anti–seismic air lock, an extensible telescopic air lock, a protective shield, a horizontal wind turbine and the like.

17) Family number: 42459960 (US2008274928A) © PatBase

Title: WATER SOLUBLE MAGNESIUM COMPOUNDS AS CLEANING AGENTS AND METHODS OF USING THEM

Priority:

EP20080747604	20080502	US20070927575P	20070504	US20080114355	20080502
US20080114327	20080502	US20080114329	20080502	US20080114342	20080502
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WO2008US62558	20080502	US20100726179	20100317	US20100785867	20100524
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Family:

Publication number	Publication date	Application number	Application date
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AU2008247445 AA	20081113	AU20080247445	20080502
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WO08137802 A2	20081113	WO2008US62576	20080502	
WO08137802 A3	20081231	WO2008US62576	20080502	

Probable Assignee: ECOLAB USA INC

Assignee(s):(std)**:** ECOLAB INC ; SANDERS LISA M ; OLSON KEITH E ; RISCHMILLER MICHAEL ; MONSRUD LEE J ; MILLS KRISTEN A ; LAWRENCE MICHEL ; ERICKSON ANTHONY W ; FERNHOLZ PETER J ; LAWRENCE MICHEL M ; ECOLAB USA INC ; BARTELME MICHAEL ; BARTELME MICHAEL J ; BESSE MICHAEL E ; BOLDUC JOHN W ; TJELTA BRENDA L ; SMITH KIM R ; SCHACHT PAUL F ; SCHMIDT ERIC V

Assignee(s): ECOLAB IN

Inventor(s):(std)**:** BARTELME MICHAEL ; BARTELME MICHAEL J ; BESSE MICHAEL ; BESSE MICHAEL E ; BOLDUC JOHN W ; ERICKSON ANTHONY W ; FERNHOLZ PETER J ; LAWRENCE MICHAEL M ; LAWRENCE MICHEL ; LAWRENCE MICHEL M ; MICHEL LAWRENCE ; MILLS KRISTEN A ; MONSRUD LEE J ; SANDERS LISA M ; SCHACHT PAUL F ; SCHMIDT ERIC V ; SMITH KIM ; SMITH KIM R ; OLSON KEITH E ; RISCHMILLER MICHAEL ; TJELTA BRENDA L

Inventor(s): SANDERS LISA ; TJELTA BRENDA ; OLSON KEITH ; MICHEL M LAWRENCE ; LEE J MONSRUD ; LISA M SANDERS ; MICHAEL E BESSE ; MICHAEL J BARTELME ; KEITH E OLSON ; KIM R SMITH ; KRISTEN A MILLS ; BRENDA L TJELTA ; BRENDA LTJELTA

Agent(s): SPRUSON AND FERGUSON; CASSAN MACLEAN; POLYPATENT; GODEMEYER BLUM LENZE PATENTANWAELTE PARTNERSCHAFT MBB WERKPATENT; ARIAS JUAN; AOKI ATSUSHI; KOGA TETSUJI; ISHIDA TAKASHI; ECOLAB INC; MERCHANT AND GOULD PC; ECOLAB USA INC; ANDREW D; LAURA C; AMY J; SORENSEN ANDREW D; SOREN ANDREW D

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B01D27/02 B08B3/04 B08B3/08 B08B7/00 B08B7/04 B08B9/20 C02F1/52 C02F1/58 C02F5/00 C02F5/02 C09D5/08 C09K3/00 C10G45/00 C10G9/00 C10G9/16 C11D1/00 C11D1/83 C11D11/00 C11D17/00 C11D17/06 C11D17/08 C11D3/00 C11D3/02 C11D3/04 C11D3/08 C11D3/10 C11D3/12 C11D3/16 C11D3/20 C11D3/24 C11D3/37 C11D3/386 C11D3/395 C11D3/48 C11D3/60 C11D7/02 C11D7/10 C11D7/12 C23C20/00 C23C22/00 C23F1/08 C23F11/06 C23F11/08 C23F11/12 C23F11/18 C23G1/18 C23G1/20 C23G1/22 D06F39/00 D06L1/12 (Advanced/Invention); C02F5/06 (Advanced/Non–invention); B01D27/00 B08B3/04 B08B3/08 B08B7/00 B08B7/04 C02F1/52 C02F1/58 C02F5/00 C09D5/08 C09K3/00 C10G45/00 C10G9/00 C11D1/00 C11D1/83 C11D11/00 C11D17/00 C11D17/08 C11D3/00 C11D3/02 C11D3/04 C11D3/08 C11D3/10 C11D3/12 C11D3/16 C11D3/20 C11D3/24 C11D3/37 C11D3/38 C11D3/395 C11D3/48 C11D7/02 C23C20/00 C23C22/00 C23F1/08 C23G1/14 D06F39/00 (Core/Invention)

C11D1/00 C11D3/04

International class (IPC 1–7):

CPC: C02F5/02 C02F5/06 C02F2303/14 C02F2303/22 C11D11/0023 C23F11/08 C23F11/124 C23F11/18 C23G1/20 C23G1/22 C11D3/046 C11D7/10

European class: C11D11/00B2D C11D3/04S C11D7/10

US class: 106/14.05 106/14.050S 134/109 134/109S 134/18 134/18P 134/25.1 134/25.2 134/25.3 134/25.4 134/36 134/42 134/56.00DS 134/56D 134/7 134/7P 210/287 210/287S 210/723 210/723S 252/174 252/387 252/387S 252/388 252/388S 252/396 252/396S 422/13 422/18 426/321 426/323 510/108 510/108S 510/109 510/109S 510/161 510/180 510/181 510/181S 510/189 510/214 510/218 510/218S 510/219 510/219S 510/220 510/220S 510/221 510/224 510/225 510/227 510/232 510/233 510/234 510/235 510/235S 510/238 510/238S 510/255 510/258 510/283 510/287 510/293 510/298 510/336 510/337 510/337S 510/356 510/356S 510/393 510/393S 510/400 510/400S 510/401 510/401S 510/403 510/403S 510/404 510/404S 510/405 510/405S 510/420 510/420S 510/433 510/433S 510/435 510/445 510/445S 510/446 510/446S 510/451 510/475 510/477 510/477S 510/488 510/488S 510/508 510/508S 510/509 510/509S 510/511 510/511S 510/514 510/521 68/12.13 68/12.130S 8/137 99/483

Classification Explorer

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Abstract:
Source: US2008274928A The present invention relates to compositions and methods employing a water soluble magnesium compound. In certain embodiments, the composition includes water and water soluble magnesium compound, but lacks other materials commonly used in cleaning compositions. The methods and compositions can provide magnesium ion at predefined ratios to calcium ion in water, such as magnesium ion in a molar amount equal to or in excess over a molar amount of calcium ion. A water soluble magnesium salt including an anion of a water soluble calcium salt is more effective than a magnesium salt with an anion of a water insoluble calcium salt. These compositions can be used for reducing lime scale or precipitate formation from hard water, removing soap scum, or the like.

18) Family number: 31717288 (US2002082072A) © PatBase

Title: Ball selector and display device for use with gaming devices

Priority:

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Probable Assignee: KONINKL PHILIPS NV

Assignee(s):(std)**:** AC COIN AND SLOT SERVICE COMPA ; ATLANTIC CITY COIN AND SLOT SE ; ATLANTIC CITY COIN AND SLOT SERV ; HENSHAW LAWRENCE M ; ATLANTIC CITY

COIN AND SLOT SERVICE CO INC ; HENDRIKS BERNARDUS HENDRIKUS WILHELMUS ; HENDRIKS BERNARDUS HENDRIKUS W ; GISSEL THOMAS R ; HABERKORN MARC E ; HENSHAW LARRY M ; SEELIG JERALD C ; POLYMERIC CONVERTING LLC ; KUHN MICHAEL HARALD ; PHILIPS CORP ; RATHNAM SAI G ; KONINKL PHILIPS ELECTRONICS NV ; PHILIPS INTELLECTUAL PROPERTY ; ROYAL DUTCH PHILIPS ELECTRONICS LTD ; IGT RENO NEV ; KONINKL PHILIPS NV ; IBM ; VAART NIJS CORNELIS VAN D ; ZAENGEL THOMAS

Assignee(s): WACHOVIA BANK NATIONAL ASSOCIATION ; WACHOVIA BANK NATIONAL ASSOCIATION SUCCESSOR TO AS ; WACHOVIA BANK NATIONAL ASSOCIATION SUCCESSOR TO FIRST UNION NATIONAL BANK AS ; WACHOVIA BANK NATIONAL ASSOCIATION (AS SUCCESSOR TO FIRST UNION NATIONAL BANK) ; WACHOVIA BANK NATIONAL ASSOCIATION AS SUCCESSOR TO FIRST UNION NATIONAL BANK ; WACHOVIA BANK F K A FIRST UNION NATIONAL BANK ; PHILIPS KONINKLL NV ; AC COIN AND SLOT SERVICE CO ; US PHILIPS CORP ; IGT ; PHILIPS ELECTONICS N V KONINKLL ; PHILIPS ELECTRONICS KONINKLL NV ; INT BUSINESS MACHINES CORP ; NOWLAN DAVID ANDREW ; KONINKL PHILIPS ELECTRONICS N V ; PHILIPS INTELLECTUAL PROPERTY AND STANDARDS GMBH ; PHILIPS ELECTRONICS N V KONINKLL ; U S PHILIPS CORP ; SUMMIT BANK ; ATLANTIC CITY COIN AND SLOT SERVICES CO INC ; ATLANTIC CITY COLN AND SLOT SERVICE CO INC ; ATLANTIC CITY COIN AND SLOT SERVIVE CO INC ; ATLANTIC CITY COIN ANDSLOT SERVICE CO INC ; ATLANTIC CITY COIN AND SLOT SERIVICE CO INC ; ATLANTIC CITY COIN AND SERVICE CO INC

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Inventor(s): NOWLAN DAVID ; VAART NIJS VAN D ; KUHN MICHAEL ; HENSHAW LAWRENCE M ATLANTIC CITY COIN AND SLOT ; HENSHAW LAWRENCE ; HENDRIKS BERNARDUS ; DRONZEK PETER ; DRONZEK PETER J ; DRONZEK PETER JJR

Agent(s): FISHER ADAMS KELLY; FISHER ADAMS KELLY PTY LTD; PHILLIPS ORMONDE FITZPATRICK; FISHER ADAMS KELLY CALLINANS; MILTONS LLP SRL; FETHERSTONHAUGH AND CO; ZWEEP ROBERT JAN; VAN VELZEN MAAIKE MATHILDE; IAN F BURNS AND ASSOCIATES; OYEN WIGGS GREEN AND MUTALA 480 STATION; HEDMAN AND COSTIGAN PC; DILLON AND YUDELL LLP; PHILIPS INTELLECTUAL PROPERTY AND STANDARDS; IAN F; IAN F BURNS AND ASSOCIATES PC; BURNS IAN F; FOLEY AND LARDNER LLP; YUDELL ISIDORE PLLC; JEANINE; PHILIPS ELECTRONICS KONINKLL NV; IAN F BURNS AND ASSOCIATES P C

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class(IPC 8–9)**:** A23F3/06 A61B1/00 A61B1/04 A61B1/06 A61B18/20 A61B5/00 A61B5/07 A63B71/00 A63F1/00 A63F1/18 A63F13/00 A63F13/08 A63F3/06 A63F5/00 A63F7/00 A63F7/04 A63F7/34 A63F9/00 A63F9/24 B32B33/00 F03G3/00 F03G3/06 G03B15/02 G06F13/00 G06F17/00 G06F19/00 G06F3/00 G06F9/44 G06F9/54 G07C15/00 G07F17/32 G07F17/34 (Advanced/Invention);
A61B18/00 A61N5/06 A63F3/06 A63F7/04 G07F17/32 (Advanced/Non–invention);
A61B1/00 A61B1/04 A61B1/06 A61B5/07 A63F13/00 A63F13/08 A63F3/06 A63F5/00 A63F7/00 A63F9/00 A63F9/24 B32B33/00 F03G3/00 G03B15/02 G06F9/46 G07F17/32 (Core/Invention);
A63F3/06 (Core/Non–invention);
A23F A63F G07F (Subclass/Invention)

International class(IPC 1–7)**:** A23F3/06 A61B1/04 A63B71/00 A63F A63F1/00 A63F1/18 A63F13/00 A63F13/08 A63F3/06 A63F5/00 A63F7/00 A63F9/00 A63F9/24 F16H33/20 G06F17/00 G06F19/00 G07C15/00 G07F17/32 G07F17/34

CPC: G07F17/32 A63F3/062 A63F7/048 G07F17/3213 G07F17/3216 G07F17/3297 G07F17/3202 G07F17/3211 G07F17/34 G07F17/329 G07F17/3244 G07F17/3248 G07F17/38 G07F17/3267 A61B1/06 A61B18/20 A61B2018/00482 A61B2018/00577 A61B2018/00589 A61B2018/00642 A61B2018/00904 A61B1/043 G06F8/20 B44C1/1733 Y10T428/14 F03G3/00 F03G3/06 Y10T74/18536 A61B1/00087 A61B1/00165 A61B1/00188 A61B1/0019 A61B1/041 A61B1/042 A61B5/0066 A61B5/0071 A61B5/0084

A61N5/0601 A61N5/0603 A61N5/062 A61N2005/0609 G03B15/02

European class: A61B1/00S6 A61B1/00S6B A61B1/04C A61B1/04D A61B1/04F A61B1/06 A61B5/00P1C A61B5/00P5 A63F7/04R B44C1/17H F03G3/00 F03G3/06 G03B15/02 G06F8/20 G07F17/32 G07F17/32C G07F17/32C2F G07F17/32C2F2 G07F17/32C4 G07F17/32K G07F17/32K4 G07F17/32M4 G07F17/32P10 G07F17/32P4 G07F17/34 G07F17/38 K61B1/00S2 K61B1/04F K61B5/00P12B K61N5/06B K61N5/06B4 K61N5/06B4S K61N5/06C8 K63F3/06B K63F7/04R

US class: 273/138.1 273/138.2 273/138.200S 273/142.0HA 273/142E 273/142H 273/142HA 273/142R 273/143.00R 273/143R 273/144 273/144.00A 273/144.00B 273/144.00BS 273/144.00RS 273/144A 273/144B 273/144R 273/269 362/3 362/3S 428/40.1 436/20 436/22 463/1 463/16 463/16P 463/17 463/17P 463/18 463/19 463/19P 463/2 463/20 463/20P 463/20S 463/22 463/22S 463/25 463/25P 463/25S 463/26 463/27 463/30 463/30S 463/31 463/31S 463/32 463/42 463/42S 463/43 463/43S 463/46 463/46P 463/46S 463/47 463/47S 600/108 600/109 600/109P 600/167 600/173 600/177 600/178 717/106 719/330 719/330P 74/84 74/84S D21/370 D21/385

Classification Explorer

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Forward Citations: WO15105850, WO15099749, WO14174392, WO13153860, WO13123566, WO13119220, WO12080545, WO11114332, WO11055395, WO11053127, WO10070375, WO09061358, WO09023336, WO07087528, WO07081310, WO07055975, WO07024923, WO06121840, WO06113066, WO05071632, WO05035081, WO05035081, WO05014130, WO05014130, WO05002691, WO05002691, WO04003865, WO03027797, WO03027797, USRE44833, USRE44449, USD780201, USD707302, USD707301, USD705363, USD690773, USD639867, USD597145, USD591362, USD591361, USD529965, USD528606, USD523908, USD519571, USD514169, USD494638, USD494637, USD494636, USD493846, USD492968, USD492364, USD492363, USD484549, USD470540, US9697685, US9691228, US9691215, US9685039, US9685034, US9685032, US9679441, US9672620, US9666024, US9659462, US9659455, US9659433, US9659430, US9640039, US9640034, US9633515, US9633511, US9613491, US9600975, US9600973, US9600968, US9600956, US9595159, US9589423, US9576420, US9569921, US9566500, US9564004, US9558628, US9558609, US9552686, US9552685, US9542811, US9536392, US9533214, US9524615, US9520031, US9520029, US9514601, US9501903, US9501902, US9501901, US9495824, US9472065, US9472062, US9466183, US9466173, US9466171, US9460587, US9460585, US9454877, US9449468, US9449467, US9443390, US9437079, US9437074, US9424711, US9424710, US9418518, US9418512, US9418504, US9412232, US9406200, US9401065, US9390589, US9390587, US9390585, US9384624, US9361759, US9355528, US9349250, US9342961, US9342955, US9336645, US9318002, US9314690, US9311783, US9311782, US9311780, US9311774, US9299220, US9293013, US9293012, US9292996, US9286746, US9269213, US9251655, US9235960, US9235959, US9235958, US9230408, US9230394, US9224266, US9224261, US9216357, US9214067, US9214056, US9202338, US9196130, US9196127, US9189923, US9189919, US9177442, US9165419, US9153101, US9153092, US9147310, US9147307, US9142088, US9138593, US9135774, US9135771, US9129490, US9129469, US9122797, US9105146, US9082262, US9076306, US9059608, US9053609, US9039512, US9033792, US9028329, US9028318, US9005015, US9005004, US9005001, US8992310, US8992304, US8992301, US8986106, US8986104, US8986098, US8979645, US8977566, US8974281, US8968077, US8965803, US8961296, US8956281, US8956212, US8915786, US8905842, US8905831, US8882585, US8876591, US8876590, US8870646, US8864575, US8851979, US8851972, US8845427, US8840456, US8827803, US8821251, US8814661, US8814651, US8814648, US8801520, US8795067, US8795063, US8795062, US8795048, US8784196, US8784191, US8784174, US8777737, US8777720, US8777715, US8771051, US8764573, US8764544, US8758144, US8758121, US8749582, US8747205, US8740687, US8727871, US8727866, US8727864, US8727862, US8727855, US8721430, US8715085, US8715070, US8715058, US8708804, US8702493, US8690664, US8678918, US8668577, US8668576, US8668570, US8662980, US8657674, US8651947, US8651942, US8651941, US8651939, US8641509, US8636653, US8632399, US8616953, US8613653, US8613650, US8608541, US8605114, US8585482, US8574066, US8566111, US8562427, US8562419, US8562408, US8556723, US8556710, US8550901, US8545315, US8545309, US8512143, US8512139, US8512121, US8506388, US8506384, US8506380, US8500551, US8496521, US8485901, US8480482, US8475265, US8475256, US8473382, US8469791, US8465363, US8460098, US8460095, US8457991, US8454421, US8449380, US8444480, US8430747, US8430737, US8425316, US8419549, US8419524, US8414379, US8414372, US8408993, US8403740, US8388437, US8388436, US8382578, US8376829, US8371938, US8371931, US8371924, US8360852, US8360847, US8357041, US8357033, US8353762, US8348746, US8342941, US8337292, US8317597, US8317589, US8303407, US8298081, US8298067, US8298066, US8292721, US8285638, US8271365, US8262460, US8262459, US8262458, US8262453, US8262452, US8251824, US8246472, US8246449, US8241106, US8241103, US8235801, US8235792, US8235791, US8231456, US8231455, US8226463, US8221214, US8221206, US8216065, US8216059, US8210944, US8210937, US8210935, US8210922, US8202154, US8199068, US8192281, US8192277, US8177627, US8177234, US8162743, US8157638, US8152171, US8142280, US8142276, US8142273, US8128478, US8128089, US8118674, US8118670, US8118666, US8118658, US8115700, US8113939, US8109821, US8109516, US8105149, US8105148, US8100760, US8096882, US8092297, US8075384, US8070587, US8066564, US8060829, US8057308, US8043155, US8043153, US8038524, US8021231, US8012010, US8002627, US8002621, US8002620, US7997975, US7991691, US7972210, US7967676, US7963841, US7959152, US7958047, US7951001, US7946914, US7942737, US7937314, US7931528, US7917371, US7914372, US7901282, US7901280, US7896734, US7892088,

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US2005170876, US2005159200, US2005153772,

US2005148382, US2005143440, US2005126374, US2005124405, US2005124403, US2005119041, US2005096126, US2005096123, US2005071024, US2005060050, US2005059486, US2005059454, US2005056996, US2005054435, US2005054428, US2005054422, US2005054415, US2005051964, US2005049028, US2005043081, US2005037835, US2005037832, US2005037830, US2005032568, US2005032566, US2005020348, US2005020340, US2004266509, US2004266508, US2004259628, US2004256800, US2004248647, US2004248638, US2004242310, US2004235555, US2004209662, US2004192430, US2004180715, US2004171423, US2004166924, US2004166920, US2004157658, US2004147305, US2004106446, US2004082377, US2004053687, US2004053670, US2004053668, US2004053665, US2004053661, US2004053659, US2004053658, US2004048673, US2004048645, US2004018865, US2004002373, US2003222401, US2003220135, US2003216165, US2003199311, US2003181236, US2003162583, US2003161889, US2003127793, US2003119581, US2003119577, US2003100358, US2003094760, US2003083123, US2003079309, US2003078091, US2003069068, US2003060265, US2003040358, US2002198044, US2002123378, US2002115485, US2002070309, US2002052232, US2001036855, TWI564050, NL2003725, JP6077457, JP2015509777, JP2013545567, ITPD20130103, GB2544889, GB2481440, ES2384795, EP2686067, EP2686067, EP2594191, EP2571573, EP2550911, EP2299895, EP2299895, EP1533761, EP1427490, EP1298608, DE102011086325, DE102011079958, CN105848557, CN104707262, CN104136085, CN103920246, CN103920245, CN103415241, CN103415241, CN102697438, AU2012369220, AU2012200650, AU2011343179, AU2009202863, AU2004229022,

Abstract:
Source: US2002082072A A ball selector and display device comprising a plurality of prize balls, a ball holder adapted to hold the balls in an individually controlled manner, a controller adapted to select a prize ball, a display mechanism adapted to display the selected prize ball to the player; and a positioning mechanism in communication with the controller adapted to position the selected prize ball relative to the display mechanism. The ball selector and display device may be combined with a jumbled ball display wherein the balls displayed by the ball selector and display device appear to originate from the jumbled ball display. The ball selector and display device may also be combined with a game apparatus that is adapted to allow players to play a game. In this embodiment, the ball selector and display device may provide a bonus award for the player. Several games are also provided that may be used with the ball selector and display device.

0) US2738874A – RECORD CONTROLLED MACHINE

19) Family number: 31346152 (US2738874A) © PatBase

Title: RECORD CONTROLLED MACHINE

Priority: US19490073845 19490131 US19490073842 19490131 US19490073844 19490131 US19500204661 19501229 US19490073843 19490131

Family:

Publication number	Publication date	Application number	Application date
DE1040836 A	00000000		00000000
DE1040836 B	00000000		00000000
FR1054749 A	19540212		19500127
GB688383 A	19530304	GB19500002371	19500130
NL151330 B	00000000		00000000
US2558941 A	19510703	US19490073843	19490131
US2615569 A	19521028	US19490073844	19490131
US2651460 A	19530908	US19500204661	19501229
US2658682 A	19531110	US19490073842	19490131
US2738874 A	19560320	US19490073845	19490131

Probable Assignee: IBM

Assignee(s):(std)**:** BRITISH TABULATING MACH CO LTD ; IBM ; SIEMENS AG ; SIEMENS BERLIJN EN MUENCHEN BON AG

Assignee(s): SIEMENS BERLIJN EN MUENCHEN BONDSREPUBLIEK DUITSLAND AG ; INT BUSINESS MACHINES CORP ; BRITISH TABULATING MACHINE CO LTD

Inventor(s):(std)**:** DURFEE BENJAMIN M ; LAKE CLAIR D ; PIATT DONALD R ; WILSON LAWRENCE A

International class (IPC 8–9)**:** C04B35/38 H01F1/34 (Advanced/Invention); C04B35/26 H01F1/12 (Core/Invention)

International class (IPC 1–7)**:** C04B35/38 G03C1/10 G06C11/04 G06F15/10 G06F7/00 G06F7/06 H01F1/34

US class: 101/19 101/2 101/494 209/554 234/30 234/56 235/424 235/425 235/427 235/429 235/432 235/434 235/442

Classification Explorer

Cited documents: US2602544 A, US2580768 A, US2531895 A, US2511996 A, US2501821 A, US2486809 A, US2484081 A, US2480780 A, US2448026 A, US2442987 A, US2434512 A, US2386482 A, US2379828 A, US2377762 A, US2375307 A, US2364540 A, US2359670 A, US2355282 A, US2240546 A, US2232006 A, US2231186 A, US2230673 A, US2230129 A, US2229451 A, US2220489 A, US2189024 A, US2181999 A, US2165325 A, US2120233 A, US2103559 A, US2090103 A, US2089255 A, US2034542 A, US2033969 A, US1989840 A, US1930266 A, US1884189 A, US1880413 A, US1862032 A, US1834561 A, US1830756 A, US1453492 A, US1197276 A, US1134752 A,

Forward Citations: US3226682, US3173129, US3070366, US3029019, US3023399, US2995297, US2994429, US2990956, US2962211, US2955993, US2951699, US2941717, US2923469, US2903961, US2894627, US2863604, US2861259, US2846067, US2846066, US2838175, US2817480, JP56016468, JP48043462, DE1191615,

Abstract:
Source: GB688383A 688,383. Typewriters and c. BRITISH TABULATING MACHINE CO., Ltd. Jan. 30, 1950 [Jan. 31, 1949; Jan. 31, 1949; Jan. 31, 1949; Jan. 31, 1949], No. 2371/50. Class 100(iv) [Also in Group XIX] A record–card–controlled machine for census and like statistical purposes (see Group XIX) includes mechanism for printing on a record sheet, Fig. 42, amounts read out from unit counters and a foursection accumulator and a " group number " held in an electronic storage unit. The functions of the machine are controlled by a plugboard, Figs. 49A –R (not shown). Type–bar machines; hammer impression arrangements.–A record sheet is divided into half–sheets Fig. 42, which are printed simultaneously, two columns at a time by four printing banks each comprising four type bars 161, Figs. 13 and 20, carried by a fixed plate 160. The half–sheets are carried on typewriter–like carriages comprising platens 155 and the banks are so spaced that, e.g. columns 1, 16, Fig. 42, and like columns 31 and 46, are printed together. Each set of bars 161 is slidably mounted in a vertically slidable frame 169 and supported by spring–urged arms 172. The frames 169 are raised during each printing cycle by

cams 182 on shafts 183, Figs. 3 and 20, and carry the bars 161 with them until the latter are stopped by spring−urged pawls 175 released from the armature of magnets PM, Fig. 13, energized at times depending on the digits to be printed. The subsequent relative movement of a bar 161 and frame rocks an interposer 300 which closes checking contacts CKC through a T−member 301 for entry of the value printed into the accumulator. The bars 161 have−pawls 167 which cause automatic printing of zeros to the right of a significant figure. Printing hammers 189 are guided in comb slots in an operating frame 192 secured to a shaft 190, Figs. 3 and 13, which is rocked under control of a cam (not shown) fixed to a gear 196a. An inking ribbon 197 is provided for each carriage and feeding and reversing mechanism therefor.including spools 198. After printing, the pawls 175 are returned to latching position by a bail 178 secured to a shaft 179 which is rocked by a pin on a gear 186, Fig. 3. The gears 196a, 186 are driven by gears 188 on shafts 183 which are driven from a main print shaft 220, Fig. 20, when clutched to a co−axial shaft 216 connected to the motor shaft 120 and rotating at a slower speed than the card feed shaft 117. The shaft 216 carries a notched collar 222, Fig. 23, which co−acts with a dog 223 pivoted on an arm 219 fixed to the shaft 220. When the clutch magnet PCM is energized its armature releases the dog and the clutch is engaged for one or more revolutions. Letter−spacing, carriage−return, and line−spacing mechanism.−Each carriage is fed step by step by spring motor 350 and tape 351, Fig. 20, under control of spring−urged escapement pawls 353, Fig. 17, and a rack 352. The pawls have slots engaging a pivot 354, and the one engaging the rack is pulled leftward, Fig. 17, by the motor 350 so that its tail is in the path of an operating member 356. When the escapement solenoid (not shown) is energized it pulls down this member through linkwork 361, 358 and the rack is stepped one half tooth space into engagement with the other pawl, the functions of the pawls then being reversed. The carriages are coupled by a tie rod 362, Fig. 20, to ensure movement in unison. Each carriage is returned by a tape 409 wound on a pulley 408 normally loosely mounted on a shaft 406, Fig. 18, driven by worm gearing from the high speed shaft 117, Fig. 3. When the solenoid CRS, Fig. 13, is energized a lever 424 is rocked and a cam 422 is rotated by a spring−operated arm. 423 so that its serrated tread engages the resilient surface of a roller 407 on the shaft 406. The cam is then rocked with its supporting lever 420, thus pulling down a lever 416, Fig. 18, connected by a toggle link 415 to a twopart lever 412. The lever 412 actuates a disc friction clutch 411 to couple the pulley 408 to shaft 406, and the clutch engagement is maintained by the toggle action. The clutch is released when the carriage has been returned by a lug on the appropriate marginal stop (not shown) which rocks a trip lever 454, Fig. 20, connected by a link 455, lever 456 and link 458, Fig. 13, to a toggle−restoring lever 459. The marginal stops are adjustably mounted on a rack 450 and those for the carriage shown in Fig. 20 carry cam plates 461 which operate switches MS1, MS2 having roller−carrying operating levers 462. The switch MS1 is used for indicating that the carriage is in the returned position. The operation of switch MS2 initiates carriage return and other operations (see Group XIX). A third switch MS3 is operated when the carriage is in the first three positions for printing the amounts on the accumulator and the group number in the " Amount " and " Sort " columns respectively of the record sheet, Fig. 42. When a carriage is returned, the tape 409 operates the line−spacing. mechanism, Fig. 19, by rocking a bell−crank 479 which pulls down a spring−returned slide 477 so that a pawl 476 steps on the line−spacing ratchet 475. The pawl is normally held away from the ratchet by an arm 481 which can be set in three different positions for different line−spacing movements by a control lever 484 engaging one of three notches therein. The carriage shown in Fig. 20 carries contact brushes 506− which pass over contact strips to control the sequence of printing operations.

0) US6240660B – SNOW BLADE ATTACHMENT

20) Family number: 15411276 (US6240660B) © PatBase

Title: SNOW BLADE ATTACHMENT

Priority: CA19982227863 19980122 CA19992259749 19990119

Family:

Publication number	Publication date	Application number	Application date
CA2227863 AA	19990722	CA19982227863	19980122
CA2259749 AA	19990722	CA19992259749	19990119
CA2259749 C	20071127	CA19992259749	19990119
US6240660 BA	20010605	US19990233877	19990120

Probable Assignee: DUGAS GERARD G

Assignee(s):(std)**:** DUGAS GERARD F ; DUGAS GERARD G

Inventor(s):(std)**:** DUGAS GERARD F ; DUGAS GERARD G

Agent(s): SMART AND BIGGAR

International class (IPC 8–9)**:** E01H5/06 (Advanced/Invention); E01H5/04 (Core/Invention)

International class (IPC 1–7)**:** E01H5/06

CPC: Y10S37/903 E01H5/066

European class: E01H5/06D2

US class: 37/280 37/281 37/903 372/800

Classification Explorer

Cited documents: US5903986 A, US5848654 A, US5692875 A, US5692855 A, US5375349 A, US4962600 A, US4446639 A, US4208812 A, US4127951 A, US3373515 A, US3208166 A, US3055126 A, US2988831 A, US2841897 A, US2515384 A, CA759663 A, CA741065 A, CA1040854 A1,

Forward Citations: USD512443, USD511174, USD511173, US9255370, US8875419, US8776405, US8069590, US8051587, US8037625, US7941947, US7788829, US7784199, US7779563, US7743534, US7735247, US7735245, US7722305, US7707753, US7703222, US7681337, US7681335, US7676964, US7676963, US7676962, US7669353, US7658022, US7658021, US7654016, US7627965, US7603798, US7472499, US7430942, US7360327, US7249429, US7131221, US7100311, US7007571, US6817118, US6681505, US6651529, US6523620, US6463683, US2011113657, US2010229432, US2010064555, US2009277048, US2008155865, US2007217886, US2007169384, US2007151127, US2007137872, US2007089327, US2007089325, US2007084090, US2006288616, US2005246926, US2005193602, US2005126051, US2005111955, US2005066554, US2005016033, US2004205985, US2004060200,

Abstract:
Source: US6240660B An attachment for use with snow handling equipment such as a snowplow blade or a wheel loader bucket or similar implement, the attachment comprising a plate pivotally mounted at each end of the implement and movable between a forwardly projecting horizontal deployed position and a retracted position wherein the plate extends upwardly and does not interfere with normal operation of the implement. In the deployed position the plate is freely pivotal upwards and has a rounded front lower corner so that it can readily ride over curb stones and similar obstacles without damaging the mechanism. The attachments have the effect of greatly increasing the snow handling capacity of the implement without significantly detracting from its normal utilization.

0) IN00549MU2010A – AN APPARATUS, SYSTEM, AND METHOD FOR AUTOMATED ...

21) Family number: 45954294 (IN00549MU2010A) © PatBase

Title: AN APPARATUS, SYSTEM, AND METHOD FOR AUTOMATED PRODUCTION OF RULE BASED NEAR LIVE SPORTS EVENT IN THE FORM OF A VIDEO FILM FOR ENTERTAINMENT

Family:

Publication number	Publication date	Application number	Application date
IN00549MU2010 A	20100709	IN2010MU00549	20100303

Probable Assignee: RATHOD YOGESH CHUNILAL

Assignee(s): RATHOD YOGESH CHUNILAL

Inventor(s): RATHOD YOGESH CHUNILAL

International class (IPC 8–9): G06T17/00 H04N5/445 H04N5/765 (Advanced/Invention)

Classification Explorer

Abstract:
Source: IN00549MU2010A An apparatus, system, and method for automated production of sport video using expert sports video production rules. Methods and systems for automated rule based real and live sports video or film or movie productions by merging pre–created standardize video clips as per administrator score or points or goal settings and domain or subject specific film or movie production rules by domain and subject specific rule engine and real time or near real time live broadcasting or telecasting or streaming or screening or transmission or playing or recording live or real sports match event via multiple communication networks on multiple types of user(s) device(s) to viewers, e.g. real and live sports comprising cricket, baseball, golf, football, soccer, basketball, hockey, tennis, racing.

22) Family number: 28290889 (US2003231485A) © PatBase

Title: TUBULAR ELECTRO–LUMINESCENT PANEL(S) LIGHT DEVICE

Priority:

US20020094155	20020308	US20020094156	20020308	US20020170584	20020614
US20020285451	20021101	US20040883719	20040706	US20040883747	20040706
US20030341519	20030114	US20030667787	20030923	US20020286871	20021104
US20030621513	20030718	US20040883741	20040706	US20020286820	20021104
US20060566322	20061204	US20060527628	20060927	US20060527629	20060927
US20060498874	20060804	US20060498881	20060804	US20050255981	20051024
US20050184771	20050720	US20050152063	20050615	US20050094215	20050331
US20050092742	20050330	US20050092741	20050330	US20050094156	20050331
US20050094155	20050331	US20040954189	20041001	US20040902123	20040730
US20060527631	20060927	US20090624621	20091124	US20080318471	20081230
US20080318470	20081230	US20080318473	20081230	US20080292153	20081112
US20080232505	20080918	US20080232035	20080910	US20080149963	20080512
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US20150870601	20150930	US20150834613	20151110	US20150968153	20151214
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US20160296599	20161018	US20160348218	20161110	US20160170071	20160601
US20170413387	20170123	US20150829215	20150818	US20160390783	20161227

Family:

Publication number	Publication date	Application number	Application date
US2003231485 AA	20031218	US20020170584	20020614
US2003231486 AA	20031218	US20020286820	20021104
US2003231487 AA	20031218	US20020286871	20021104
US2004022052 AA	20040205	US20030341519	20030114
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US2005018417 AA	20050127	US20040883741	20040706
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Probable Assignee: TORMACH LLC

Assignee(s):(std)**:** CHIEN TAENG LU ; CHIEN TSENG L ; CHIEN TSENG LU ; TORMACH LLC ; WALLAGE RAYMOND ROGER

Inventor(s):(std)**:** WALLAGE RAYMOND ROGER ; CHIEN TSENG L ; CHIEN TAENG LU ; CHIEN TSENG LU

Inventor(s): CHIEN TSENG

Agent(s): BACON AND THOMAS PLLC; ROBERT

International class (IPC 8–9)**:** A41D27/08 A41G1/00 A42B1/24 A43B3/00 A45C15/06 B60Q1/26 B60Q3/02 B60R11/00 B60R13/00 C10G1/00 C12M1/00 C12M1/06 C12M1/12 C12M1/34 C12M3/00 F21K2/00 F21K9/232 F21K99/00 F21L13/00 F21L14/00 F21L4/00 F21L4/02 F21L4/08 F21S10/00 F21S10/02 F21S10/06 F21S2/00 F21S4/00 F21S6/00 F21S8/00 F21S8/08 F21S9/02 F21V1/00 F21V1/10 F21V11/00 F21V13/00 F21V13/02 F21V14/00 F21V14/02 F21V14/06 F21V14/08 F21V15/01 F21V17/00 F21V17/02 F21V19/00 F21V19/02 F21V21/00 F21V21/005 F21V21/08 F21V21/092 F21V21/14 F21V21/22 F21V21/26 F21V21/30 F21V23/00 F21V23/02 F21V23/04 F21V23/06 F21V25/02 F21V29/00 F21V29/502 F21V29/70 F21V3/00 F21V3/02 F21V31/00 F21V33/00 F21V5/00 F21V5/04 F21V7/00 F21V7/04 F21V8/00 F21V9/00 F21V9/16 G01J5/00 G01S3/786 G02B27/22 G02F1/13 G02F1/1335 G02F1/13357 G03B1/00 G03B15/03 G03B19/18 G03B21/00 G03B21/14 G03B21/20 G03B23/00 G03B29/00 G03B3/00 G03H1/22 G04B19/04 G04B19/30 G04B37/12 G04B47/00 G04C10/00 G04C19/00 G04G99/00 G06F1/26 G06K9/00 G06T7/00 G06T7/20 G08B13/24 G09F13/18 G09F13/22 G09F23/00 G09F23/04 G09F9/33 G09G3/30 G09G3/32 H01L21/00 H01L21/68 H01R11/00 H01R13/66 H01R25/00 H01R27/00 H01R3/00 H01R33/00 H01R33/009 H01R39/00 H02G3/14 H02J4/00 H02J7/00 H02J7/02 H02M1/00 H04N1/21 H04N5/225 H04N5/232 H04N5/235 H04N5/247 H04N5/33 H04N5/76 H04N5/77 H04N7/18 H04N9/31 H05B33/08 H05B37/02 H05B41/30 (Advanced/Invention);
B60R13/02 F21S2/00 F21V1/10 F21V21/22 F21V21/29 F21V21/30 F21V23/04 F21V23/06 F21V33/00 F21V8/00 F21V9/08 F21W121/00 F21W131/30 F21Y101/00 F21Y101/02 G02B5/32 G09F13/22 H01H9/18 H01J7/44 H01R103/00 H01R13/713 H01R24/76 (Advanced/Non–invention);
A42B1/00 A43B3/00 A45C15/00 B60Q3/00 B60R11/00 B60R13/00 F21L4/00 F21S4/00 F21V1/00 F21V17/00 F21V21/00 F21V21/005 F21V21/08 F21V21/14 F21V23/00 F21V23/04 F21V3/00 F21V33/00 G03B21/00 G03B21/14 G09F13/22 H01R3/00 H01R33/00 H05B37/02 (Core/Invention);
B60R13/02 G02B5/32 (Core/Non–invention)

International class (IPC 1–7)**:** F21V21/00 F21V21/08 F21V9/16 G01D11/28 G02B6/04 H01J1/62 H01R11/00

CPC: A42B1/242 A41D27/085 A42B1/244 A43B1/0036 A43B3/0005 A45C15/06 B60Q1/26 F21S2/00 G09F13/22 H05B37/0245 F21V19/00 F21V19/0015 F21V19/003 G03B15/03 H05B37/0218 H05B37/0236 Y02B20/42 F21V33/006 G02B6/0021 G02B6/0045 G09F23/00 H01H2009/186 H02G3/14 A43D999/00 B60R11/00 B60R13/00 B60R2011/0063 B60R2013/0287 H04M1/05 H04M1/6058 F21S10/066 F21V23/0407 H05B33/0857 A43C9/02 F21V29/20 F21V19/02 F21V1/00 F21V3/00 H01R33/06 F21V23/045 F21V5/048 F21V7/0066 F21V29/70 G03B21/2086 Y10T307/406 H05B33/0842 F21S10/007 F21V14/003 F21V14/006 G06F1/266 H02J4/00 H02J7/0042 H02J7/007 F21S2/005 F21S8/038 F21L4/00 F21L2001/00 F21S4/10 F21S4/20 A43B3/001 G03B21/20 F21V3/026 F21V14/08 F21V23/023 F21V33/0048 H01R33/92

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Abstract:
Source: US2003231485A A tubular Electro−Luminescent panel(s) light device offer a desired bending directions with super brightness basing on certain width of panel incorporated proper invertor system. The said panel(s) with much narrow width than tube means to allow the panel(s) can be bend at any direction and angle within the tube means to offer a desired light effects. The said panel(s) can be flat or twisted within the tube means which may have the desired colored, transparency, wall thickness, diameter, shape, length for requirement. The said device may incorporated with non−elastic means, magnetic means, tube holder, sensor means, Integrated circuit to add a lot of desired variety features.

0) US2668595A – ROTOR CONTROL MECHANISM FOR AIRCRAFT OF ROTARY ...

23) Family number: 22247869 (US2668595A) © PatBase

Title: ROTOR CONTROL MECHANISM FOR AIRCRAFT OF ROTARY WING TYPE

Priority: US19470731656 19470228

Family:

Publication number	Publication date	Application number	Application date
US2668595 A	19540209	US19470731656	19470228

Probable Assignee: KAMAN AIRCRAFT CORP

Assignee(s):(std)**:** KAMAN AIRCRAFT CORP

Inventor(s):(std)**:** KAMAN CHARLES H

International class (IPC 8–9)**:** B64C27/08 B64C27/615 (Advanced/Invention); B64C27/00 (Core/Invention)

International class (IPC 1–7)**:** B64C27/72

CPC: B64C27/08 B64C27/615 Y02T50/34

European class: B64C27/08 B64C27/615 Y02T50/34

US class: 416/115 416/122 416/24 416/240

Classification Explorer

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Forward Citations: US5505589, US3409248,

Abstract:
Source: US2668595A (Claim 1) 1. An aircraft of the rotary blade type includ– ing in combination, a fuselage, a power driven substantially vertical shaft connected with the fuselage, a plurality of similar radially extending aerofoil blades equally spaced eircumferentially and having their root portions connected with the shaft for rotation therewith and so held as to prevent rotative movements of the said root portions about axes extending longitudinally of the blades, each blade being capable of substantial twisting about its longitudinal mean axis and with respect to,its nonrotatable root portion and having torsional resiliency causing it to be restored to its normal nosition after such tw;.sting, a plurality of similar pairs of aerofoil flaps carried respectiyely by the outer portions of the blades with one lap of each pair adjacent the leading edge of its blade and with the other flap of each pair adjacent the trailing edge ol the so,me blade, all of the said pairs of fiaps being subg'cantially equally spaced from the shaf4u and being angularly movable relatively to their respective blades about axes substantially parallel with the mean axes of the blades and the flaps of each pair being connected with each other for –movement in opposite directions about their re– ,as only the relatively small flap,$ are mqvpd, the spective axes so that the flaps of the said pairs norn–rally,serv,e 'by –_reason _of _aeradynamic fo'rees udting thereon during _rot2_tion to'twist 'the respective',blades –progr–essiv6ly –from _the _said _ro6t portions _toward the –said flaps and to :thereby change the effective blad6 pitches to varying stibst,antial ;exte–rits dependent on varying relative –angular _po_itions bf 'the flaps, _reldtiv6ly –mov–dbie _flap –r_ieVin–,; conne6tions extendinq from:the llaps:of the saidpalrs–to the:fuselage,–and–a,,pilot controlled flap–Olctua;ting_r_,iechailism ontm_fuselage fo–r–.no–ving–the said connections _ during.'rotationiof _the:blades arid.– taps so_as to:angulary ma,ve–the flaps,.of the several,pairs relatively,to fthe ibl–ades, the said flap _actuating –,–mech__nism ,enabling the–., pilot.to_.control the movement of the dircre_ft by,.reason of _varying fie_p induced twisting ljaf –the iblades and the resultant varying _ef feGti,ve:pitches_thereof.

24) Family number: 30027244 (US2001024671A) © PatBase

Title: METHOD AND DEVICE FOR PRODUCING PIZZA

Priority:

EP19980945213	19980812	EP20000109611	20000505	EP20020743120	20020528
EP20010945042	20010425	IT1997BZ00044	19970819	EP20010113720	20010605
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Family:

Publication number	Publication date	Application number	Application date
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WO02100176 A3	20031023	WO2002IB03310	20020610	
WO02100176 C2	20030605	WO2002IB03310	20020610	
WO9908537 A1	19990225	WO1998EP05093	19980812	

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Assignee(s):

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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VN YU ZA ZM ZW

International class (IPC 8–9): A21B5/00 A21C1/06 A21C1/14 A21C11/00 A21C13/02 A21C15/00 A21C9/04 A21C9/08 A21D13/00 A23G3/28 B01F15/00 B01F15/02 B01F3/12 B01F7/00 B01F7/04 B01F7/14 G01F11/16 G06F11/34 G06F7/48 (Advanced/Invention); A21C1/02 B01F15/02 B01F15/04 B01F3/12 B01F7/00 B01F7/14 (Advanced/Non–invention); A21C11/00 A21C9/00 (Core/Invention)

International class (IPC 1–7): A21B5/00 A21C1/02 A21C1/06 A21C1/14 A21C11/00 A21C13/02 A21C15/00 A21C9/04 A21C9/08 A21D10/00 A21D13/00 A23G3/00 A23G3/28 A23L1/00 B01F15/00 B01F15/02 B01F3/12 B01F7/04 B01F7/14 G06F11/34 G06F7/48 G07F9/10

CPC: A21D13/41 A21D13/40 B01F15/0219 A21C1/06 A21C1/142 A21C1/1425 A21C1/144 A21C9/04 A21C9/083 A21C11/00 A21C11/006 A21C15/002 B01F7/145 B01F15/00792 B01F15/00876 A21D13/00

European class: A21C1/06 A21C1/14C A21C1/14C2 A21C1/14D A21C11/00 A21C11/00C2 A21C15/00B A21C9/04 A21C9/08C A21D13/00H A21D13/00H2 B01F15/00N3 B01F15/02B7C2B B01F7/14B L01F15/00P6

US class: 126/198 221/150A 221/175 222/146.2 222/161 222/164 366/155.1 366/181.3 366/193 366/76.92 366/99 426/289 426/289P 426/292 426/293 426/296 426/496 426/503 426/505 426/508 426/508S 426/512 426/512S 426/516 426/516S 426/518 426/549 426/549P 426/549S 99/348 99/349 99/353 99/386 99/393 99/423 99/427 99/443C 99/450.2

Classification Explorer

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Forward Citations: WO16025840, WO15097565, WO15097564, WO15034327, WO13033586, WO12128429, WO11106475, WO11099974, WO10120248, WO08103907, WO08081213, WO08081213, WO07009979, WO04110154, WO04002228, WO02100176, WO02100176, WO02094424, WO0187073, WO0042857, WO0000034, WO0000034, US9683255, US9516884, US9487823, US9456615, US9386799, US9333676, US9326544, US9295282, US9295281, US9215878, US8820221, US8789459, US8512022, US8425959, US8313227, US8076614, US7955795, US7887867, US7858130, US7758330, US7704535, US7328652, US7307243, US7246554, US7178976, US6929460,

US6915734, US6865983, US6863429, US6822207, US6672203, US6479087, US6363838, US2016213009, US2016174576, US2015181897, US2015063055, US2014198604, US2012213897, US2012204733, US2012097048, US2012024170, US2011303697, US2011209661, US2011174168, US2011059209, US2011048246, US2010212516, US2010143556, US2010139497, US2010107899, US2010078008, US2010012639, US2009320694, US2009181146, US2009161478, US2009143764, US2008295705, US2008282903, US2008197525, US2007253286, US2007096352, US2007082098, US2007017383, US2006280825, US2006278098, US2006263181, US2006157469, US2006040032, US2006034994, US2005260319, US2005220969, US2005201196, US2005186312, US2005186311, US2005123659, US2005022803, US2004250688, US2004060453, US2004028766, US2003196346, US2003138539, US2003050859, US2003010217, US2002176921, RU2503182, NL2009290, NL1018100, KR101383778, KR101260702, KR101057503, JP4448513, JP2015526063, JP2012165687, JP2006527587, GB2391222, GB2391222, GB2390525, EP3158869, EP3043312, EP2695520, EP2418957, EP2418957, EP2134183, EP2134183, EP1488701, EP1425970, EP1399024, EP1374683, EP1188380, EP1168926, DE202010005304, DE102015205706, DE102010016634, DE102010016634, DE102009024058, DE102005034510, DE102004063875, CN105555142, CN105230691, CN104549105, CN104472606, CN104472606, CN104413094, CN104257287, CN104247730, CN103703866, CN103416443, CN103315012, CN103315012, CN103037697, CN103037697, CN103027086, CN103027086, CN102395278, CN102395278, AT515751,

Abstract:
Source: US2001024671A The invention is an apparatus for producing pizza by a mechanical, automated system without using baking tins for the dough bases and without using pre−prepared or pre−shaped bases. Dough bases are individually prepared from fresh pre−proportioned dough ingredients by a kneading and extrusion device. The dough base is then passed through a series of processing stations, such as a shaping press, a metering and distribution device for tomato purees or sauces, at least one metering and distribution station for garnishing (topping) ingredients and a baking station. The dough bases pass through the series of stations on a preheated or continuously heated transportation sheet. No pre−produced or pre−cooked, semi−finished products are used in the method. Each dough base is prepared and provided with toppings according to individual orders selected from a list.

25) Family number: 29597584 (US4905808A) © PatBase

Title: TORQUE TRANSMISSION DEVICE FOR A FOUR–WHEEL DRIVE VEHICLE

Priority: JP19870075240 19870327 JP19870198046U 19871226 JP19870251305 19871005 JP19870282959 19871111 JP19870325462 19871224 JP19880004058 19880111 JP19870297391 19871127 JP19870297390 19871127 JP19870331690 19871226 US19880165072 19880307

Family:

Publication number	Publication date	Application number	Application date
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Probable Assignee: TOYOTA MOTOR CORP

Assignee(s):(std): TOYODA KOKI K K ; TOYODA KOKI KK ; TOYODA MACHINE WORKS LTD ; TOYOTA MOTOR CO LTD ; TOYOTA MOTOR CORP

Assignee(s): TOYODA MACH WORKS LTD ; TOYODA KOKI K K KARIYA AICHI JP ; TOYODA KOKI 1 1 ASAHI MACHI KARIYA SHI AICHI KEN J ; TOYODA KOKI 1 1 ASAHI MACHI KARIYA SHI AICHI KEN JAPAN KK

Inventor(s):(std): ASANO HIROAKI ; DANOOKA SHIGEO ; DOMITA TAMAKI ; HIROAKI ASANO ; KEIICHI NAKAMURA ; MASAJI YAMAMOTO ; MORISHITA NOBUNAO ; NAKAMURA KEIICHI ; NAKAMURA KYOICHI ; NAKANO TETSUYA ; NOBUNAO MORISHITA ; SAKAI DOSHIFUMI ; SAKAI TOSHIBUMI ; SAKAI TOSHIFUMI ; SHIGEO TANOOKA ; SHIGEO TNOOKA ; TAMAKI TOMITA ; TANOOKA SHIGEO ; TETSUYA NAKANO ; TNOOKA SHIGEO ; TOMITA TAMAKI ; TOSHIFUMI SAKAI ; YAMAMOTO MASAJI

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Agent(s): GRIFFITH HACK

Designated states: DE FR GB IT SE

International class (IPC 8–9): B60K17/348 B60K17/35 F16D13/54 F16D25/06 F16D25/063 F16D25/0638 F16D35/00 F16D43/284 F16D47/06 F16H39/40 (Advanced/Invention); B60K17/348 B60K17/35 F16D13/00 F16D25/06 F16D35/00 F16D43/00 F16D47/00 F16H39/00 (Core/Invention)

International class (IPC 1–7): B60K17/34 B60K17/348 B60K17/35 F16D13/54 F16D25/00 F16D25/02 F16D25/063 F16D25/0638 F16D25/14 F16D35/00 F16D43/28 F16D43/284 F16D47/06 F16H35/04 F16H39/40

CPC: B60K17/3505 F16D35/005 Y10T74/19005 B60K17/351 F16D35/00 F16D43/284 F16D47/06 F16H48/12

European class: B60K17/35B B60K17/35B1 F16D35/00 F16D35/00B F16D43/284 F16D47/06 R16H48/12

US class: 180/233 180/248 180/249 192/103F 192/85.02 192/85.24 192/85AA 74/650

Classification Explorer

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Forward Citations: WO17015335, WO04070224, US8562479, US7032699, US6882922, US6859715, US6681913, US6591714, US6575281, US6547025, US6544137, US6544136, US6474433, US6464056, US6413182, US6193006, US6176800, US6161667, US6123134, US6033334, US6016896, US6001040, US5954173, US5941788, US5935036, US5899306, US5890573, US5888163, US5884739, US5862875, US5791446, US5735764, US5713811, US5706923, US5690201, US5662196, US5658214, US5637050, US5634507, US5632185, US5616096, US5611746, US5595214, US5556350, US5556343, US5536215, US5526912, US5454457, US5405293, US5388679, US5375687, US5314039, US5310388, US5305858, US5224906, US5219038, US5197583, US5178249, US5174408, US5101678, US5080187, US5063738, US5056640, US5012908, US4899859, US2015098841, US2010248888, US2006272915, US2004251070, US2004024511, JP5162547, JP5001538, JP3234932, JP3070206, JP3032222, JP2007040339, JP2006516711, JP1234624, GB2315531, GB2315531, GB2309497, GB2309497, FR2714128, FR2650229, EP0881406, EP0841499, EP0480175, EP0391722, EP0381505, EP0380101, EP0380101, EP0350044, EP0315200, EP0310028, DE4424255, DE4424255, DE4345484, DE4343307, DE4343307, DE4327519, DE4327519, DE19505800, DE19505800, DE10304140, AU628829, AU618021, AT403855,

Abstract:
Source: US4905808A A torque transmission device is provided wherein a rotary housing is connected to one of front and rear drive shafts which respectively drive front and rear axles of a four−wheel drive vehicle, while a rotary shaft coaxially carried by the rotary housing is connected to the other of the front and rear drive shafts. The housing receives therein a multiple disc clutch device for transmitting rotational power between the housing and the shaft through friction engagement between alternately arranged outer and inner clutch discs which are respectively rotatable bodily with the housing and the shaft. The housing also receives an axially movable piston to press the clutch discs for friction engagement. An end wall of the housing or an end cap secured thereto and a facing end surface of the piston define an axially narrow circuit chamber, within which a rotary with several radially extending blade portions is received to be rotated by the shaft. Several space sections into which the chamber is divided by the rotor blade portions are filled with silicon oil of a high viscosity. When the rotational speed difference occurs between the rotor and the housing, a pressure is generated within each of the space sections thanks to the high viscosity of the silicon oil and is directly applied to the piston, whereby rotational power is transmitted from the housing to the rotary shaft and vice versa.

0) US2006245891A – REMOVABLY ATTACHABLE FORKLIFT FOR LIGHT TRUCK A...

26) Family number: 33585159 (US2006245891A) © PatBase

Title:	REMOVABLY ATTACHABLE FORKLIFT FOR LIGHT TRUCK APPLICATIONS
Priority:	US20050118717 20050429

Family:

Publication number	Publication date	Application number	Application date
US2006245891 AA	20061102	US20050118717	20050429

Probable Assignee:	FLAHERTY MICHAEL T
Assignee(s):(std)**:**	FLAHERTY MICHAEL T
Inventor(s):(std)**:**	FLAHERTY MICHAEL T
Inventor(s):	FLAHERTY MICHAEL
Agent(s):	ROBERT K TENDLER
International class (IPC 8–9)**:**	B66F9/18 (Advanced/Invention); B66F9/18 (Core/Invention)
CPC:	B66F9/065 B66F9/149
European class:	B66F9/065 B66F9/14 B66F9/14U2
US class:	414/607 414/607P
Classification Explorer	
Cited documents:	US6386820 BA, US5951236 A, US5674046 A, US5615814 A, US5590998 A, US5582502 A, US5209002 A, US5036607 A, US4860834 A, US4421449 A, US4236329 A, US4177001 A, US3987562 A, US3923170 A, US3795331 A, US3672525 A, US3175721 A, US3002638 A, US2653678 A, US2621821 A,
Forward Citations:	WO09032042, US8534981, US7891479, US2014064826, US2011266093, US2009065327, US2007092366, CN103241686,

Abstract:
Source: US2006245891A A releasably detachable forklift assembly is coupled to a snowplow mount on a light truck to utilize the mechanical actuating features of the snowplow assembly to actuate the forklift assembly for lifting the forklift and angling it. The use of the light truck provides for forklift transport, adequate clearance for uneven terrain, and with the height of the seat of the light truck affording excellent visibility above the load carried by the tines of the forklift assembly.

0) US3082670A – TYPESETTING SYSTEM AND APPARATUS

27) Family number: 22153974 (US3082670A) © PatBase

Title: TYPESETTING SYSTEM AND APPARATUS

Priority: US19570686233 19570925

Family:

Publication number	Publication date	Application number	Application date
DE1285888 B	19681219	DE1958A030141	19580822
GB906113 A	19620919	GB19580008007	19580912
GB906114 A	19620919	GB19610032704	19580912
GB906115 A	19620919	GB19610032705	19580912
GB906116 A	19620919	GB19610032706	19580912
US3082670 A	19630326	US19570686233	19570925

Probable Assignee: AMERICAN TYPE FOUNDERS CO INC

Assignee(s):(std)**:** AMERICAN TYPE FOUNDERS CO INC

Assignee(s): AMERICAN TYPE FOUNDERS CO

Inventor(s):(std)**:** H SAUSELE GEORGE J ; SAUSELE GEORGE J H

International class (IPC 8–9)**:** B41B17/06 B41B17/32 B41B21/00 B41B21/36 B41B27/00 B41B27/28 (Advanced/Invention); B41B17/00 B41B21/00 B41B27/00 (Core/Invention)

International class (IPC 1–7)**:** B41B17/00 B41B17/02 B41B17/18 B41B17/20 B41B21/32

CPC: B41B17/06 B41B17/32 B41B21/00 B41B21/36 B41B27/00 B41B27/28

European class: B41B17/06 B41B17/32 B41B21/00 B41B21/36 B41B27/00 B41B27/28

US class: 396/551 400/4

Classification Explorer

Cited documents: US2887936 A, US2790362 A, US2787199 A, US2775172 A, US2769379 A, US2744457 A, US2742831 A, US2742830 A, US2725802 A, US2714843 A, US2714842 A, US2699859 A, US2682814 A, US2646733 A, US2646731 A, US2600168 A, US2419474 A, US2388961 A, US2379862 A, US2378371 A, US2377801 A, US2351126 A, US2231899 A, US1756111 A, US1732049 A, US1283394 A, US1166504 A, US1149490 A, DE469538 A,

Forward Citations: US3833887, US3747484, US3333668, US3296948, GB2127789,

Abstract:
Source: GB906113A 906,113. Photographic type–composing apparatus. AMERICAN TYPE FOUNDERS CO. Inc. Sept. 12, 1958, No. 8007/58. Class 98(1). Photographic type–composing apparatus comprises in combination a supporting frame; a rotatable character disc upon which is carried at least one set of master characters arranged arcuately on said disc and concentrically thereof from which selections are made for effecting composition; means for reproducing successive individual characters from said disc at a given point in the apparatus; and means for presenting selected characters on said disc at said point, the last–mentioned means comprising driving means for continually urging the disc to rotate about its axis in one direction only, means acting on said disc to arrest it at the next ensuing positioning of a given character at said point of reproduction, said means comprising at least one stop abutment on the disc displaced radially from its axis and one of a plurality of stop elements selectively inserted into the path of said abutment; and a carriage for intermittent movement of a sensitized sheet past the point of reproduction to space the recorded characters. The Specification defines photography as meaning any process in which an electromagnetic wave produces in a suitably prepared medium a visible image or a latent image which may be made manifest by suitably treating the medium, while the term sensitized sheet is stated to mean any sheet or tape as of film or paper adapted to receive such an image and record it. The invention is applied to a photographic type–setter unit B which is a modification for photographic recording of the proportional spacing automatic typewriter justified copy reproducer of Specification 763,463, wherein a punched tape prepared in an electric typewriter which also produces a trial copy is used to operate the reproducer by automatic operation of the keyboard mechanism, the tape bearing justification information as well as character and interword identifications. Essentially the modification consists in replacing the paper support roller on the reproducer by a photographic film carriage F and replacing the type basket and bars and ribbon by a rotatable master character disc D arrested with the required character in position at a fixed location relative to the keyboard 10B for optical projection on to the film under control of the appropriate keyboard lever mechanism and providing a lamp and a shutter S to effect a controlled exposure once a circuit is completed through the disc and the arresting

mechanism, whereafter the reproducer typewriter carriage escapement is operated under the control of magnets such as LE1 (Fig. 4) to effect along–the–line spacing, cams I, II, III on the shutter shaft being provided to time correctly the cycle of exposure and escapement operation. As described in Specification 763,463, but not shown in the present Specification, the justifying interword spaces are introduced when the space bar is operated, closing a contact WSC and setting the appropriate escapement magnets by circuits through relays JR1 to JR5 which store the justification information for the line. The punched tape is fed into a print reader 16 comprising a justification reader portion 16J and a print reader portion 16P arranged so that the justification instructions for the line are read and stored in the relays JR1 to JR5 before the character and width information is read to operate a code selector 13 for printing. Preferably, the trial copy recorder includes both a tape punching and a tape reading head, which latter effects keyboard operation and simultaneously punching of a second tape whereby a corrected tape may be produced from an original tape by stopping this tape when an error is reached, manually keyboarding the correct matter, and advancing the original tape by hand until the erroneous matter has been passed and then recommencing automatic tape operation. Matter may be produced in different point sizes by the use of alphabets in different sizes on the same or different master character discs or by variable optical magnification by adjustment of the projection lens 220, the appropriate character spacing being derived by exchangeable gearing between the escapement driven typewriter stub carriage 425 and the film carriage F. Alternatively, the appropriate film feed for different point sizes may be obtained by arranging that during the character code print reading cycle the escapement mechanism is actuated more than once. In this way the film carriage could be arranged to have a 4–point unit movement and 8–, 12–, or 16–point movements could be provided by double, triple or quadruple escapement operation. Style as well as case changes may be obtained without change of character disc by including a secondary font on the disc, images of which are projected on to the film when a font or " mixer " shift code punched on the tape in the trial copy recorder on operation of the ribbon or " colour " shift key is read, the selection of the font as well as selection of upper or lower case characters on the disc being effected by adjustable prisms housed at E in the light path. Provision is made for lighting a signal lamp 770 when the secondary font is in use. If the secondary font is of a point size which is a multiple or submultiple of that of the primary font, the required escapement movement may be provided by multiple escapement operation brought into operation by the mixer shift code. If the character disc bears fonts with point sizes in non–integral multiple relation, e.g. 8– and 12– point, multiple escapement operation may be used for both fonts with an escapement unit which is the H.C.F. of the sizes, e.g. by using a 4–point escapement unit with double and triple escapement respectively. Master character disc.–Each disc D comprises a transparent plastic plate covering with an opaque masking material to provide transparent characters on a dark ground arranged in three identical sectors each bearing the same four alphabets disposed in concentric arcs which consist of radial rows of upper and lower case symbols operated by the same key arranged in a primary font, e.g. Roman, and also in a secondary font, e.g. of a different style such as bold type. More than two fonts of symbols may be provided if appropriate shift codes and mechanisms are provided. Each disc is centrally apertured so as to be exchangeably mounted on a hub 140 on a hollow driven shaft 128 between the hub and a clamping member 145 engaged by the key end 150 of a rod 130 within the shaft and urged inwardly by a spring 137 engaging a collar 132 slidable on the shaft and pinned to the rod 130, the pin 131 being located in a key–way 133 in the shaft. Driving buttons 115 on the disc are thus urged by the clamping member 145 into driven engagement with a peripheral depression 142 on the hub, thus continually urging the disc to rotate clockwise, the member 145 acting as a slipping friction clutch plate. A conducting ring 320 on the disc engaged by a brush 330 is extended at 321 to carry pins 325 which engage the disc arresting means–the key–operated H –shaped blades 390– to complete a circuit controlling the exposure movement of the shutter S. Optical system.–Light from a universallymounted lamp 225 (Fig. 21) passing through a condenser 230 adjustable to form an image of the lamp filament on the projection lens 220 illuminates that portion of the disc D lying in the projection gate formed by the vertical slot in the mask M and the character images projected via prisms 270, 271 in the housing E by the lens 220 are masked by the exposure gate 212 so that only one character is formed on the film in the magazine extending across the exposure gate from supply cassette 516 to takeup cassette 525. Character selection.–Instead of type bars being connected to the keyboard mechanism, each link 34 is connected by a rod 35a to a T– shaped lever 350 pivoted on a bowed wire 352 secured in the body frame 50a and slidable in a slot 376 in the upper part of a comb–like member 372. For each T–lever there is a corresponding H–shaped blade 390 located in a slot 382 in an inverted comb–like plate 370, a curved strip 380 fastened over the tips of the comb retaining the H–blades against the action of compression springs 400. As a key lever is depressed the corresponding T–lever is pivoted anticlockwise about the wire 352 and raises the H–blade so that the nose 397 slides past the catch ledge 417 on the resiliently mounted latch plate 415 and engages the inclined surface 418 of the plate which is thereby displaced rearwardly sufficiently for the ledge 417 to be withdrawn from a blade previously in the latched position so that this falls to the position shown, and as the T–lever arm 355 falls back the nose 397 slides down the surface 418 and latches on the ledge 417. In this position an extension 393 on the front limb of the H–blade is positioned in the path of a pin 325 on the master character disc to arrest this, as it rotates clockwise, with thee appropriate radial character row in the projection gate defined by the vertical slot 240 in the mask M. The chosen face of the character row is projected on to the film through the exposure gate 212 of a height of one line only by the positioning of the two right–angled prisms 270, 271 rotatable about axes parallel to their vertices by levers 282, 305 having limbs movable between stops and controlled by rotary solenoids 290, 308 energized by change font or " mixer " shift and case shift tape signals respectively, the prism system performing the functions provided in a typewriter by raising the type basket. Film magazine and film feeding.–The supply cassette 516 comprises end caps screwed on to the threaded ends of a rod 540 on which the film is wound and making light–tight joints with the ends of the cylindrical cover of the cassette formed with velvet–lined lips from which the film pa

28) Family number: 49087265 (WO12123602A1) © PatBase

Title: DEVICE INCORPORATED PERMANENTLY INTO A MOTOR VEHICLE FOR AUTOMATIC MOUNTING OF NON–SLIP ACCESSORIES

Priority: ES20110000261U 20110311

Family:

Publication number	Publication date	Application number	Application date
ES1074824 UA	20110614	ES20110000261U	20110311
ES1074824 Y1	20110916	ES20110000261U	20110311
WO12123602 A1	20120920	WO2011ES70690	20111003

Probable Assignee: SAVE DUMMY SL

Assignee(s):(std)**:** SANTIAGO FONTAINA JOSE MARIA ; SAVE DUMMY S L

Assignee(s): SAVE DUMMY SL

Inventor(s):(std)**:** SANTIAGO FONTAINA JOSE MARIA ; SAVE DUMMY S L

Inventor(s): SAVE DUMMY SL

Agent(s): CARVAJAL Y URQUIJO ISABEL ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT QA RO RS RU RW SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60B39/12 B60C27/00 B60C27/14 (Advanced/Invention)

CPC: B60B39/12 B60B2900/3312 B60C27/145

European class: B60C27/14F

Classification Explorer

Cited documents: WO02087906 A1, US5443225 A, US3797549 A, US3630440 A, ES2351505 AA, DE2652996 A1, DE20003305, DE102006035192,

Abstract:
Device incorporated permanently into a motor vehicle for automatic mounting of non–slip accessories, which comprises a module arranged under the bodywork of the motor vehicle, which contains the elements for equipping the drive wheels of said motor vehicle when the latter is to travel on snow–covered or icy roads. The device is formed by a module (1) driven by electromechanical means, in the form of a workable box that contains a band (2) rolled up on a rotary shaft or drum, the end of which incorporates a "U"–shaped pull (3) with hooks at the ends. In addition, there are two horizontal–shaft rollers (4) with freedom to rotate, and a transversely moving blade (5) driven by an electric motor that drives a shaft (6). Supplementarily, on the drive–wheel rims (8) there are studs (9).

29) Family number: 20293425 (GB776361A) © PatBase

Title: Improvements in or relating to machines suitable for operating on shoe soles

Priority: GB19540018625 19540625

Family:

Publication number	Publication date	Application number	Application date
GB776361 A	19570605	GB19540018625	19540625

Probable Assignee: BRITISH UNITED SHOE MACHINERY

Assignee(s):(std): BRITISH UNITED SHOE MACHINERY

Assignee(s): THE BRITISH UNITED SHOE MACHINERY COMPANY LIMITED

International class (IPC 8–9): A43D8/36 (Advanced/Invention); A43D8/00 (Core/Invention)

International class (IPC 1–7): A43D7/20

CPC: A43D8/36

European class: A43D8/36

Classification Explorer

Forward Citations: CN104872930,

Abstract:
Source: GB776361A 776,361. Cutting machines. BRITISH UNITED SHOE MACHINERY CO., Ltd. (United Shoe Machinery Corporation). June 23, 1955 [June 25, 1954], No. 18625/54. Class 31 (1). [Also in Groups XVI and XXIV] A machine for marking shoe soles has a pressure head carried by a parallel linkage and arranged to carry a marking tool and movable downwards to press the sole towards a second tool for marking the lower side of the sole, the machine including a toggle for actuating the pressure head, and means for adjusting the lowest position to which the head is moved when actuated by the toggle means. As shown, a worktable 30, Figs. 5 and 7, has gauge rolls 36 and 38 for positioning an insole S, Fig. 10, laterally of the worktable for a marking and/or impressing operation. A movable head 50, Figs. 1, 5 and 12, carries presser members 52, 54 and 56 which press the insole S into engagement with dies 42, 44 and 46 respectively. A toothed indenting tool 58 carried by the head 50 co–operates with a die 48 to form indentations in the insole S to mark the breast–line, while presser members 60 and 62 co–operate with the dies 44 and 46 when positioned rearwardly of the table 30. Knives 64 and 66 are also carried by the head 50 for making incising cuts in the surface of the insole S. The head 50 has arms 68 and 70, Figs. 1 and 5, pivotally connected by a pin 72 to an arm 74 supported by a pin 76. The lower end of the arm 68 is pivotally connected by a pin 82 to an arm 84 pivotally supported by a pin 86, while the arm 70 is connected by a pin 88, coaxial with the pin 82, to an arm 90. Thus, the head 50 is held vertical during movement, since the axes of the pins 72, 76, 86 and 82 define a parallelogram. An eccentric 92 on a driving shaft 94 is coupled, by a connecting rod 96, to a toggle pin 98 which connects a link 102 and an arm 106 and a link 104 and an arm 108 respectively, the arms 106 and 108 being formed on a yoke 100 mounted on a pin 110 secured in arms 84, 90. The links 102 and 104 are pivotally mounted on a pin 112 having a notched central portion 114 to clear the arm 74. The ends of the pin 112 are secured in arms 118, 120 mounted on trunnions 122, 124, coaxial with the pin 98 when the rod 96 is in its most rearward position, i.e. with the head 50 raised. The stroke of the head 50 is adjustable by angular adjustment of arms 118, 120 about the trunnions 122, 124 by a bracket 126 pivotally connected to a sleeve 134 engaged by an adjustable screw 136 rotatable by a hand wheel 142 to move axially through a nut 138 to vary the height of the pin 112 in accordance with the thickness of the workpiece to be impressed and/or marked, the setting being indicated by a pointer 152 co–operating with scale markings on a plate 150. The presser member 52, Fig. 12, is secured by a screw 154 to a bracket 156 secured to the head 50, the member 52 being adjustable vertically by means of a slot 160 and adjusting screw 162. The presser members 54, 56, 60 and 62 are threaded into the head 50, and retained by locking plates, not shown. The indenting tool 58 is clamped to a rod 176 adjustable vertically in the head 50. The knives 64 and 66 are similarly mounted on the head 50. The knife 66 is clamped to a block 188 by a screw 190 extending through a horizontal slot 192 to permit transverse adjustment. A leaf–spring 196 is disposed behind the knife 66 and acts as a stripper to force a workpiece off the knife after a cutting operation. The block 188 is adjustably clamped by a screw 198 to a block 202 to permit forward and rearward adjustment by screws 206, 208, the block 202 being secured to the head 50 by a tongue and groove engagement which permits vertical adjustment of the block 202. The knife 66, Fig. 30, is secured on the block 188, slidably adjustable on the block 202, while the knife 64, Fig. 31 (not shown), is mounted on a block 1188 slidable on a block 1202 vertically adjustable on the head 50. The knives 66 and 64 are moved forwardly and rearwardly by a pivoted lever 772, Fig. 30, connected to a link 776 pivotally connected to the block 188. A similar link 784, Fig. 31 (not shown), pivotally connects the lever 772 and block 1188. When the lever 772, Fig. 30, is rocked, by manually sliding a rod 792, the knife 66 is moved in the opposite direction to the knife 64. The pivot of lever 772 is secured in a lateral extension 804 of an L–shaped slide 806. A U–shaped slide,

comprising parts 818 and 820, and a part 816, Fig. 31 (not shown), is secured on the head 50, Fig. 30. Screws 834 and 832, Fig. 31 (not shown), threaded through the part 820, engage the rearward ends of links 784 and 786, Fig. 30, to determine the rearward positions of the knives. The die 42, Fig. 5, is mounted upon an electrically−heated block 216 supported on springs 222 to permit yielding and tilting under the pressure of the presser member 52. Each die 44 has a stem which fits into one of a plurality of holes formed in a slide 224 movable transversely of the machine to bring a selected die into an operating position beneath the appropriate presser member 54 or 60. The slide 224 can replace a blank slide 246 when it is required to position the dies 44 beneath the member 60. Size marking dies are carried by a wheel 228 secured to a shaft 234 rotatable to bring a required die into operative position by a hand wheel 236. The hand wheel is integral with a dial 238 carrying numbers corresponding to the size marking dies which register with a stationary pin 245, the hand wheel normally being held locked by a coil spring 242. The die 48 is fixedly mounted in a recess in the table 30. Positioning workpieces.−A heel end gauge 40, Figs. 7 and 10, is secured to a member 250 forming part of an H−shaped slide 252 also having members 254 and 256. The slide 252 is slidable along a lower slide 260. A block 274 has a pin 276, Fig. 5, carrying a rotatable block 278 engaging a worm 280 on the shaft 234, rotation of the shaft 234 by the hand wheel 236 causing sliding of the block 274. To permit adjustment of the heel end gauge 40 independently of the hand wheel 236, a key 288, Fig. 7, engages a slot 290 in the member 254 and is clamped at required positions along the slot by a screw 302, a pointer 298 on the slide 252 co−operating with a scale 300 to indicate such positions. Alternatively, a rack 600 and pinion 602, Fig. 17 (not shown), is provided for adjusting the slide 252, Fig. 7. Edgegauges 36 and 38 are mounted on arms 306 and 308 pivoted on pins 310 and 312 secured to the table 30, Fig. 10. The arms 306 and 308, urged together by a spring 324, have extensions 314 and 316, the extension 314 having a slot 322. A block 318 mounted on a pin 320 secured upon the extension 316 engages the slot 322 to co−ordinate movements of the arms 306 and 308. When use of the gauge roll 38 is not required its supporting bracket 340 is turned through 90 degrees about a screw 344; similarly the roll 36 may be turned to inoperative position. A latch 364 normally retains the roll 38 in operative position. Driving arrangements.−A driven pulley 372, Fig. 1, drives the shaft 94 through a clutch, not shown, controlled by mechanism 374, Fig. 21, tripped by a treadle on a rod 376 or, automatically by insertion of an insole in a gauging mechanism, not shown. A pin 472, parallel to the axis of the shaft 94, is rotatably mounted in a disc 474 keyed to the shaft 94. The pin 472 has a half−round extension which can enter any one of a plurality of half−round recesses in an inner cylindrical wall of a ring, not shown, carried by the pulley 372, Fig. 1, to couple the shaft 94 to the pulley. A spring− pressed plunger 478, Fig. 21, in the disc 474 engages a head 480 on the pin to rotate the pin 472 into engaging position, while a lever 482 normally holds the pin in disengaged position. A pawl 484 holds the disc against retrograde rotation. The lever 482 is pivoted on a pin 486 and urged into stopping position by spring 488. The clutch is engaged by withdrawing the lever 482 from the pin 472 by rocking a lever 498 carrying a latch 492 engaging the lever 482 and connected to a rod 502 pivotally connected to an armature 504 of a solenoid 506. The solenoid 506 is energized by an electric circuit closed by engagement of the heel end of an insole S, Fig. 20, with a finger 448 positioned in a notch 444 of a heel gauge 440. An arm 450 pivoted on a stud 452 on a bracket 454 is held in engagement with the finger 448 by a spring 462. A lug 460 on the arm 450 engages a button 466 of an electric switch in a casing 468. After engagement of the clutch, an arcuate cam 510, Fig. 21, on the disc 474 depresses the latch 492 to release the lever 482, thus disengaging the clutch by rotating the pin 472. A guard 380, Fig. 3, not shown, protects the operator's fingers and facilitates the introduction of workpieces, while a sector 390, Fig. 21, engages a latch 392 forming part of the clutch mechanism 374 to prevent operation while the guard is raised. Adjustment for varying thickness of work. pieces.−A crank−arm 700, Figs. 22 and 24, is secured on a trunnion 122^{1} also carrying a yoke 116. A tension spring 702 is secured to the arm 700 and to an extension 704 of a pin 821. As the head 50 descends the spring 702 turns the arm 700 to swing the yoke 116 forward and downward about the trunnions 122^{1} and 124. A spacing link 706 is pivoted to the arm 700 and has a slot 710 engaging the pin 821 which controls the position of the yoke 116 in relation to the head 50 during its downward movement. Thus, the head descends idly until the presser members engage the workpiece which upon continued downward movement of the head causes the pin 112 to rise. This raising movement is opposed by a locking mechanism which permits only forward and downward swinging movement of the togglesupporting yoke 116 which holds the pin 112 against upward movement when the presser members engage the workpiece. As the connecting rod 96 comple

0) US1853670A – MANIFOLDING MACHINE

30) Family number: 20419352 (US1853670A) © PatBase

Title: Manifolding machine

Priority: US19290359934 19290502 US19300452720 19300515 US19300452719 19300515

Family:

Publication number	Publication date	Application number	Application date
DE609317 A	19350214		19300502
FR694802 A	19301208		19300501
GB352085 A	19310706	GB19300010921	19300405
GB367768 A	19320219	GB19300028081	19300919
US1836906 A	19311215	US19300452720	19300515
US1853669 A	19320412	US19290359934	19290502
US1853670 A	19320412	US19300452719	19300515

Probable Assignee: ROYAL TYPEWRITER CO INC

Assignee(s):(std)**:** GUSTAVE OSCAR DEGENER ; ROYAL TYPEWRITER CO INC

Assignee(s): ROYAL TYPEWRITER COMPANY INC

Inventor(s):(std)**:** DEGENER GUSTAVE O

International class (IPC 8–9)**:** B41J11/08 B41J15/20 B41J15/24 B41J35/30 (Advanced/Invention); B41J11/02 B41J15/18 B41J35/00 (Core/Invention)

International class (IPC 1–7)**:** B41J11/08 B41J11/36 B41J15/20 B41J15/24 B41J35/34

CPC: B41J15/20 B41J35/30 B41J11/08 B41J15/24

European class: B41J11/08 B41J15/20 B41J15/24 B41J35/30

US class: 400/508 400/513 400/572 400/578 400/606 400/610.2 400/617 400/621 400/636 400/649 400/656 400/662

Classification Explorer

Forward Citations: US5879091, US5069566, US4755071, US4227821,

Abstract:
Source: GB352085A [Class 100 (iv).] Web feeding and guiding arrangements; papersupports; line–spacing mechanism.–In a webmanifolding arrangement of the kind comprising, as described in Specification 276,995, [Class 100 (iv), Typewriters and c.], a platen and a frame over which the webs are fed for line–spacing by means separate from the platen, the frame and platen are relatively movable to ease the webs and thereby facilitate line–spacing. In an alternative arrangement, the frame is omitted, the platen being movable to ease the webs, and line–spacing being effected by rollers arranged above the platen. In the apparatus shown in Figs. 1, 2 and 9 the webs H pass over an apron G, a roller L, a bar platen J, and a guide 100 on the carriage B, and the leading ends are clamped to a truck 45 which is movable on channelled standards 6 secured to the carriage. Carbon strips M pass between the webs at the printing line and are, in the manner described in the abovementioned Specification, fed when line–spacing is effected. The platen is carried by arms 12 suspended from links 14, 16, the links 16 being secured to a shaft 17 provided with cams 41 which engage pins 44 on the arms and normally hold the platen in forward position, in which position the parts of the webs between the guide 100 and the front of the apron G are bowed. To facilitate line–spacing and carbon–strip feed, the platen is moved rearwardly to ease the webs. For this purpose, the shaft 17 is rocked by means of a hand–lever 27, the cams 41 being thereby depressed and permitting springs 19 to retract the arms 12. The hand–lever is mounted on the carriage and is connected to a cam 28 engaging a lever 32 which is connected by a link 35 to an arm 38 on the shaft 17. The guide 100 forms part of a bail 101 carried by a rock shaft 19a. connected to springs which are arranged to hold the bail in either normal or raised position. The truck 45 has endplates 50, 51 carrying a sliding clamp–bar 52 which is pressed rearwards by means of spring–urged levers 57 and. holds the webs in contact with a flange 49 on the truck. The clampbar is released by means of a finger–lever 65 secured to a rock shaft 60 which is mounted in the endplates and has flats co–operating with straps 63 on the clamp–bar. The endplates carry rollers 70, 71 running on the front of the standards, and pinions 87 engaging racks 88 in the standards. Pawls 77, 78, Fig. 9, mounted on a lug 69 on the endplate 51 co–operate with racks 73, 75, the rack 73 being formed on the left–hand standard and the rack 75 being mounted therein for vertical movement. The rack 75 is connected to a bell crank 94 which is connected to a lever 91 arranged in the path of a roller 90 on the cam 28. On rocking the hand–lever 27, the platen is retracted. in the above–described manner to ease the webs, and the rack 75 then co–operates with the pawl 78 to raise the truck and thereby line–space the webs. To permit of depression of the truck, the pawls are

releasable by means of a thumb−lever 83 having a finger 84 for engaging the pawls. The standards have stoppins 109 in the path of adjustable plates 105 on the truck. The clamp−bar and truck have recesses 110, 47 for permitting the operator to grip and retain the webs when the truck is depressed. The recess 110 may be of the same width as the recess 47. When the pawls are released, the truck can be gradually raised or depressed by turning a shaft 85 mounted on the truck and having pinions 86 engaging the pinions 87. In the apparatus shown in Fig. 15, the truck is replaced by a feed−roller 118 mounted in the carriage B, and a pressure−roller 120 carried by a bail 119 on the carriage, a ratchetwheel on the feed−roller co−operating with a pawl on a rocking arm operated by the hand−lever 27. Springs hold the bail in either normal or raised position. On operation of the hand−lever, the platen J is retracted, and line−spacing is effected. The platen forms the subject−matter of Specification 352,087 and comprises a reversible casing 21, Fig. 1, and a soft filling 22 having curved impression −surfaces.
Web−cutting arrangements.−When the truck 45, Figs. 1, 2, and 9 is in depressed position, the typed parts of the webs H are severed by means of knifeedges 59 on the clamp−bar 52, and a knife−edge 112 on a slide 111 which is mounted on the clamp−bar and is pushed inwards to align the knife−edges. The slide is returned by a spring 117. The slide can be omitted. In the apparatus shown in Fig. 15, a knife 124 is carried by arms 123 which are pivoted on the bail 119 and have lugs 127 resting on the bail, and a finger−piece 128 for lifting the bail.

31) Family number: 4770151 (US5033213A) © PatBase

Title: Wearing apparel having an energy consuming device

Priority: EP19890402163 19890728 EP19890402163 19890728 EP19890402871 19891017 EP19890402872 19891017 EP19890402163 19890728 EP19890402869 19891017 FR19880014552 19881108 FR19880014553 19881108 US19890409457 19890919 FR19880014549 19881108 FR19880012197 19880919

Family:

Publication number	Publication date	Application number	Application date
AT76719 E	19920615	AT19890402872T	19891017
AT77037 E	19920615	AT19890402871T	19891017
AT87439 E	19930415	AT19890402163T	19890728
AT99509 E	19940115	AT19890402869T	19891017
DE68901706 D1	19920709	DE19896001706	19891017
DE68901706 T2	19930121	DE19896001706T	19891017
DE68901761 D1	19920716	DE19896001761	19891017
DE68901761 T2	19930204	DE19896001761T	19891017
DE68905738 D1	19930506	DE19896005738	19890728
DE68905738 T2	19931007	DE19896005738T	19890728
DE68912099 D1	19940217	DE19896012099	19891017
DE68912099 T2	19940428	DE19896012099T	19891017
EP0361988 A1	19900404	EP19890402163	19890728
EP0361988 B1	19930331	EP19890402163	19890728
EP0368705 A1	19900516	EP19890402871	19891017
EP0368705 B1	19920610	EP19890402871	19891017
EP0368706 A1	19900516	EP19890402872	19891017
EP0368706 B1	19920603	EP19890402872	19891017
EP0373009 A1	19900613	EP19890402869	19891017
EP0373009 B1	19940105	EP19890402869	19891017
FR2636541 A1	19900323	FR19880012197	19880919
FR2636541 B1	19910329	FR19880012197	19880919
FR2638616 A1	19900511	FR19880014552	19881108
FR2638616 B1	19910125	FR19880014552	19881108
FR2638655 A1	19900511	FR19880014549	19881108
FR2638655 B1	19910125	FR19880014549	19881108
FR2638656 A1	19900511	FR19880014553	19881108
FR2638656 B1	19910215	FR19880014553	19881108
JP2109501 A2	19900423	JP19890233069	19890911
JP2177901 A2	19900711	JP19890287618	19891106
JP2180202 A2	19900713	JP19890283155	19891101
JP2189101 A2	19900725	JP19890287619	19891106
US5033213 A	19910723	US19890432891	19891107
US5062222 A	19911105	US19890409457	19890919
US5075983 A	19911231	US19890432892	19891107
US5086573 A	19920211	US19890432893	19891107

Probable Assignee: SALOMON SA

Assignee(s):(std)**:** SALOMON SA

Assignee(s): SALOMON A CORP OF FRANCE SA ; SALOMON S A ; SALOMON S A PRINGY FR

Inventor(s):(std)**:**	BILLET PHILIPPE ; JIYANNRUI DEMARUSHI ; MISHIERU MABUU ; JIYAN RUI DEMARUSHI ; FUIRITSUPU BIE ; MABBOUX MICHEL ; DEMARCHI JEAN LOUIS
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Designated states:	AT CH DE IT LI
International class (IPC 8–9):	A43B5/04 A43B7/02 A63C11/16 (Advanced/Invention) ; A63C11/00 (Core/Invention)
International class (IPC 1–7):	A43B5/04 A43B7/02 A63C11/16
CPC:	A43B7/02
European class:	A43B7/02
US class:	36/117 36/117.1 36/118.9 36/120 36/2.6 36/26 36/50 36/50.5 362/2.6
Classification Explorer	
Cited documents:	WO8605663 A1, WO8605633 A1, US51492 A, US4798933 A, US4780968 A, US4771556 A, US4736530 A, US4685442 A, US4646350 A, US4579103 A, US4180922 A, US4023282 A, US3977093 A, US3974491 A, US3663796 A, US3585736 A, US156117 A, SU1223883 T, IT196850 A, IT196850 A, IT1136269, FR2080146 A5, EP0146792 A1, DE146353 A, CH58393 A,
Forward Citations:	WO16137403, US9220315, US9155351, US8087186, US7775204, US7320191, US7219449, US6643955, US6622402, US6263593, US6230501, US6098612, US5877687, US5283964, US5282740, US5265352, US2014059894, US2012186108, US2009229142, US2009113764, US2005016027, US2004226188, FR2752365, EP0803206, DE202008011718, DE102004030959,

Abstract:
Source: US5033213A An item of wearing apparel, such as a ski shoe or boot, provided with an energy source and an energy consuming device, such as a heater, and a mechanism for automatically terminating the energy supply as soon as the wearer removes the item of apparel. More specifically, the ski shoe or boot includes a shell base on which is journalled at least one movable upper element, such as a rear spoiler or a front cuff, to permit insertion and removal of the boot, wherein the boot includes a device controlling the energy supply of the consuming device. The boot further includes a linkage device between the movable upper element and the device controlling the energy supply so as to allow the energy supply of the consuming device only when the movable element of the boot is closed and to automatically cause the fuel supply to be shut off as soon as the movable element of the boot is moved toward the open position.

0) DE3103961A1 – TWO–WHEELED CAR ZWEIRAEDRIGES AUTO

32) Family number: 2082175 (DE3103961A1) © PatBase

Title: Two–wheeled car

Priority: DE19813103961 19810202

Family:

Publication number	Publication date	Application number	Application date
DE3103961 A1	19820902	DE19813103961	19810202
DE3103961 C2	19900517	DE19813103961	19810202

Probable Assignee: BASTANI HESSARI NAVID

Assignee(s):(std)**:** BASTANI HESSARI NAVID

Assignee(s): BASTANI HESSARI NAVID 8700 WUERZBURG DE

Inventor(s):(std)**:** BASTANI HESSARI NAVID

Inventor(s): BASTANI HESSARI NAVID 8700 WUERZBURG DE ; HESSARI NAVID BASTANI

International class (IPC 8–9): B60F3/00 B60F5/00 B62D37/04 B62D61/00 (Advanced/Invention); F02B3/06 (Advanced/Non–invention); B60F3/00 B60F5/00 B62D37/00 B62D61/00 (Core/Invention); F02B3/00 (Core/Non–invention)

International class (IPC 1–7): A63H17/00 B62D61/00 B62D63/02

CPC: B60F3/0007 B60F5/00 B62D37/04 B62D61/00 F02B3/06

European class: B60F3/00B B60F5/00 B62D37/04 B62D61/00 R02B3/06

Classification Explorer

Cited documents: DE2751894 A1, DE2649417 A1, AT129836 B,

Forward Citations: WO9938756, WO9818669, WO9722511, WO8906117, WO17042230, US9545963, US9529365, US9459627, US9442492, US9442491, US9442486, US9429955, US9411340, US9411339, US9411336, US9400502, US8423274, US7017696, US6345675, GR99100279, GR990100279, FR2925447, ES2121678, EP3025882, EP2128012, EP2128012, EP2017172, EP2017172, EP0958997, EP0816213, DE102004033820, DE102004033820,

Abstract:
Source: DE3103961A1 The invention has the purpose of constructing a vehicle which, in addition to its economical production and without additional equipment, is capable of travelling on almost impassable and also wet terrain and on areas of sand. The invention can be used for research purposes and also for emergency and police operations etc. With some simplifications it is possible to use it as a passenger car for normal road traffic. The two–wheeled car comprises two large wheels which are attached laterally to a cabin. The insertion and the displaceability of the driving weight underneath the wheel axle make it possible for the car, in this case, to operate or move forward; the car maintains its horizontal position constantly during driving, when braking or even when stationary. The blades installed within the wheel spokes, in conjunction with special tyre parts, likewise make it possible for the car to move over snow–covered terrain, water and areas of sand.

0) EP0305727A2 – SAFETY MOTOR VEHICLE WITH PROTECTION DEVICES SI...

33) Family number: 28815793 (EP0305727A2) © PatBase

Title: SAFETY MOTOR VEHICLE WITH PROTECTION DEVICES

Priority:

DE19870011792U	19870801	DE19870013455U	19870801	DE19870015275U	19870801
DE19873733876	19871007	DE19873729085	19870901	DE19873739011	19871117
DE19870017170U	19870801	DE19873725591	19870801	DE19870017329U	19870801
DE19893922836	19890711	EP19880112025	19880726	DE19883800896	19880114
DE19893900906	19890113	DE19890004750U	19890113	DE19883838455	19881112
DE19893912403	19890415	EP19880202598	19881112	EP19880202598	19881112
DE19883861838	19880726	DE19895000198	19890113	DE19883817672	19880525
EP19880202598	19881112	EP19890100584	19890113		

Family:

Publication number	Publication date	Application number	Application date
AT61023 E	19910315	AT19880112025T	19880726
AT65969 E	19910815	AT19890100584T	19890113
AT74086 E	19920415	AT19880202598T	19881112
DE3725591 A1	19880623	DE19873725591	19870801
DE3729085 A1	19880825	DE19873729085	19870901
DE3733876 A1	19881013	DE19873733876	19871007
DE3739011 A1	19890524	DE19873739011	19871117
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DE3912403 A1	19901018	DE19893912403	19890415
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DE58900198 D1	19910912	DE19895000198	19890113
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DE8713455 U1	19871217	DE19870013455U	19870801
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EP0305727 A2	19890308	EP19880112025	19880726
EP0305727 A3	19890524	EP19880112025	19880726
EP0305727 B1	19910227	EP19880112025	19880726
EP0324503 A2	19890719	EP19890100584	19890113
EP0324503 A3	19900321	EP19890100584	19890113
EP0324503 B1	19910807	EP19890100584	19890113
EP0352372 A1	19900131	EP19880202598	19881112
EP0352372 B1	19920325	EP19880202598	19881112

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Assignee(s):(std)**:** AMBROS RICHARD

Assignee(s): AMBROS RICHARD 87439 KEMPTEN DE ; AMBROS RICHARD 8960 KEMPTEN DE

Inventor(s):(std)**:** AMBROS RICHARD

Inventor(s): AMBROS RICHARD 87439 KEMPTEN DE ; AMBROS RICHARD 8960 KEMPTEN DE

Designated states: AT BE CH DE ES FR GB GR IT LI LU NL SE

International class (IPC 8–9)**:** B60G11/00 B60K5/10 B60N2/00 B60N2/26 B60N2/28 B60N2/30 B60N2/32 B60N2/42 B60N2/427 B60N2/48 B60R1/076 B60R1/10 B60R21/02 B60R21/045 B60R21/08 B60R21/34 B60R7/00 B60S1/04 B60S1/18 B60S1/32 B60S1/34 B60S1/48 B60S1/50 B60S1/52 B60S1/56 B60S1/58 B60S1/60 B62D1/18 B62D1/19 B62D21/15 B62D25/06 B62D39/00 B62J27/00 B62K11/02 B62K25/04 (Advanced/Invention); B60R21/02 (Advanced/Non–invention); B60G11/00 B60K5/00 B60N2/00 B60N2/26 B60N2/30 B60N2/32 B60N2/42 B60N2/48 B60R1/076 B60R21/04 B60R7/00 B60S1/04 B60S1/32 B62D1/18 B62D21/15 B62D25/06 B62D39/00 (Core/Invention); B60R21/02 (Core/Non–invention)

International class (IPC 1–7)**:** B60G11/26 B60J5/00 B60N1/00 B60N1/12 B60N2/00 B60N2/26 B60N2/42 B60N2/48 B60N3/10 B60P3/38 B60R1/00 B60R1/02 B60R1/10 B60R11/00 B60R13/00 B60R15/04 B60R21/00 B60R21/02 B60R21/04 B60R21/045 B60R21/08 B60R22/00 B60R3/00 B60R7/00 B60R7/04 B60S1/04 B60S1/06 B60S1/34 B60T8/32 B62D1/18 B62D21/15 B62D25/00 B62D25/06 B62D25/07 B62D25/08 B62D25/16 B62D31/00 B62D35/00 B62D37/00 B62D43/00 B62D63/02 B62K11/02

CPC: B60S1/0452 B60S1/3404 B60S1/50 B60S1/52 B60S1/56 B60S1/583 B62D39/00 B60N2/2884 B60N2/4214 B60N2/4221 B60N2/4235 B60N2/42727 B60N2/4279 B60N2/4885 B60R2021/022 B60S1/32 B60R21/02 B60S1/04 B60S1/18 B60S1/48 B60S1/60 B62D1/19 B62J27/00 B62K11/02 B60N2/32 B60N2/4852 B60R21/08 B60R1/10 F41H5/26 F41H7/04 B60R1/076 B60R21/34 B60R2021/346 B60N2/3081 B60N2/4847 B60K5/10 B60G11/00 B62K25/04 B62K2025/048

European class: B60G11/00 B60K5/10 B60N2/28W B60N2/30K B60N2/32 B60N2/427R B60N2/427T4 B60N2/42D2 B60N2/42D2F B60N2/42D4 B60N2/48C3B4 B60N2/48C3C B60N2/48W B60R1/076 B60R1/10 B60R21/02 B60R21/08 B60R21/34 B60S1/04 B60S1/04M B60S1/18 B60S1/32 B60S1/34B2 B60S1/48 B60S1/50 B60S1/52 B60S1/56 B60S1/58B B60S1/60 B62D1/19 B62D39/00 B62J27/00 B62K11/02 B62K25/04 F41H5/26 F41H7/04 L60R21/02A3 L60R21/34F L60S1/04M L62K25/04G

Classification Explorer

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Forward Citations: WO9212024, WO9119623, WO11069506, WO10043347, WO05087547, WO0110667, US8431819, US8061772, US7832747, US6494531, US6488333, US6279996, US6199945, US5788326, US5588700, US5542742, US5524962, US5498062, US5449216, US5409293, US5385384, US5121964, JP6003661, JP4238751, JP2014133515, GR900100773, GB2439521, GB2436283, GB2436283, GB2423244, GB2423244, GB2315994, GB2315251, GB2276129, FR2860459, FR2707567, FR2676975, FR2673408, FR2668432, FR2665399, FR2663271, EP2768716, EP1964768, EP1099607, EP0747259, EP0666194, EP0636513, EP0516495, EP0462859, EP0324503, DE9413168, DE4414432, DE4409757, DE4224894, DE4135868, DE4134644, DE4030841, DE4022280, DE4001344, DE3922836, DE3912403, DE3838455, DE29515849, DE202014104190, DE19946097, DE19946097, DE19909432, DE19850754, DE19850754, DE19527126, DE19524796, DE19524796, DE102008036253, DE102006014204, DE102004030471, CN102762461, CN102762461,

Abstract:
A safety motor vehicle with a front vehicle part (260) mounted so as to pivot off about a horizontal transverse axis (263) on a rear part of the vehicle (261) and which in the event of a sharp braking process converts the kinetic energy of the vehicle into a raising of the centre of gravity of the vehicle and thus causes the front axial load on the carriageway to be increased.

0) US2779942A – TACK DRIVING MECHANISMS

34) Family number: 29884837 (US2779942A) © PatBase

Title: Tack driving mechanisms

Priority: US19510255673 19511109 US19540468074 19541110 US19550481998 19550117 US19550482291 19550117 US19550482290 19550117 US19550482224 19550117 US19550482289 19550117

Family:

Publication number	Publication date	Application number	Application date
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US2779942 A	19570205	US19550482291	19550117
US2828494 A	19580401	US19550482290	19550117
US2846702 A	19580812	US19550481998	19550117
US2868164 A	19590113	US19550482224	19550117
US2878474 A	19590324	US19550482289	19550117
US2907424 A	19591006	US19540468074	19541110

Probable Assignee: UNITED SHOE MACHINERY CORP

Assignee(s):(std)**:** UNITED SHOE MACHINERY CORP

Inventor(s):(std)**:** EDWARD QUINN

Inventor(s): QUINN EDWARD

International class (IPC 8–9)**:** A43D11/00 A43D11/12 A43D15/00 A43D21/12 A43D31/04 A43D71/00 A43D75/00 A43D81/00 F16D43/26 (Advanced/Invention); A43D11/00 A43D15/00 A43D31/00 A43D81/00 (Core/Invention)

International class (IPC 1–7)**:** A43D117/00 A43D21/12 A43D3/12 A43D71/00 A43D75/00 F16D43/20

CPC: A43D11/00 A43D15/00 A43D31/04 A43D81/00 F16D43/26 A43D11/12 A43D71/00 A43D21/127 A43D75/00

European class: A43D11/00 A43D11/12 A43D15/00 A43D21/12W A43D31/04 A43D71/00 A43D75/00 A43D81/00 F16D43/26

US class: 118/421 118/503 12/1.00R 12/1.00W 12/10.2 12/12.3 12/14.3 12/14.5 12/1R 12/1W 12/61A 192/24 192/33R 193/40 221/94 227/117 414/731 414/740 53/389.1

Classification Explorer

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Forward Citations: WO9623430, US8015727, US5678269, US4965896, US3618565, US3130430, US3130429, US3096531, US2965909, US2005102854, DE1485943,

Abstract:
Source: US2779942A (Claim 1) 1. In a shoe machine, the combination of a tack driver, means for actuating the tack driver, an arrester for preventing the actuation of the driver, a tack drum for supplying the driver, an actuator for rotating the tack drum, operating connections from the actuator to the drum including an element which is retractable in order to break said operating connections, a hand lever, and connections fro_n the hand lever which operate first to retract said element thereby to render the dr−um iiibperative and second to advance the arrester into jo onerative position thereby to prevent the actuation of the tack di−,'ver.

0) FI6903A – KUGGHJULSHYVELMASKIN

35) Family number: 39296462 (FI6903A) © PatBase

Title: Kugghjulshyvelmaskin

Family:

Publication number	Publication date	Application number	Application date
FI6903 A	19171231		00000000

Inventor(s):(std)**:** MAX MAAG

Inventor(s): MAAG MAX

International class (IPC 8–9)**:** B23F5/12 (Advanced/Invention); B23F5/00 (Core/Invention)

International class (IPC 1–7)**:** B23F5/12

Classification Explorer

Abstract:
Source: FI6903A 1. Kugghjulshyfvelmaskin med kuggstångforaigt stål, kaennetecknad daeraf, att verktygetsarbetsstycket» och foerningsapparatens från en «ed afbrott verkande hufvuddrifanordning och en kontinuerligt loepande bidrifanordning drifna roerelser aefvensom SJÏXJ sjaelfva drifmekaniswer– na lgångsaettas och urkopplas af en SaeaeXXaell central kamtrumma, som roterar oafbrutet 1 samma riktning och under en arbetsperiod utfoer ett helt omlopp samt kan urkopplas, hvarvid dessa roerelser staendigt aefven delvis kunna påverkas foer hand. 1 Kugghjulshyfvelmaskin med kuggstangforaigt Steel, daeraf characterized in that the verktygetsarbetsstycket »Science foerningsapparatens from a« ed afbrott verkande hufvuddrifanordning och en kontinuerligt loepande bidrifanordning drifna the movements aefvensom SJIXJ sjaelfva drifmekaniswer as lgangsaettas Science urkopplas af en SAEAEXXaell central kamtrumma, som oafbrutet 1 rotates the same direction under Science I arbetsperiod utfoer ett helt och omlopp national urkopplas, hvarvid industry continuously measure the movements aefven partly for kunna be affected to hand.

0) FR86543E – INSTALLATION DE MANUTENTION, NOTAMMENT POUR LE ...

36) Family number: 21059595 (FR86543E) © PatBase

Title: INSTALLATION DE MANUTENTION, NOTAMMENT POUR LE STOCKAGE ET LA REPRISE DE MATERIAUX

Priority: FR19640960056 19640111 FR19640990498 19641006

Family:

Publication number	Publication date	Application number	Application date
FR1379425 A	19641120	FR19640960056	19640111
FR86543 E	19660225	FR19640990498	19641006

Probable Assignee: PRECISMECA SA

Assignee(s):(std)**:** PRECISMECA SA

Assignee(s): PRECISMECA S A

International class (IPC 8–9): B28C1/00 B65G65/20 (Advanced/Invention); B28C1/00 B65G65/00 (Core/Invention)

International class (IPC 1–7): B28C1/12 B65G65/28

CPC: B28C1/006 B65G65/20

European class: B28C1/00B2 B65G65/20

Classification Explorer

Forward Citations: DE1277748,

Abstract:
Source: FR1379425A [Source: Claim 1] **ATTENTION** debut du champ CLMS peut contenir fin de DESC **. 172 soi1t solidaires aux moyens de supports 229 aux deux poutres 201 du pont roulant 200. Le second transporteur 172 comporte le tambour moteur 222, entraine par un dispositif moteur tel que moteur electrique, le tambour de renvoi 224 comportant le dispositif de tension 225 compose des vis, des coussinets et des glissieres et d'une pluralite de rouleaux 226, ces rouleaux soutenant aussi bien le brin porteur 227 que le brin retour 228. Le second transporteur 172 deverse les produits repris dans une goulotte 287 qui en etant solidaire aux poutres a treillis 21 par des supports 230 se deplace en meme temps que le pont roulant. La partie inferieure 231 de cette goulotte d'alimentation 229 se trouve au–dessus de la courroie 232 d'un troisieme transporteur 233 identique a tout point de vue au premier transporteur 1 et les produits deverses sur cette courroie 232 sont amenes par le troisieme transporteur 233 a l'atelier d'utilisation des produits. Ces differents appareils presentent de nombreux avantages et notamment L'ensemble des elements, servant a apporter les differents produits, est allege au maximum ce qui permet d'eviter les depenses supplementaires et onereuses pour la realisation de fondations importantes sur lesquelles sont scelles les rails servant de chemin de roulement. En outre l'ensemble des elements de reprise 101 et 117 est plus facilement malleable, d'ou une eco– nomie certaine de la force motrice et cette economie permet une reduction des prix de revient des produits finis. Le palpeur 92 dispose a la tete 58 de la fleche 54 du tripper 45 permet de doser tres exactement l'epaisseur de chaque couche des differents produits stockes meme si l'epaisseur de cette couche est tres minime. Le transporteur a raclettes 101 par le deplacement des couteaux racleurs 102 assure d'une part le glissement vers le has des produits stockes et d'autre part le melange des differents produits. L'utilisation de la couronne a billes 179 placee entre la partie superieure 145 et la partie inferieure 180 du chariot, mobile transversalement, permet de pivoter l'ensemble des elements de reprise compose par le transporteur a raclettes 101 et la roue–pelle 117. Ainsi on peut proceder au deplacement dans les deux sens de l'ensemble et il n'est plus necessaire de ramener celui–ci a son point de depart. On peut faire fonctionner continuellement les elements de reprise, malgre l'inversement du sens de la marche du pont roulant 200. Par le fonctionnement continu des elements de reprise 101 et 117 on augmente considerablement le rendement de l'installation. On evite egalement les frais supplementaires necessaires soit a l'installation d'un second ensemble des elements de reprise, soit d'un transbordeur. La cabine 167, abritant la personne chargee de surveiller le fonctionnement des appareils de reprise 101 et 117 est placee sur le chariot mobile 180 et se deplace en meme temps que l'ensemble forme par le transporteur a raclettes 101 et la roue–pelle 117 et la personne chargee de la surveillance voit tres facilement si les deux elements travaillent a plein rendement. L'articulation centrale 219 du pont roulant 200 absorbe les denivellations du terrain et meme si les trois rails 2071, 2072 et 2073 ne sont pas de niveau, le poids de l'ensemble des elements de reprise 101, 117 est reparti uniformement sur les trois rails 207l, 2072 et 2073 et les galets 210 des boggies 206 sont en contact permanent avec le dessus des rails 2071, 2072 et 2073. Bien entendu l'invention n'est pas limitee aux exemples de reaLisation ci–dessus decrits et representes et a partir desquels on pourra prevoir d'autres modes et d'autres formes de realisation sans pour cela sortir du cadre de l'invention. RESUME L'invention s'etend aux caracteristiques ci–apres et a leurs diverses combinaisons possibles 1D Installation de manutention notamment pour le stockage et la reprise de materiaux, installation caracterisee parce qu'elle comporte, en combinaison des moyens de mise en stock automatique des materiaux en provenance du lieu de dechargement et des moyens de reprise de ces memes

produits, pour acheminer ceux−ci vers un atelier d'utilisation, permettant de placer les aires de stockage dans le prolongement l'une de l'autre, ce qui permet d'une part, de reduire considerablement la surface de stockage, et d'autre part, d'eviter une perte de temps due au daplacement des differents elements composant l'installation de manutention; 20 Les moyens de reprises sont constitues par un ensemble d'elements formant un bloc dont la partie superieure pivote horizontalement par rapport a la partie inferieure, ce qui permet de continuer, en sens oppose du precedent et sans perte de temps, la reprise des produits stockes et de prendre alternativement des produits des differents amoncellements sur les aires de stockage disposees de part et d'autre de cet ensemble; 30 Le transporteur a raclettes comportant des couteaux raleurs fixes par un moyen quelconque sur une chaine attaque de front les differentes couches superposees triangulairement des produits stockes. Les couteaux raleurs provoquent le glissement vers le has des produits et par ce glissement on realise le melange des differents produits; 4 La roue−pelle, ayant sur son pourtour une pluralite de godets, ramasse les produits glisses a la base de l'amoncellement et elle les deverse sur un transporteur a courroie continue; 5 Le transporteur a courroie continue fonctionne a l'interieur de l'ossature metallique servant de support a la roue−pelle, et son brin porteur achemine les produits deverses par la roue−pelle vers une tremie; 60 Des rouleaux amortisseurs, situes sous le brin porteur de la courroie continue du transporteur a l'emplacement ou tombent les produits deverses par la roue−pelle absorbent au maximum l'effet de choc provoque par la chute des produits et reduisent considerablement l'usure de la courroie contínte; 7" Le bras de levier, permettant de lever ou de rabaisser le transporteur a raclettes solidaire de la roue−pelle, assure le contact permanent des couteaux racleurs avec le plan du coin des produits stockes et, en soulevant au maximum les deux appareils, il permet de pivoter l'ensemble et d'attaquer une aire de stockage situee de l'autre cote de l'axe longitudinal du transporteur transversal; s" Le treuil scelle sur le caisson contenant les contrepoids, permet, a l'aide d'un cable, de relever ou de rabaisser le bras de levier; 90 Le transporteur a courroie continue a axe transversal, sur lequel ont ete deverses les produits par la tremie, modifie perpendiculairement le par. cours du transport des produits et les achemine vers le transporteur longeant les aires de stockage; 10 Des boggies solidaires du bati de l'element mobile, assurent le deplacement transversal de l'ensemble des elements de reprise c'est−a−dire le transporteur a raclettes et la roue−pelle; 11" Des rails, reposant sur des poutres a treillis du pont roulant servent de chemin de roulement transversal a l'element mobile transversalement; 12" Le pont roulant se deplace longitudinalement sur trois rails paralleles aux aires de stockage et la combinaison du deplacement transversal avec le deplacement longitudinal permet de balayer toute la surface des aires de stockage; 130 L'articulation centrale du pont roulant absorbe les denivellations existantes entre les trois rails et assure la repartition du poids de l'ensemble sur ces trois rails en permettant aux deux tron cons du pont roulant de former une ligne brisee; i 40 Le transporteur a courroie continue longeant les aires de stockage, amene les produits deverses par le transporteur transversal a l'atelier duti− lisation; 15 Le transporteur a courroie continue para. lele aux aires de stockage apporte depuis le lieu de dechargement les produits destines a etre emmagasines a l'emplacement de stockage prevu; 160 Le chariot elevateur souleve le brin porteur du transporteur a courroie continue et permet d'elever les produits a la hauteur necessaire a leur deversement sur un autre transporteur; 17 Le transporteur a courroie continue perpendiculaire au transporteur precedent et place a l'interieur de l'ossature metallique de la fleche du tripper deverse les produits apportes sur le terrain destine au stockage; 18" Le piston a double effet, alimente par une pompe a huile, releve ou rabaisse la fleche du tripper et permet de doser tres exactement l'epaisseur de la couche des differents produits; 19 Le dispositif palpeur en liaison avec un indicateur de position, est situe a la tete de la fleche du tripper et actionne le relevement automatique de ladite fleche; 200 Le dispositif de controle, des formation de l'epaisseur voulue de la couche d'un certain produit, provoque l'arret de l'alimentation et un signal avertisseur quelconque transmet a un poste de commande central l'arret d'arrivee de ce produit et declenche le branchement de manutention deun autre produit; 21 Le tripper repose sur trois pieds realises en charpente metallique, et se deplace longitudinalement sur un chemin de roulement par l'interme− diaire d'une pluralite de boggies moteurs; 220 Les galets des boggies sont mis en mouvement par une transmission solidaire au reducteur accouple au moteur electrique et ils se deplacent sur les rails formant le chemin de roulement; 230 Les articulations solidarisent le tripper et le chariot elevateur et tout deplacement longitudinal du tripper entraine automatiquement le deplacement du chariot elevateur. [Source: Claim 1] ** WARNING ** start of CLMS field may contain late 172 soi1t solidarity to support means 229 to the two beams 201 crane. 200. the second carrier 172 includes the drum motor 222, driven by a motor device such as electric motor, the return drum 224 with the tensioning device 225 consists of screws, bearings and glissieres and a plurality of rollers 226, these rollers supporting both the carrier strand that strand 227 228. the second carrier 172 products listed pours into a chute 287 which being integral to beams a mesh 21 by supports 230 moves concurrently with the crane. the lower part 231 of the feed chute 229 is located above the belt 232 of a third carrier 233 identical in every respect to the first conveyor 1 and the dumped products on the belt 232 are brought by the third carrier 233 has the product use workshop. These different devices many PRESENT benefits including all of the elements serving to make the different products is maximum allege thereby avoid the additional expenses and onerous for the realization of important foundations on which are sealed track for road rolling. Also all resumption of Elements 101 and 117 is more easily malleable, hence a certain eco− nomy of the driving force and the economy allows a reduction in costs finished products. the probe 92 has a head 58 of the arrow 54 of 45 for the determination tripper very precisely the thickness of each layer of different products stored even if the thickness of this layer is very minimal. the carrier squeegees 101 by the displacement of the scraper blades 102 ensures both the slide into the hAS of stored products and also the mixture of different products. the use of the krona ball 179 placed between the upper part 145 and the lower portion 180 of the carriage transversely movable, allows you to rotate all recovery Elements made by the carrier 101 and squeegees bucket wheel 117. So you can proceed to the displacement in both directions of the whole and it is not necessary to bring it to its starting point. it can be continuously operate the resumption of elements, despite the reversal of the direction of travel of the crane 200. for the continuous operation of recovery elements 101 and 117 is increased considerably the efficiency of the plant. It also avoids the additional costs necessary either to install a second set of recovery Elements or a ferry. The cab 167, housing the person charged to monitor the operation of the devices resume 101 and 117 is placed on the carriage 180 and moves at the same time that the entire form by the carrier 101 scrapers and bucket wheel 117 and the person

charged surveillance seen very easily if both work Elements has full capacity. the central joint 219 crane 200 absorbs ground drop−offs, and even if the three rails 2071, 2072 and 2073 are not level, the weight of all recovery Elements 101, 117 and left evenly over the three rails 207L, 2072 and 2073 and the rollers 210 bogies 206 are in permanent contact with the top of the rails 2071, 2072 and 2073. course the invention is not limited to the embodiments described above and represented and from which we can predict other modes and other forms of realization without departing from the scope of the invention. SUMMARY The invention extends to the characteristics listed after and their various combinations 1D Installation handling including storage and recovery materials, the installation being characterized because it comprises, in combination means for automatically placing in storage of materials from the place of unloading and means of recovery of these same products, to transport them to a user workshop for placing the storage areas in the extension of one another, which allows on one hand to significantly reduce the storage surface, and secondly, to avoid a waste of time due to daplacement of different elements component handling facility; 20 means of times are constituted by a set of elements forming a block whose upper part rotates horizontally relative to the lower part, allowing to continue in opposite direction of precedent and without loss of time, recovery of stored products and alternately take products of various piles on ARRANGED storage areas on either side of this whole; 30 the carrier with squeegees moaners knives fixed by any means on a chain frontal attack the different layers superimposed triangularly of stored products. The knives moaners cause the slide to the HAS products and this shift is realized the mixture of different products; 4 wheel excavator, having on its periphery a plurality of buckets, picks snowsports products based the accumulation and pours them on a continuous carrier belt; 5 the carrier continuous belt works in the interior of the metal frame for supporting a bucket wheel, and carrying strand carries products spilled from the bucket wheel to a hopper; 60 rolls dampers, situated under the carrier strand continuous conveyor belt at the location or the fall spills by bucket wheel absorb maximum effect shock caused by falling goods and considerably reduce the wear of the belt contínte; 7 "The lever arm to lift or lower the carrier squeegees secured to the bucket wheel, ensures permanent contact with the scraper blades with the plane of the corner of stored products, raising the maximum both devices, it can rotate together and attack a storage area situated on the other side of the longitudinal axis of the cross conveyor; S "the winch seals on the box containing the counterweights, allows, with the aid of a cable, to raise or lower the lever arm; 90 the carrier has a continuous belt transverse axis, on which the products were dumped by the hopper, change the angles by. during the transport of goods and routes them to the carrier along the storage areas; 10 Supportive bati bogies of the mobile element, ensure the transverse displacement of all recovery Elements that is, −dire the carrier scrapers and bucket wheel; 11 "rails, beams resting on a lattice crane serve transverse runway to the mobile element transversely; 12" the crane moves longitudinally parallel rails on three storage areas and the combination of the transverse displacement with the longitudinal displacement allows to scan the entire surface of storage areas; the central joint 130 crane absorbs existing drop−offs between the three rails and ensures the weight distribution of all these three rails allowing two sections cons crane form a brisee line; 40 i the carrier continuous belt along the storage areas, brings products dumped by the transverse carrier is duti− workshop lisation; 15 the carrier continuous belt para.Lele storage areas brings from the place of unloading the goods intended to be stored in the planned storage location; 160 The carriage elevator raises the carrier side of the conveyor belt and allows a continuous of raising Products to the necessary height to their spill on another carrier; 17 the carrier continuous belt perpendicular to the previous spot and carrier inside the metal frame of the arrow of the tripper pours bringest products intended field storage; 18 "the double acting piston, powered by an oil pump, notes or demeans the arrow of the tripper and allows to dose very precisely the thickness of the layer of different products; 19 the probe device in connection with a position indicator is located at the head of the arrow of the tripper and operates the automatic increase of that arrow; 200 the control device, training the desired thickness of the layer a certain product causes the food and stop any alarm signal transmitted to a central control station for the arrival of this and stop triggers the connection ofone another product handling; 21 the tripper rests on three legs realized in metal structural, and moves longitudinally on a track through the intermediary of a plurality of bogies engines; 220 bogies rollers are set in motion by a transmission solidarity in reducer coupled to electric motor and they move on the rails forming the runway; 230 joints clamp the tripper and the lift truck and any longitudinal displacement of tripper automatically causes the displacement of the lift truck.

0) GB412599A – IMPROVEMENTS IN OR RELATING TO THE HEELING OF B...

37) Family number: 19952964 (GB412599A) © PatBase

Title: Improvements in or relating to the heeling of boots or shoes

Priority: GB19320027289 19321001

Family:

Publication number	Publication date	Application number	Application date
GB412599 A	19340702	GB19320027289	19321001

Probable Assignee: CYRIL HARRY JAMES

Assignee(s):(std): CYRIL HARRY JAMES ; WILLIAM ISAAC BACON ; GEORGE HAZELTON ; WILLIAM RODERICK BARCLAY ; ARTHUR BATES ; BRITISH UNITED SHOE MACHINERY

Assignee(s): BRITISH UNITED SHOE MACHINERY CO LTD ; THE BRITISH UNITED SHOE MACHINERY COMPANY LIMITED

International class (IPC 8–9): A43D87/00 (Advanced/Invention); A43D87/00 (Core/Invention)

International class (IPC 1–7): A43D87/00 A43D95/08

CPC: A43D87/00

European class: A43D87/00

Classification Explorer

Abstract:
Source: GB412599A 27289/32, 35636/32, and 18703/33. [Classes 17 (i) and 17 (ii).] Heels.–Relates to shoes having heels built up of superposed lifts which heels are shaped to final form around their side and rear surfaces before they are attached to the shoes, and consists in methods of making wherein the heels are first trimmed to a predetermined shape under templet control, then, if desired, scoured under templet control to ensure retention of the shape to which they have been trimmed, and, finally attached. The soles do not extend to the rear end of the heels, and the rear end of the sole and the attaching face of the heel are shaped to complementary form only lengthwise of the shoe, the wings of the rear end of the sole being trimmed flush with the sides of the heel after attachment. To shape the attaching face of the heel, a cutting tool is used which operates simultaneously across the whole width of the heel and forms a ledge adapted to support the heel end of the sole extending across the full width of the heel and located below the general plane of the periphery of the attaching face of the heel. The heel is first built up and compressed, the dies being shaped to form a flattened peripheral rim at the attaching face and a recess at a predetermined position in this face to facilitate positioning in the trimming and scouring machines. The heel is then trimmed in a machine such as that described in Specification 411,448 and scoured in a machine such as that described in Specification 411,143, [Group XXIII]. The attaching face may then be shaped to conform with the bevelled end of a sole in a machine comprising a driven cutter 1035 shaped as a frustum of a cone and positioned adjacent to a work–supporting plate 1037, inclined at some 16 to the perpendicular to the axis of the cutter. The plate is adjustable towards or away from the cutter by an adjusting screw 1045, substantially in the line of the axis of the cutter by a screw 1053, and is clamped in adjusted angular position by a bolt 1057. A pair of fingers 1061, 1063 have hooked ends for engaging the breast edges of a heel and are mounted on stems 1065, 1067, respectively, formed with rack teeth engaging a pinion 1069, so that the fingers move simultaneously inwards towards each other or outwards. To adjust the distance apart of the fingers, the ends of the stem 1065 are screw–threaded and provided with nuts 1071, 1073, the latter backed by a spring. A fibre block 1079 engages the work adjacent the cutter. The fingers are bevelled to grip the heel and ensure it being withdrawn laterally from the cutter when the cut has been made. Alternatively, the heel and the rear end of the sole may have their engaging parts shaped to complementary form. The heel end of the sole is shaped to correspond with the cut made by the knife 1035, but left wider than the heel. The projecting wings are reduced flush with the side surfaces of the heel after attachment, the machine described in Specification 181,099 being suitable. If the uppermost lift of the heel should be of board instead of leather, it is preferable to harden the edge surface, after attachment, by the pressure of a smooth–surfaced roller. In another modification, the uppermost lift of the heel may be skived before the heel is built to agree with a skive of some #–inch width at the rear end of the sole. Specifications 181,099, [Class 17 (i)], 278,976, 305,276, [both in Class 17 (ii)], 306,192, 310,822, 331,934, 339,935, [all in Class 17 (i)], 398,845, and 408,210 also are referred to.

38) Family number: 2816315 (US5017198A) © PatBase

Title: Process for the treatment of material–gas mixtures

Priority: AT19890000190 19890131 AT19890000191 19890131 AT19900000072 19900115 CA19902008916 19900130

Family:

Publication number	Publication date	Application number	Application date
AT19089 A	19900515	AT19890000190	19890131
AT19189 A	19900815	AT19890000191	19890131
AT391628 B	19901112	AT19890000190	19890131
AT392216 B	19910225	AT19890000191	19890131
AT394317 B	19920310	AT19900000072	19900115
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EP0381660 B1	19931020	EP19900890013	19900122
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JP2259183 A2	19901019	JP19900018095	19900130
MX170347 B	19930817	MX19900019311	19900130
NO900358 A	19900801	NO19900000358	19900125
NO900358 A0	19900125	NO19900000358	19900125
US5017198 A	19910521	US19900471487	19900129

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International class (IPC 1–7): B01D19/00 B01D45/02 B01D45/12 B04B5/12 B65G47/78 D21D5/18 D21D5/22 D21D5/26 F04D31/00

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European class: B01D19/00P4 B01D19/00R D21D5/26

US class: 55/199 55/203 55/21 55/52 95/1 95/260 96/156 96/196

Classification Explorer

Cited documents: US4832709 A, US4776758 A, US4645600 A, US4640771 A, US4435193 A, US4410337 A, US4362536 A, US4326863 A, US4201555 A, US2849930 A, JP63501198 Y, JP63031600 Y2, GB668666 A, EP0044466 A1, EP0027179 A1, DE3111225 A1, DE1653725 B, DE1049363 B, AT384173 B,

Forward Citations: WO9304757, US8056991, US6881028, US6290760, US5651809, US5344575, US5334130, US5234480, US5229014, US5227058, US5141535, US2004091371, JP5508890, JP5506699, JP4263689, EP1347094, EP0960605, EP0442697, AT396205,

Abstract:
Source: US5017198A The invention relates to processes for the treatment of in particular medium and highly consistent material–gas mixtures to be pumped, preferably gas–containing, in particular air–containing fibrous material suspensions, a separation of the gas being effected prior to the pumping operation. The invention is mainly characterized in that the material–gas mixture, preferably the gas–containing fibrous material suspension, is subjected in a separate container separate from the pump housing for the separate gas separation, in particular air separation, preceding the pumping operation, to a conveniently high–speed rotation of in particular between 1,200 and 3,400 rpm, preferably of about 3,000 rpm, while at least in operation, gas, in particular air, is sucked off or a vacuum is generated approximately in the center of the rotating motion of the material–gas mixture. The invention further relates to plants and devices e.g. suitable for carrying out these processes. Conveniently, separate housings are provided for the degassing device and the pump.

39) Family number: 3695245 (US5085136A) © PatBase

Title: MECHANICAL DEVICE FOR LOCKING AND UNLOCKING THE BREAD HOLDER OF A TOASTER

Priority: CA19902008760 19900129 FR19890001270 19890201 FR19890001273 19890201 FR19890001274 19890201 FR19890001275 19890201 FR19890001276 19890201 WO1990FR00057 19900126

Family:

Publication number	Publication date	Application number	Application date
CA2008760 AA	19900801	CA19902008760	19900129
CA2008760 C	19940222	CA19902008760	19900129
CA2026443 AA	19900928	CA19902026443	19900126
CA2026443 C	19960130	CA19902026443	19900126
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Agent(s):	FETHERSTONHAUGH AND CO
Designated states:	AT BE CA CH DE DK ES FR GB IT JP LU NL SE US
International class (IPC 8–9):	A47J37/08 H01H11/06 H01H37/62 (Advanced/Invention); A47J37/08 H01H11/04 H01H37/00 (Core/Invention)
International class (IPC 1–7):	A47J37/08 H01H11/06 H01H11/6 H01H13/54 H01H37/62 H01H7/06 H01H71/16 H05B1/02 H05K7/06
CPC:	A47J37/0814 H01H11/06
European class:	A47J37/08B H01H11/06
US class:	219/492 219/514 99/327 99/329R 99/329RT 99/385 99/389 99/391 993/270
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Forward Citations:	WO04098293, USD444341, US6595111, US6481341, US6429407, US6380520, US6298772, US6250212, US5653158, US5647270, US5637984,

Abstract:
Source: US5085136A A toaster having a bread holder (17) mounted to slide vertically in the toaster, has a mechanical device (25) for locking and unlocking the bread holder (17). This device (25) enables the holder (17) to be locked in a low position, and a return spring is provided for raising the holder (17). The mechanical device (25) comprises an upper connecting rod (56) articulated with a lower connecting rod (57) by a common articulation (59), an end of the upper connecting rod (56) opposite the common articulation (59) being articulated at a fixed point (58) and an end of the lower connecting rod (57) opposite the common articulation (59) being articulated with the holder (17). An intermediate lever (42) is articulated with the upper connecting rod (56), and a spring (63) acts on the intermediate lever (42) for retaining the holder (17) in the low position. An end of the intermediate lever (42) comprises a tip (24) which is engageable with a retaining catch (45) when the holder (17) is moved into the low position. The tip (24) and catch (45) are applied against each other under a substantially horizontal force (F7) resulting from the upwardly exerted force (F5) of the return spring of the holder (17).

0) FI9101A – FISKARBAT

40) Family number: 39298272 (FI9101A) © PatBase

Title: Fiskarbat

Family:

Publication number	Publication date	Application number	Application date
FI9101 A	19220718		00000000

Probable Assignee: LYBECK OCEAN HARVESTER CO INC

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Inventor(s):(std)**:** LYBECK N A

International class (IPC 8–9): A01K69/00 (Advanced/Invention); A01K69/00 (Core/Invention)

International class (IPC 1–7): A01K69/00

Classification Explorer

Abstract:
Source: FI9101A framom och på "båtens väg. tå ljusstrålarna kastas framåt, sprida de sig så att strålen blir "bredare allt eftersom den sträcker alg längre framom båten under en mörk natt kaji denna stråle med betydlig klarhet sträcka sig flere mil framåt, upplysande vattenytan på denna distans med en kolnformig glans, i hvars spets båten befinner sig. Det är väl bekant att fisken Kommer mot ljuset om natten och darför kommer att tilldragas af ljuset och inkomma? i konformigt d£t £?3!KXäXÄl$X upplysta området. Eftersom båten rör sig framät Kommer ko– nens bredd på hvarje punkt ax framom båten att blifva trängre, aå att HIUCS fisken å denna punkt, 1 det den hàlleï sig inom den belysta zonen, koraner att komma närmare tillsammans och, vid den tidpunkt då båten hufnidgakligen är uppå dem, komma de att blifva dragna inom gränserna af skopans öppna framsida. Lamporna V äro företrädesvis så ställda att skopan icke är belyst 1 det strålarna träffa vattnet strax framom skopans främre ända. Vid den tidpunkt då bäten kommit nära nog till fisken som tefinner sig omedelbart framom den så att ljuset föres utanför sagda fisk, kommer skopan att ome– delbart omglfva den och dess undkommande blir omöjligt. På detta sätt drages fisk öfvor ett stort område tillhopa genom det kon vergerande ljuset och US skickar Big tillsammans direkt i vägen før skopan. Lamporna V kunna placeras under olika vinklar eller kunna sä placeras att. deras strålar korsas för att glfva ett maximum af divergens och bredd åt MS and läUOüC strålen. Detta sätt att rikta fisken in i zonen för båtens opera– tion utgör en förbättrad metod för fiskeriets bedrifvande vid nattetid. Patentanspråk. 1. Fl3keribåt, kännetecknad därigenom att den är försedd med en ned– säkbar fisk uppsamlande skopa utbildad med en sluten botten och är stel alltigenom, och med medel för ofverbringande af den inom skopan fångaae fisken till en punkt inom båten. 2* En båt enligt anspråk 1, kännetecknad därigenom att den JS. fisk upp– samlande skopan är 3luten vid bottnen och fërsedd med genomborrade väggar konvergerande i en bakut gående riktning. 3»En båt enligt anspråk 1, kännetecknad däraf att den omfattar åtminstone £X ett underlag framskjutande utanfër främre änden af skopan och förd af skopan för att förhindra skopan från att taga skada genom beröring med nedsänkta föremål eller ojämn hafsbotten# >+. En båt enligt anspråk 3, kännetecknad däraf att den omfattar en rul– le förenad med underlaget. 5. En båt enligt anspråk 1,kännetecknad därigenom att den omfattar me– del för motbalanaerande af den å tappat rörliga skopan inneslutande en vigt Ji –1 – soai är verksamt förbunden med skopan och monterai att glida inom en ihålig mast försedd med en inre passage öppen vid dess botten till sjön, för att därigenom* i händelse and XXSSftX£XX2X£XXXgXXlSX af tillfälligt lösgörande af vigten, denna vigt nå falla i sjön utan att skada båten. 6. Eäi båt enligt anspråk 1, kännetecknad därigenom att den omfattar ett flertal af skrof, mellan hvilka den uppsamlande skopan är medelst tappar hvarvid den senare är normalt nedsänkt under vattenytan. 7. En båt enligt anspråk 1, kännetecknad därigenom att den omfattar medel placerade å båten och öfver vattenytan för att vid alla tidpunkter kasta ett solfjäderliknande ljussken fram till vattenytan på en uppskatt.bar distans framom "båten i afsigt att draga fisken uti båtens väg och samti– digt belysa dess väg. g. En båt enligt anspråk 1, kännetecknad därigenom att den omfattar medel för att reglera utsträckningen till hvilken nätet eller skopan skall nedsänkas. 9. En "båt enligt anspråk l, kännetecknad därigenom att skopans väggar äro sammansatta aj ett. flertal af' sektioner af fi3k–t>en nätverk, af hvilka hvarje sektion är försedd med i sidoled och bakut. sig sträckande distanse– rade stänger. lo. En båt enligt anspråk 1, kännetecknad därlgeftom att den omfattar me– del förenade med den främre änden af Skopan för att hindra densamma att grfva sig in i sjöbottnen.när båten är i grundt vatten. 11. Bi båt enligt anspråk 1, kännetecknad därigenom ä$ att den omfattar medel för att automatiskt skära storfisk för att hindra dess hämmande effekt. 12. En båt enligt anspråk 1, kännetecknad därigenojj att den omfattar medel för att framsrlfva båten l riktningen af dess längd och sidoied, hvarvid aagda medel bestå af anpassbara dubbelskofveihjul. 13– En 'båt enligt anspråk 1, kännetecknad därigenom att nätverkets ele– ment i skopan sammanfattar en fördelad stång mellan hvars sektioner ändar– na af ett flertal trådar äro häktade tillsammans, hvarvid de större delarna af 3agda trådar sträcka sig från kanten af stången i parallellt förhållande 4ch i sned riktning i förhållande till stången, äfvensom medel för att för– hindra svängande rörelse af trådarna å stången. 14. Sätt att fiska med en båt enligt anspråk 1–13, kännetecknadt däraf att det består uti att kraftigt belysa ett förutbestämdt ytinnehåll af vattnet från en ljuskälla belägen öfver vattenjtan, hvarmed fisk tiiidrages in 1 den sälunda "belysta zonen, att åstadkomma deA belysta zonen att röra sig iraaåt och samtidigt i rörelsesätta fislcfängstmedel genom vattnet balc– ut från det belyata

området. Iyfceck Ocean Harvester Co, inc. r, – *4 . IOfIBUteslkaierafru and veneiaaä. Tämän keksinnön esineenä on kalastusvene Ja tarkoittaa se parannuksia kalastuksen toimintaan Ja välineisiin nähden. Keksinnön päätarkoitus, vaik– ka ei yksinomaan, voidaan lyhykkäisyydessä esittää seuraavasti: 1. Laatia parannettuja välineitä laivan eteenpälnkayttöä varten sekä eteenpäin– että sivusuunnassa, sekä parannettuja välineitä laivan ohjaamls– ta varten semmoisten toimintojen aikana. 2. Välineet kalan keräämistä varten ISA laivan tielle ja sen siirto kan– nelle, Joihin välineisiin on.edelleen yhdistetty välineitä siirtovälineiden tukkeutumisen estämistä varten. 3. Verkkolaitteen tai välpän parannettu rakenne, josta kaloja keräävät välineet pääasiallisesti laaditaan, mikä verkkolaite tai vaippa on siten rakennettu että se synnyttää pienimmän vastuksen vedenvirtaukseen nähden silmien tai reikien kautta sanotussa verkkolaitteessa tai Z and 5 välpässä; ja k. Välineet kalojakeräävien välineiden upotussyvyyden järjestelyä varten sekä välineet yhdistettyinä kalojakerääviin välineisiin jotta niiden kärki tulisi estetyksi kaivautumasta merenpohjaan kun ne toimivat matalassa vedes«?" Edelleen perustuu eräs piirre keksinnössä parannettuun menettelyyn ka– lastaa yöllä, Joka perustuu kalojen ISMäävetämlseen käyttämällä vahvaa etsijävaloa veneen etupuoliseen vyöhykkeesen Ja sen tielle, keräten tun– nottomia kaloja aina sen mukaan kuin vene kulkee eteenpäin, sekä siten ke– rättyjen kalojen nostamiseen veneen sisään. Keksinnössä edelleen esiintyvät piirteet, muut kuin tässä luetellut, kuin inyöskin sen edut selviävät tässä alempana olevasta selityksestä, tehty oheenliitettyjen piirustuksien yhteydessä. Oheenliitetyissä piirustuksissa kuvataan erilaisia käytännöllisiä tote– uttamismuotoja keksinnöstä, mutta niissä osoitetut rakenteet ovat pidettä– vät ainoastaan keksintöä kuvaavina eikä sen rajaplirfcjä määräävinä. Kuva 1 on sivuõievatsioni kalastajaveneestä Joka toteuttaa keksinnön. Kuva 2 on huipputaso siitä. Kuva 3 on pohjataso veneestä, esitettynä kuvassa 1. Kuva 4 takapäästä otettu elevatsioni veneestä. Kuva 5 on edestä otettu elevatsioni, mikä osoittaa kalojakeräävät vä– lineet, rungon ja osan ylemmästä laitoksesta. Kuva 6 on poikkileikkaus laivan läpi, otettuna pystysuoralstasossa viivaa 6–6 pitkin kuvassa 1. Kuvat 7 ja 7a ovat keskisiä leikkauksia kalojakeräävien välineiden pa– ft r/ ß rempana pidettävästä muodosta,kuvan 7a esittäessä sanottujen välineiden etu osan, samalla Kun kuv. 7 esittää taaemman osan siltä,Jolloin sanottu kuv. JfiS 7 on suurennetussa mittakaavassa suuremman selvyyden aikaansaamiseksi. On ymmärrettävä että kuv. 7a on Jatko kuvassa 7 osoitettuun rakenteesen. Kuva 8 on suurennettu erikoisosa leikkauksessa viivaa lo–lo pitkin kuvas– sa 7a. Kuva 9 on samantapainen erikoisleikkaus viivaa 9–9 pitkin kuvassa a. Kuva lo on erikoisosa tasossa eräästä verkon tai kalanluu–välpän elemen– tin muodosta, Jota pidän edullisempana käyttää, Ja tekee pienimmän vastuk– sen sen kulkuun nähden veden läpi. Kuva 11 on kuvan lo näköinen kuvaus, osoittaen jonkun verran muunnetun muodon kalanluurakenteesta. Kuva 12 on elevatsioni kuvassa 11 osoitetusta rakenteesta. Kuva 13 on katkonainen leikkaus laivasta osoitettu kuvissa 1–6, jolloin sanottu leikkaus on otettu viivaa 13–13 pitkin kuvassa 1. Kuva 14 on pltuusleikkaua eräästä rungoista, otettuna viivaa 1H–14 pit– kin kuvassa 13. Kuva 15 on leikkaus viivaa 16–16 pitkin kuvassa 3, osoittaen muutamia silpipyöriä edestä otetussa elevatslonissa. Kuva 16 on leikkaus viivaa 16–16 JIXI pitkin kuvassa 15. Kuva 17 on tasokuvaus yhden palkeista ulkoisesta päästä, Jolta käytetään kannattamaan kalojakeräavät välineet. Kuva IS on erikoisosainen leikkaus ynden siipipyärän kautta, kuteo viivaa 19–19 pitkin kuvassa 15. Kuva 19 on tasokuvaus alhaaltapäin yhdestä ainoasta venerungosta, esit– täen uusia piirteitä esilläolevasta keksinnöstä» Kuva 2o on pääasiallisesti keskinen, pystysuora leikkaus kuvassa 19 osoitetun veneen kautta. Kuva 21 on edestä otettu elevatsioni kuvissa 19 ja ‘2o osoitetusta ve– neestä. Kuva 22 on leikkaus viivaa 2g–23 pitkin kuvassa 2o. Kuva 23 on poikkileikkaus viivaa 23–23 pitkin kuvassa 2o, ja Kuva 24 on kuvassa 23 osoitetun leikkauksen näköinen, mutta osoittaen muunnetun muodon rakenteesta, yhdistäen laivansiivet. Viittaamalla piirustuksiin osoittaa A useampia laivanrunkoja, asetettui– na yhdensuuntaissuhteesen toisiinsa nähden,sivu sivussahtelsen kannen B alla, mikä kansi johtuu kaikkien runkojen yli ja ulkonee paraiten Jonkun vèrran sivuillepäin, I8A niiden keula Ja peräpuolelta, kuten selvästi osoitetaan kuvissa 3 Ja 6. Kaikki rungot ovat rakennetut yhtäläisiksi ja ovat yleistä rakennetta, kuten osoitetaan kuvissa 19–23. Kukin runko on pääasiallisesti varustettu suorilla, pystysuorilla sivuilla, mutta on sillä yleensä pienen veneen muoto Keskisessä, pituusläpileikkauksössa. Rungon si– vut joutuvat skkljyrkä3tl ales ja päättyvät pääasiallisesti vaakasuoriin emäpuihin a, joutuen käytännön kannalta otettuna kautta rungon koko pituu– den. Sisäinen leikkaus semmoisista, muodosteluista muodostaa rungon, jonka alempi 3ivu on pituussuunnassa kourulla varustettu, siinä kun on verrattain syvä uurre keulassa ja perässä, kuten paralten osoitetaan kuvissa 2o, 21 Ja 22, ja verrattain matala uurre keskilaivalla, kuten osoitetaan kuvassa 23. jQhtuon taaksepäin veneen kustakin nnja–ta neljästä ke3klemäpuusta kaytstääw pavächbttts, jotai kannattaa sen alemmasta päästä tavallinen euutøiiaula cx, peräsinpylvään Johtuessa ylöspäin ja on laakeroittu eteenpäin ja takaisin kääntöä varten kannessa..On välttämätöntä että nämät kaksi peräsintä kal– listuvat joko toiseen tai toiseen suuntaan K and X and iS and ä samassa kulmassa, ss on toimivat yhdensuuntaisessa suhteessa kaikkina hetkinä,, Ja jotta tämä kä– visi varmaksi ovat ne paralten yhdistetyt toisiinsa niiden päiden välistä jäykän nivelSïT avulla. Jos useampia runkoja A on asetettu toistensa vie– reen kuten osoitetaan kuvassa 3 on niveTV* tehty johtumaan poikki kaikkien peräsinten, niin että, kun yksi peräsin on toiminnassa, joutuvat kaikki muut jäieilä olevat samaan aikaan liikkeesen niin että ne pysyvät yhden– suuntaisessa suhteessa toisiinsa nähden kaikkina hetkinä. Löytyy eri tapoja joilla peräsimet voidaan saattaa toimintaan, mutta mi– nä pidän edullisempana käyttää sitä yleistä sovittelua, mikä osoitetaan kuvassa 3, jossa peräsimiä liikkeesen saattavia köysiä tai ketjuja g2 käy– tetään kiinnitettyinä ni/eleesen c1 Ja johtuvat veneen aisaan saatettavik– si toimintaan sopivien ohjaavien välineiden avulla. Parannettua kourulla varustettua runkoa tässä keksinnössä voidaan käyt– tää yksrunkoisessa tai useampirunkoisessa veneessä ja kaikissa tapauksissa voidaan sanotut rungot kukin erikseen saattaa liikkeesen yhden tai useampi– en potkurislipien c5 avulla, käytettyinä sopivien yhdisteiden avulla, kuten osoitetaan kuvassa 2o. Kun kourulla varustetun rungon rakennetta käytetään ykäirunkoisessa veneessä aijottu käytettäväksi hyvin aaltoilevas– sa meressä, voidaan runkoa varustaa laivasiivillä a1, kuten osoitetaan kuvassa 24, vaikka nämät voidaan jättää pois, jos niin halutaan. Kun useita runkoja selitettyä mallia on sovitettu yhteiden kannen alle, kuten osoitetaan kuvassa 3 ja 6, voidaan sanotut rungot saattaa liikkeesen kukin erikseen tai riippumattomasti potkurien avulla kuten on selitetty, tai voidaan lisäkäyttövälineitä käyttää. Minusta on tämän keksinnön mukai– nen vene käytettävä hyvällä nopeudella ja sentakia käytetään lisäkäyttävä– lineitä, niin että haluttu nopeus voidaan aikaansaada. Tämä väline osoite– taan useampien siipipyörien E muodossa, Joista y*3l sarja on sovitettu ri– viin rajamain olevien runkojen väliin, tuten osoitetaan Kuvassa 3. Kutakin lukumäärää näitä siipipyöriä voidaan täyttää, mutta, esitykseen nähden,ogoi tetaan kaksi panosta johtuen pääasiallisesti keulasta

perään, kahden runko– parin välissä, samalla kun muut osoitetaan sovitettuina parittain jälelläo– levien nautoparien väliin. Kun käytetään useita siipipyöriä, toinen toisen– sa takana, niin että koko sarja Joutuu keulasta perään, ÿl and SIXX olisi toi– sensa Jälkeen seuraavat siipipyörät katsottuina keulasta perään pidettävä liikkeessä yhä lisääntyvillä nopeuksilla. Se on, Jos ensimäiaen slipipyörän tulee tehdä loo tulee toisen pyörän tehdä suuremman lukumäärän kier– toja, esim. Ilo tal 12o Ja kolmannen slipipyörän pitäisi tehdä 13o;stä l4o:een J.n.e. tfämät kuviot ovat luonnollisesti ainoastaan selittävät, mutta käytetään niitä tekemään toiminta selväisi, koskapa, Jos kaikki siipipyörät vaikuttaisivat samalla nopeudella, syntyisi niin no– pea veden syöksy runkojen välissä, varustettuina ensimälsellä viidellä pyö– rällä, että Jälellä olevilla pyörillä ei tulisi olemaan mitään Erikoisosat parempana pidettävästä siipipyörien muodosta osoitetaan kuvissa 15,16 Ja IS. Kukin siipipyörä D on varustettu ontolla navalla d, laadittu onton, ilmatiiviin sylinterin muodossa Jonka kautta Johtuu käy– tettävä akseli dA, Jäykästi kiinnikiilattuna navan päihin. Navan vastakkai– set päät ovat varustetut laipoilla d2, Ja Johtuen säteensuuntaisesti navan ulkoisesta kehäpiiristä käytetään siipilehtiä d5, kuten paralten osoitetaan kuvassa IS, jolloin lehtien vastakkaiset päät ovat paralten jäykästi yhdis– tetyt laippoihin d2. Käytettävä X akseli d1 on sovitettu käantöliikettä varten kahteen varteen e, joiden toisten päiden kautta Johtuu käyttäakseli E (kat3Q kuv. 15 ja 16). Kayttöakaeli E Käytetään sopivasta koneistosta sovitettuna toiseen tai molempiin rajakkain oleviin runkoihin, ja pyörivä liike siirretään käyttöakseiista E käytettävään akseliin d1 hammaspyörän 1 2 e ätyailä ja yhdessä toimivan hammasketjun e avulla. Tätä rakennetta käy– tettäessä huomataan että koska slipipyörän napa d on ilmatiivis, se tulee kellumaan ja estämään siipipyörää painumasta kokonansa veden alle. Käytän– nössä johtuu pääasiallisesti ainoastaan puolet pyörästä vedenpinnan alle, ja sovittamalla pyörä kääntyviin varsiin e, saattaa sanottu pyörä kaikkina hetkinä mukautua itse puolestaan vedenpintaan nähden, mikä selvästikin vaihtuu veneen sormituksen mukaan. Saattaa olla toitottavaa voida toisi– naan kohottaa siipipyörä D erille vedenpinnasta, ja tätä tarkoitusta var– ii ten kiinnitetään kohottava nivel d alemmalla päällään käytettävään akse– liin d* mikä Johtuu ylöspäin veneen kannen B kautta. Käyttämällä pulttia d y/v/ it .. Ó mitä toimii nivelen d yhteydessä Ja on yhdistetty johteesen d, voidaan siipipyörä, slttenkun sitä on Kohotettu tarpeen mukaan,estää joutumasta ennen määrätyn S Kohdan alapuolelle. Jotta siipipyörä ei vahingoittuisi hylkytavarolsta, jään j.n.e taKia kul– j ohon kee Käyttävä aKseli E paralten putkenmuotoisen muhvin ï kautta, puts on jäykästi sovitettu useita suojaavia rimoja f, mitkä johtuvat lyhyen matkan yhdensuuntalssuhteessa Kääntyviin varsiin e nähden ja, jäleiläoievaan osaan nähden niiden ulottuvaisuutta, mukautuvat slipipyörän fUXfiiäSSft ulkoisen kehäpiirin mukaan, Kuten osoitetaan Kuvassa 16. TanKo r1 johtuu kaikKien näiden suojaavien rimojen Kautta Ja ankkuroidaan päistään Kääntyviin var– siin niin että se pysyttää rimat asianmukaisessa suojaavassa asennossa slipipyörän etupuolella. îïiinmuodoin olkoompa siipipyörä milloin tahansa toimivassa asennossa käytetään'sanottuja rimoja aina varjeluspölkkyinä suo– jaamaan siipilehdet C? vahingoittumasta. On useasti tarpeellista voida käyttää siipipyöriä Jo selitettyä lajia parittaln, Ja menettely hyvin säästel and västi aikaansaada tämä osoitetaan Ku– vassa 15, Jossa kaksi sllpipyörää D on sovitettu toistensa viereen yhtei– seen käytettävään akseliin d1 mikä saatetaan liiKkeesen yhteiäen käyttöak– selin S avulla, jolloin yksinkertaista ripustusjäsentä käytetään pysyt– tämään molemmat pyörät ylösnostettuina, kaniin halutaan. Molemmat siipi– pyörät sovitettuina kuten osoitetaan kuvassa 15 tulevat vaikuttamaan yksi– lön tapaan ja pääasiallisesti samalla tavalla kuin yksinäinen pyörä, paitsi että enemmän eteenpäin käyttävää voimaa tulee syntymään, siipipyörien käyt– tö voidaan toimittaa millä halutulla tavalla tahansa sopivan akselijohdon tai välittömien yhdisteiden avulla useampiin moottoreihin tai koneisiin, mutta ei ole tarpeellista osoittaa näitä yksityisiä osia, koskapa Koneisto siipipyörien Käyttöä varten on hyvin tunnettu eikä muodosta mitään osaa esilläolevasta keksinnöstä. Venettä telakkaan pantaessa varustettuna useammilla jo selitetyn laj1311– la rungoilla voivat kaikki ne osat mitkä tässä alempana luetellaan Kalastus toiminnan toteuttamista varten tehdä veneen jonkun verran sas vaikeasti kä– siteltäväksi, ja pidetään sentakia edullisempana Käyttää välineitä veneen Käsittelyn heipoittamista varten ahtaissa paikoissa. Tässä tarKoituKsessa Käytän useita £ä sivupotKureita G keulassa ja perässä, Joiden sijoitus osoi– tetaan Kuvassa 3i »inka ohessa yfcsityiaosat esitetään Kuvissa 13 ja 14. Sivusiipipyörät G saatetaan paraiten toimintaan Kahdenkertaisina sen kautta että ne sovitetaan yhteiseen Käytettävään akseliin g,mikä kannatetaan kään– toliikettä varten kääntyvässä varressa g1 tappiyhdisteen avulla Kiinnitet– tynä käyttävään akseliin g2, mikä johtuu keulat and á Ja peräsSa ja jota Käyte– tään rungossa olevasta sopivasta Koneistosta. Liite siirretään täyttävästä akselista g2 täytettävään atseliin g Hammastetaun g avulla, ja siipipyörä k voidaan tonottaa tai lastea tarpeen mutaan nivelyhdisteiden g avulla, vas– taten eteenpäin täyttävien siipipyörien D niveiyhdlsteitä d. Sivusiipipyö– rät 0 eroavat tuitentin ratenteeltaaü siipipyöristä D siitä että tutin edel lisistä paralten valmistetaan ainoastaan neljästä lehdestä, tuten osoitetaa tuvassa 13, niin että, Kun näiden siipipyörien vaitutusta ei haluta, ne voidaan nostaa ylös, jolloin yt3i lehdistä tussatin siipipyörässä johtuu tannes3a olevan auton Kautta, samalla tun molemmat vieressä olevat leh– det pysytetään tiinni tannen alasivussa. Tällä tavalla voidaan siipipyörät G nostaa ylös vedestä, niin että ne eivät estä veneen eteenpäin tultua sen säännöllisessä toiminnassa. Kultentin tun tahdotaan panna vene telatalle voidaan siipipyörät G lastea alas toimivaan asentoon vedessä ja saattaa liitteesen tarpeen rautaan veneen tääntämistä varten sivusuunnassa telatal– le. Väline veneen täyttöä varten sivusuunnassa toimittaa inyöstin erään toi– sen tärteän tehtävän veneen täytännöllisessä toiminnassa. Jos vene tultee eteenpäin ja talaparvi on näkyvissä verrattain lähellä venettä, mutta sivu– suunnassa veneen tultusuuntaan nähden, on tärteätä että SSa vene voidaan panna nopeasti 2 liitteesen sivusuunnassa,siinä tartoitutsessa että se vä– littömästi tai suinpäin Kohtaisi talaparven. Tämän mutaisesti tetee tämä väline Jolla vene voidaan panna liitteesen sivusuunnassa mahdolllsetsl saa– vuttaa tämä tulos, on siten selvää että semmoinen väline vaituttaa muiden täysi ilãíSX elementtien yhteydessä, niin että saadaan täyttötelpoisuus yhdistel– mään nähden totonaisuudessaan. Kuten paralten osoitetaan tuvissa 1–4 täytetään veneen etupuoleen ja sen alle sovitettuna Kousajäsentä 1, jolla pääasiallisesti on suorataiteen– muotoisen suppilon muoto, jonta suurempi avonainen pää sijaitsee veneen etu – puolella. Kousalla l on tuten osoitetaan piirustutsissa luurangon muoto, mitä on sovitettu seneesen pittien nivelten J avulla jäytääti yhdistettyinä Hondasta tehytseen("j"mikä johtuu taatsepäin veneen alle Ja tääntyy tääntönaatassa molempien uitoisten runtojen sivustaan päin, tuten Kohdasta j1 vallan tea– tiiaivan peräpuolen tohdalta, tuten paraiten osoitetaan tuvissa l ja 3, niin että kousa voidaan saattaa veden alle tai upottaa pienempään tai suu– rempaan syvyyteen Kääntämällä sanottu tousa nivelissä J, Jotta vaituttavat nastan J1 ympäri. Kousa on säännöllisesti ripustettu, asianomaiseen syvyy– teen, useampiin nostaviirPltöygitn I, mittä ovat sovitetut

töysipyörien>5 Kannattavat KaKsi puomia K, Kuten paraiten osoitetaan Kuvissa 2 ja 5. Puomit pysytetään asianomaisessa, etälsyyssuhteeasa ultopäistään jäytän etäisyyden päässä pitävän yhdisteen t avulla, Ja täähtyvät niiden slseiumlss päissä olevissa nastoissa, tuten t1 tohdi3ta, veneen päätanteen. Sanotut* «–V ygiYggf puomit tuetaan myëstin sivusuunnassa Kääntyvään liitteesen.nähden sivutufcien t2 avulla, tlinnitettyinä etumaisista päistään puomien etumai– siin päihin Ja myostin tääntyen nastassa veneen päätanteen päin, tuten toh– dasta t, jolloin táitti nastat t1 Ja t ovat suorass viivassa, niin että puomi siihen tuuluvine osineen on vapaa tääntymään yhteisen at3elin ympäri (katso tuv* 1 ja 2). ¥lësno3tavat töydet i tultevat tëysipyäristä i1 yles– päin peräänpäin toimen onton maston L huippuun, asetettuina pääasiallisesti testilaivan tohdalie, Ja sanotut nostavat köydet ovat yhtäläisesti jaoitet– sisään tuma mastoihin, tuten osoitetaan tuvassa 2. Onttojen mastojen 3XS£3ä2XXÍ£X on Yjfy pysysuoria johdeteitä tasapainossa pysyttäviä painoja l varten sovitet– tu, Joihin ytsitylsten töysien päät ovat tiinnltetyt. Tämän osien tasapainon sovitutsen tatla tarvitaan hyvin vähän voimaa tou– san nostamista varten täysillä viivoilla tuvassa 1 osoitetusta asennosta jossa ae on upotettu veteen, piltutetuilla viivoilla osoitettuun asentoon, / jossa tousa on nostettu ylös vedestä* Tämä voidaan aitaanaaada monella ta– valla, mutta, tuvaamlstartoitutsessa, osoitetaan päätannen etusivustassa tatsi pystysuoraa pylvästä m asianmukaisesti vahvistettuina,tuten tohdas– sa m1, ja tannattaen huipuistaan poittipalttia m2, Jolloin sanottua laitet– ta, itse asiassa, täytetään Jäytän nostoranan tapaan jonta avulla tousa voidaan nostaa tai lastea täysien m välitytseliä tuten osoitetaan tuvassa 5. Jäämät töydet v? voidaan panna rän avulla, tai saattavat tultea sopivaan nostorumpuun* Kummassatln tapautsessa voidaan tousa nostaa tai lastea mielen mutaan täyttämällä verrattain –flygla vallan voimaa» Kuten tätä ennen on sanottu, on tousa luurangontapaisesti ripustettu Ja avonaiset osat vahvitteiden, pylväiden Ja bhk muiden ratenneosien välissä ovat suljetut verttolaitotsien tai silmien avulla, mitta päästävät veden tultemaan Kouaan seinämien kautta, mutta estävät siihen terääntyneiden ta– lojen polspääsemisen« Olen havainnut pittäaitalsten toteiden avulla, että hyvin tunnettu ristiin tai poltittain tulteva silmä Jota tavallisesti täy– tetään taiavertoissa synnyttää suuren vastutsen veden lävitsetultuun nähden esiintyen tämä siitä tosiseikasta että semmoista verttoa ainoastaan voidaan vetää vedessä täyttämällä meltoista voimaa* Jos tämän laatuista verttoa täytettäisiin K$jjcÏMX32ÜL selitetyssä tousassa, aiheuttaisi se semmoisen vastutsen että oii–v si mahdotonta täyttää venettä vedessä SXI2 and sillä verrattain suurella nope– udella, mitä on edutsi toiminnalle, ja minä olen tämän mukaisesti pitkäai– kaisten kokeilujen jälteen tetsinyt parannetun verttolaltteen, mitä muodos– taa osan keksinnöstä, tuten osoitetaan piirustuksissa. Tämä verttolaite on tavallisen talanluun nätölnen, tuten näkyy erikois– osista osoitetut tuvissa lo,ll ja 12* Verttolaite N, tuten osoitetaan liitteesen täsin tai jietaanisest.i vätipyö– hautta ja johtaa veneessä T H Kuvassa lo, muodostetaan Kiinnittämällä lankojen n päät kahden yhdensuun– taisen Kaistaleen n1 väliin Ja yhdistämällä tai kiinnittämällä sanotut kaistaleet yhteen pulttien tai niittien n2 avulla lankojen päiden pysyttä– mistä varten tiivisti kiinni kaistaleiden välissä. Kaistaleiden ylemmät reu~ nat ovat varustetut vinoilla uurteilla n, ja nämät lankojen– osat, mitkä Johtuvat sanottujen reunojen ulkolaitojen ulkopuolelle taivutetaan ales ja si3ään sanottuihin uurteisiin, niin että kun rakenne on täydellinen, sano– jat tulla rakenteella on määrätty yhtäläisyys kalan selkärankaan nähden. Vinot uurteet kaistaleissa n1 kulkevat risteyttäen toisiaan, niin että lan– gat jotka johtuvat kaistaleen uurteiden kautta tulevat kulkemaan vastakoh– taiset lankoihin nähden Jotka Johtuvat toiaen kaistaleen uurteiden kautta ja tekevät siten mahûolliEüai kaistaleiden sovituksen niin lähelle toisi– aan kuin mahdollista, katsoen siihen että kaistaleen langat eivät mitenkään yhdy toisen lankoihin. Sivu, huippu ja pohjarakenneelementit kousassa l laaditaan,kuten osoi– tetaan kuvassa 1, kukin johtavista langoista n siten sovitettuina että ne johtuvat vonosti taaksepäin kuten osoitetaan kuvassa 7a. Tässä kuviossa ovat osat varustetut osoitusmerkinnällä S laaditut kuvassa lo esitettyjen erikoisosien mukaisesti. Käy kuitenkin selville, että semmoista rakennetta ei voitaisi käyttää edullisesti kulmissa ja sentakia osoitetaan kuvissa 11 já 12 kulmarakenteita, Joissa verkkolaite o on laadittu langoista o 3ido– S tut kahden kaistaleen o1 väliin niitatut tai yhdistetyt toisiinsa kuten ennen, mutta kukin lamta o johtuu sekä sivusuunnassa että alaspäin sen kaistaleen reunojen ulkopuolelle jonka yhteydessä se toimii Ja taivutetaan pääasiallisesti suoriin kulmiin. Muuten on se sovitettu yhdessä toimivassa kaistaleessa o2 olevaan uurteesen o; langat ovat lujasti kiinnitetyt sa– nottujen kaistaleiden väliin ja kousan kulmarakenteesta. Kuvassa 7a on osilla jotka ovat tällä tavalla laaditut osoitusmerkintä 0. Pienempiä muun– noksia SBfigâüiXgXXXãSXSgX lankojen sovituksessa kaistaleiden väliin käyte– tään kousan eri osissa keksintöä toteutettaessa vaihteievissa olosuhteissa, koskapa on toisinaan välttämätöntä antaa lankojen johtua ainoastaan yhteen suuntaan, kuten kousan etumaisessa reunassa kuvassa 7a, jossa löytyy aino– astaan muutamia lankoja osoitettuina sovitetuiksi etumaiseen pylvääsen, jolloin nämät langat J and Hÿ Johtuvat ainoastaan yhteen suuntaan» Kun uaeäffipTätficälänluuvälppäelementtej ä •seitrtgfrfcy and r* oataai puutta on yhdis– tetty kuten osoitetaan kuvassa 7a, kaikki langat johtuen vinosti taaksepäi ja lankojen vapaat päät elementissä vapaina lankojen vieressä olevien päi– den yhtymyksestä rajäkkain olevassa elementissä, ei meriruoho tai muu sen– tapainen aine tule takertumaan kiinni lankoihin, vaan tulee se kousan nope– an kulun johdosta veden läpi kulkemaan lankoja pitkin niiden päihin Ja mf JS niiata kellumaan pois. Kousan sivu–, ylä– Ja alapinnat ovat laaditut kuten on selitetty niin että mitä pienin vastus muodostuu kousan kulussa veden läpi, Ja kuitenkin ovat sanotun kousan seinämät siten laaditut että kalat Jotka kulkevat sen etumaisen avonaisen pään kautta, eivät saata pääs– tä pola siitä kousan seinämien kautta, vaan ovat pakoitetut kulkemaan sen taaemman avonaisen pään kautta. Yhteistoiminnassa kousan taaemman avonaisen pään kanssa käytetään siir– tovyötä P, Jonia alempi pää kulkee Johtavan pyöräkkeen p ympäri sovitettu– na kousaan, ja jonka ylempi pää kulkee samantapaisen pyöräkkeen p1 ympäri sovitettuna paraiten veneen peräpuoleen. Tämä siirtäjä johdetaan pyöräkkei– l p den p p ÏÏÏÏÏKS välissä etäisyyden päässä pitävien välitelojen pc avulla sovitettuina sivujohteislin p jotka ovat sijoitetut kujein omalle puolel– leen siirtäjästä. Siirtäjävyö on, sen parempana pidettävässä muodossa, laadittu kahdesta üaâöfrfcomasta hammasketjusta p, mitkä kulkevan hampailla varustettujen ketjujen ylipyöräkkeiden p p1 vastakkaisissa päisaa, Jolloin mainitut c ffiammastetut ketjut ovat yhdistetyt toisiinsa tankojen p7 avulla muodostaen etumaisen pinnan* Pyöräkö p1 saatetaan liikkeesen Ja,yhdistetyn hampailla saattaa varustetun ketjun avulla, 3XXSX and liikkeen siirtäjään. Salat jotka Çydyst.e tyt kousaan ja kulkevat sen avonaisen taaemman pään kautta saatetaan siir– täjän avulla ylöspäin ja sen ylemmän pään yli ja putoavat toiseen siirtä– jään Q,, laadittu samalla tavalla kuin siirtäjä P Ja pidettynä liilckeessä samalla tavalla, siirtäjä percent Jättää kalat pääkannelle B Jonkun verran perä– puolelle ja asentoon jonsa KSZXÄliäääXialXiliaxiÄX veneen miehistö saattaa SS lajitella tai muulla tavalla käsitellä.ne. Jotta kalat niiden

kulussa ylöspäin siirtäjällä eivät voisi pää9tä pois tämän sivuista, ovat sanotun siirtäjän sivut varustetut verkkolaite– rakenteella, mikä on kousan yhteydessä selitetyn verkkolaitteen näköinen, koska Kuitenkin on,SMSX1SJS.M. k.ousa on laadittu kohotettavaksi ja alaslasketta– vaisi,verkkolaite siirtäjän sivuissa paraiten laadittu pystysuorasti ales– laskettavaksl semmoiseen määrään, että se tekee tämän, kousan liikkeen mahdolliseksi. SivukisXot tai johteet –g? ovat jäykästi kiinnitetyt etumaisista alemmis– ta päistään kousan runkokehykseen, ja ovat taaemmista ulkoisista päistään na3tayhdigteessä akselin kanssa joka kannattaa pyöräkettä p1. Tämän mukai– sesti Johtaa kousan kääntyvä liike nastan ympäri sanottujen slvukiskojen * Ja niihin yhdistetyn siirtäjän , p*5 samanaikaiseen samallaiseen liikkeesen. Kunkin sivukiskon $£X££ p–5 päi– den välissä on nastayhdisteessä toisen verkiolaite3ivun ylempi kisko R. Kiskot H johtuvat kousan taaempaan päähän, kuten osoitetaan kuvassa 7, ja tehdään paraiten Joko aineesta joia kelluu veden pinnalla, kuten puusta, XI?w tai ovat sopivasti varustetut ponttooneilla, niin että ne säännöllisesti tulevat nousemaan vedenpinnalle. sivuki and koihin R, Ja kunkin päiden välissä, on nastojen avulla kääntyvästi yhdistetty alemmat Jcisfcot R1 Jotka ovat yh– distetyt lähellä niiden vapaita päitä ylempiin kiskoihin R niveltävän pai– jinyhdisteen avulla johon kuuluvat RlïSiaï Jäsenet r.r1 Ja rt (katso kuv. 1 ja 7a)* Vinosti johtuvia lankoja, vastaten lankoja n Ja o, kannattavat kiskot R R1 ja jäsenet r,r* ja r2, kuten osoitetaan kuvissa 1 ja 7a, siir– täjän sivujen sulkemista varten,pääasiallisesti sen alempaan puoliskoon nähden, verkkolaitteella Joka on sennäkoinen mikä on selitetty kousan –sivu– jen yhteydessä. Siirtäjän ylempi puolisko or* suljettu sivuista lankojen avulla johdetut jäsenen S kautta, liikkuva nastassa sen ylemmässä päässä veneen rungossa, kuten kohdasta s, Ja sen alemmassa päässä yläkiskonn R nähden, kuten kosdassa s1* Tästä rakenteesta käy selville että, koska yläklsko on vedessä kelluva, langan silmä mikä ripustetaan siihen nivelten ja kiskojen avulla, kuten on selitetty, tulee säännöllisesti olemaan levitettynä kun kousa on aiespaine– ty/ssa ta upotetussa asennossa kuten osoitetaan kuvassa 1« kuitenkin on ylemmän kiskonvéohotua rajoitettu pidättävien jäsenten s2 avulla (katso kuv* 1), niin että sivuvälpan seinämien alemmat reunat eivät tule noste– tuiksi tarpeeksi tullakseen vedetyiksi pois Johteista ja päästääkseen kalat pois siinä Ä and saäXXaasSiÄXÄ muodostuneen välikön kautta* Kun kousa on nostettu pilkutetun viivan asentoon kuvassa 1, tulevat sivuvälpänseinämät siirtäjän avulla toisiinsa alespäin, Koska siirtäjä on ylösnostettuna, ta– valla mikä selitetään alempana lähemmin. työskenneltäessä matalassa vedessä, on mahdollista että kousan etumai– nen alempi reuna saattaa joutua merenpohjan kosketukseen, ja, jos ei väli– neitä käytettäisi estämään kousan etumaisen reunan sisäänkaiiva\itumi and t and, tulisi siitä epäilemättä olemaan seurauksena että se menisi rikki. Tästä syystä on kousan sanottu reuna varustettu eteenpäin johtuvilla varsilla t, joihin on sovitettu suuret pyörät tai rullat i laaditut kulkemaan merenpoh– jaa pitkin ja pitämään kousan etumaisen pään vapaana sen yhteydestä, öitä– paitsi –kousan etumainen alempi reuna varustettu eteenpäin johtuvilla nas– toissa liikkuvilla sormilla t* (katso kuv. 1,5 ja 7a), Joiden vapaat'päät ovat ylöspäin käännetyt alustan muodostamista varten merenpohjakohonnuksen ylitaemenon helpottamiseksi. Kukin sormi on varustettu pyörällä t2 sanotun sormen kulun helpoittamisekei, ja sivusuunnassa Ja taaksepäin Johtuvalla kalanluuverkkolaitteelia, jonka toimena on estää kalojen Joutumista kousan alemman reunan alle Ja Jotta niiden Johtuminen kousaan kävisi varmemmaksi. Kousan runkokeüys on varustettu useilla sisäänpäin johtuvilla veitsillä U, joiden terät ovat tehdyt Hyvin teräviksi. Käytettäessä näitä veitsiä tulevat kalat, Jouduttuaan kousaankirjaimeilisesti leikatuiksi kappaleik– si ja SS siten paloitetussa tilassa siirretyiksi laivan kannelle siirtäjän avulla. Pitkäaikainen kalastuskokemus ja kalan tapojen tutkimus ovat Johtaneet parannetun tavan keksimiseen kalastaa yöllä, minkä minä toteutan sen– kautta että sovitan veneesen yhden tai useampia vahvoja etsijavaloja V {katso kuv* 1 ja 2), mitkä ovat siten sovitetut, että niiden säteet leikki– vät vedenpinnalla veneen etupuolella Ja sen tiellä« KUn valonsäteet heite– tään eteenpäin, leviävät ne siten, että säde käy leveämmäksi aina sen mu– kaan kuin se johtuu kauvemmas veneen fi etupuolelle. Pimeänä yönnä saattaa tämä säde melkoisen kirkkaasti johtua useita penikulmia eteenpäin, valais– ten vedenpinnan tällä etäisyydellä r akeeflgfi*€>tse4?ia–iti.41–lola, jonka kär– jessä vene sijaitsee* On äyrin tunnettua että kala tulee valoon päin yöllä ja sentakia tulee houkutelluksi valon vaikutteesta vetäytymään rakeenmuo– toisesti valaistuun piiriin. Koska vene liikkuu eteenpäin tulee kartion leveys kustakin kohdasta veneen etupuolella SXSfiSSS kapeammaksi, niin että kalat tältä kohdalta, niiden pysyteiiessä valaistussa piirissä,tulevat lä– hemmäksi toisiaan ja, sinä hetkenä Jolioinka vene pääasiallisesti on niiden päällä, tulevat ne vedetyiksi kousan avonaisen SXSÿ etusivun rajojen sisä– puolelle. Lamput JS V pvat paraiten siten asetetut, että kousa ei ole va– laistu säteiden sattuessa veteen kousan etumaisen pään seutuvilta. Sinä het– kenä joliolnka kss vene on tullut kyliaksi lähelle kaloja jotka ovat välit– /ft2' töffesti sen etupuolella niin että valo Joutuu sanottujen kalojen ulkopuo– lelle, tulee kousa välittömästi ympäröimään ne ja nliâen pftlspääseminen käy mahdottomaksi. Tällä tavalla vetäytyvät kalat suurelta alalta yhteen lähenevän valon vaikutuksesta ja kerääntyvät välittömästi kausan tielle, lamput V voidaan sovittaa eri kulmiin tai voidaan ne'siten sovittaa että niiden säteet ris– teyttävät toisensa jotta säteelle saataisiin aita suurin hajaantuminen Ja leveys– Tämä tapa suunnata kalat veneen toiminnan piiriin muodostaa paran– netun menettelyn kalastaa öiseen aikaan. Patenttivaatimus. 1. KaJastusvene, tunnettu siltä että se on varustettu aleslaskettavalla kaloja keräävällä kousalla muodostettu suljetulla pohjalla ja on läpeensä ¦jäykkä, sekä välineillä pyydystettyjen kalojen siirtämistä varten kohtaan laivan sisäpuolella. 2. Patenttivaatimuksen 1 mukainen vene, tunnettu siltä että kaloja ke– räävä kousa on pohjasta suljettu ja varustettu lävistetyillä seinillä, //// läheten toisiaan taaksepäin menevään suuntaan. 3« Patenttivaatimuksen 1 mukainen vene» tunnettu siltä että siihen kuu– luu »laakin yksi aluslaite Joka Joutuu kousan etumaisen pään ulkopuolelle ja kuljetettuna eteenpäin kousan avulla Jotta kousa tulisi estetyksi va– hingoittumasta Joutuessaan uponneiden esineiden tai epätasaisen merenpoh– jan kosketukseen. if. patenttivaatimuksen 3 mukainen vene, tunnettu siitä, että siihen kuu– luu pyöräke yhdistettynä aluslaitteesen. 5. Patenttivaatimuksen l mukainen vene, tunnettu siitä että siihen kuu– luu välineitä nastoissa liikkuvan kousan vastaviiputusta varten Joina käy– tetään painoa Joka on toimivasti yhdistetty kouaaaa Ja sovitettu lui– sumaan ontossa mastossa varustettuna sisäisellä kulkutiellä avonaisena alapäästä mereen päin, Jotta senkautta, Jos paino sattumalta irtaantuisi, tämä paino voisi pudota mereen vahingoittamatta venettä» 6« Patenttivaatimuksen 1 mukainen vene, tunnettu siltä että siihen kuu– luu useita venerunkoja, Joiden väliin keräävä kouaa on nastayhdlateen avul– la kiinnitetty, Jolloin tämä Jälkimäinen on säännöllisesti upotettuna vedenpinnan alle. 7» Patenttivaatimuksen l mukainen vene, tunnettu siitä että siihen kuulu välineitä sovitettuna veneesen Ja vedenpinnan yläpuolelle Jotta kaikkina hetkinä voitaisiin heittää viuhkantaeainen valo eteenpäin vedenpintaan määrätyn etäisyyden päähäß veneen etupuolelle tarkoituksessa

saada kalat vetäytymään veneen tielle Ja samalla valaista sen kulkutietä. 8. Patenttivaatimuksen 1 mukainen vene, tunnettu siitä että siihen kuu– luu välineitä sen laajuuden rajoittamista varten Johon verkko tai kousa on upotettava. 9. Patenttivaatimuksen l mukainen vene, tunnettu siitä että kousan sei– nämät ovat yhdistetyt useista osastoista tehdyt kalanluurangontapaisesta verkkolaitteesta, Joista kukin osasto on varustettu sivusuunnassa ja taak– sepäin Johtuvilla etäisyystangoilla. 10. patenttivaatimuksen 1 mukainen vene, tunnettu siitä että siihen kuu– luu välineitä yhdistettyinä kousan etumaiseen päähän Jotta se estettäisiin kaivautumasta merenpohjaan kun vene on matalassa vedessä. 11. Patenttivaatimuksen 1 mukainen vene, tunnettu siltä että siihen kuu– suurten luu välineitä kalojen automaattisesti tapahtuvaa leikkaamista varten nii– den pidättävän tehon estämiseksi. 12. Patenttivaatimuksen 1 mukainen vene, tunnettu siitä että siihen kuu– luu välineitä veneen kuietusta varten sen pituus Ja sivusuunnassa, Jolloin sanottuina välineinä käytetään Järjesteltäviä kaksoissilplpyöriä. 13– Patenttivaatimuksen X nuhainen vene, tunnettu siitä että verkko– laitteen elementtiin kousussa Kuuluu jaettu tanko jonka osastojen väliin useampien lankojen päät ovat yhdistetyt, jolloin sanottujen lankojen suu– remmat osat Johtuvat tangon reunasta yhdensuuntaissuhteessa Ja vinossa suun nassa tankoon nähden, kuin myöskin välineet lankojen kääntyvän liikkeen estämistä varten tangossa. 1. Tapa kalastaa patenttivaatimuksien I–13 mukaisella veneellä, tunnet– tu siitä että voimakkaasti valaistaan määrätty pinta–ala vedessä valoläh– teestä joka sijaitsee vedenpinnan yläpuolella, minkä kautta kalat vetäyty– vät siten valaistuun, vyöhykkeesen, että saatetaan valaistu vyöhyke liikku– maan eteenpäin ja samaan aikaan saatetaan toimintaan kalankiin– niottovälineet vedessä valaistun alueen takana. Framom and on a "batens vaeg. Ljusstralarna TAA kastas forwards, sprida de signal so that the Straalen blir" bredare allt eftersom extends the alg LANGRE framom baten under moerk I natt Kaji Denna Straalen med betydlig klarhet signal over a distance one to several million forwards, upplysande Denna vattenytan pa distans by means of a kolnformig the glans, i hvars spets baten befinner signal. Det aer att avoid bekant fisken Kommer against ljuset natten om och kommer att tilldragas Therefore it is af ljuset Science inkomma? i konformigt d £ t £? 3! KXAEXael $ X upplysta omradet. Eftersom baten of pipe water forwards the signal Kommer co–nens width pa hvarje ity ax framom baten att blifva traengre AAA att HIUCS fisken a Denna ity, one of hallei det sig inom the belysta Zone, koraner att komma in more detail together an och, the vid tidpunkt da baten hufnidgakligen AER uppa dem, de komma att blifva Dragna inom graenser af skopans oeppna front side. Lampor V Aro preferably sa att staellda skopan Icke AER belyst 1 det stralar meet with vattnet strax framom skopans fraemre remain subjected to. At the tidpunkt da Baten kommitten naera till nog fisken som tefinner omedelbart framom the signal so that the ljuset fores outside your sagda fisk, kommer att skopan apples DELBART omglfva the och dess undkommande blir omoejligt. In this way the Drageset fisk oefvor requiring a large omrade tillhopa Genome det Group vergerande ljuset and U.S. skickar Big together an direkt i vaegen foer skopan. lampor V kunna is positioned under Olika vinklar eller kunna SAE is positioned att. deras stralar korsas foer att glfva ett maximum divergence af och width at MS and laeUOUEC Straalen. A way that the ratio Rikta fisken in Zone i for batens opera–tion do not constitute the Foerbaettrade metod for fiskeriets bedrifvande at the nattetid. Patentansprak. Fl3keribat 1, characterized in that it daerigenom is provided with a ned–saekbar fisk uppsamlande skopa utbildad by means of a sluten bottom and AER stel alltigenom, med och medel for ofverbringande af the inom skopan fangaae fisken till I ity inom baten. 2 * I bat according to ansprak 1, characterized in that it daerigenom JS. fisk upp SAMLAND skopan AER 3luten at the fersedd The bottom och med genomborrade the walls konvergerande i do not bakut gaende direction. 3 »I bat according to ansprak 1, characterized in daeraf in that it comprises at least £ X ett underlag framskjutande utanfer front end af af passed into the skopan och foer att skopan foerhindra skopan fran att taga skada Genome beroering med eller nedsaenkta foeremal ojaemn hafsbotten #>. Bat I as claimed in ansprak 3, characterized in that the daeraf comprises a reel le Foerenade underlaget med. 5 bat I as claimed in ansprak 1, characterized in that it comprises daerigenom methyl–del for the motbalanaerande f a tappat movable skopan inneslutande I vigt Ji –1 – Soai AER verksamt connected with the skopan Science monterai in that the glida inom not provided with the hollow mast an inner passage oeppen vid its bottom till sjoen foer att daerigenom * i Handels and XXSSftX £ £ ;2x XXXgXXISX af af Tillfaelligt loesgoerande vigten, Denna vigt na Falla i sjoen utan att skada baten. 6 EAI bat according to ansprak 1, characterized in that it comprises daerigenom a plurality af skrof, hvilka between the uppsamlande skopan AER by means of the pins hvarvid the latter, a normalt nedsaenkt under vattenytan. 7 I bat according to ansprak 1, characterized in that it comprises daerigenom medel placerade a baten och foer att oefver vattenytan vid below tidpunkter dip solfjaederliknande ljussken fram ett till vattenytan pa en uppskatt.bar distans framom "baten i afsigt att Draga fisken UTI batens samti vaeg och dess–digt belysa vaeg. g., I bat according to ansprak 1, characterized in that it daerigenom comprises means for att REGLER utstraeckningen till hvilken the network at eller skopan Skall nedsaenkas. I 9 "bat according to ansprak l, characterized in that the daerigenom skopans the walls Aro sammansatta ck ett. plurality of af 'fi3k of sections af–s> I naetverk af hvilka hvarje section is being provided with i sidoled Science bakut. extending in distanse– rade closes almost. lo. bat I ansprak according to 1, characterized in that it comprises daerlgeftom me–del Foerenade med the front end af Skopan hindra said device for att att grfva signal in i sjoebottnen.naer baten Grundt is in the water. 11 Bi bat according to ansprak 1, characterized in that the daerigenom s $ comprises means for the automatiskt in that the purpose of cutting storfisk for hindra in that the dess effect can haemmande. 12 I bat according to ansprak 1, characterized in that it daerigenojj comprises means for att framsrlfva baten l direction af och dess length sidoied, hvarvid aagda medel BESTSaf anpassbara dubbelskofveihjul. 13 – I 'bat according to ansprak 1, characterized in that the daerigenom naetverkets ele–ment i skopan sammanfattar I foerdelad Stang hvars of sections between its ends as af a plurality tradar haektade together an ARO, hvarvid de delarna a larger af 3agda tradar signal over a distance Fran edge together af the rod in parallel in the ratio 4ch i sned in relation to the direction the rod, aefvensom medel for att for–hindra svaengande roerelse af tradarna a the rod. 14 a manner that fiska by means of a bat according to ansprak 1–13, kaennetecknadt daeraf att det att bestar UTI kraftigt belysa ett foerutbestaemdt ytinnehall af vattnet from a ljuskaella belaegen oefver vattenjtan, hvarmed fisk tiiidrages in one of saelunda "belysta Zone, att astadkomma DEA belysta Zone att move in iraaat signal and simultaneously i roerelsesaetta fislcfaengstmedel Genome vattnet balc–out from det belyata omradet. Iyfceck Ocean Harvester Co., inc. r, – * 4. IOfIBUteslkaierafru and veneiaaae. an object of the present invention is a fishing boat and it means improvements in fishing activities and instruments. The main purpose of the present invention, although not exclusively, lyhykkaeisyydessae can be

summarized as follows: 1 To develop improved devices of the ship eteenpaelnkayttoeae for both the forward and lateral direction, of the ship as well as improved devices ohjaamls for these things, the operations. 2 means the fish collection of the ISA ship's path and its transmission on the deck on which the instruments on.edelleen connected to the means of transmission for the prevention of clogging. 3 power supply or the screen bar an improved structure, which means the fish collected mainly drawn up, which the AC adapter or the casing is constructed in such a way that it generates the least resistance to water flow in relation to the eyes or holes in said network device or Z and 5 vaelpaessae; and k means the fish collection of tools immersion depth of the regime, and tools combined with kalojakeraeaeviin instruments so that their tip should be prevented from digging into the bottom of the sea when operating in shallow in water '? "Furthermore, based on a feature of the invention, the improved procedure ka–loading at night, which is based on fish ISMAEaevetaemlseen using a strong seeker of light in the boat as a front vyoehykkeesen And in its path, collecting hours fish always possible to build in accordance with what the boat is traveling forward, and thus collected in the raising of fish in the boat. present invention further features, other than those listed in the inyoeskin its advantages will become apparent from the description here below, made in connection with the accompanying drawings. in the accompanying drawings, describes a variety of practical tote uttamismuotoja the invention, but their structures are assigned to Held–for–only illustrative of the invention and its rajaplirfcjae determinant. Figure 1 is a fishing boat who sivuoeievatsioni the invention. Figure 2 is a high level of it. Figure 3 is a bottom plan boat, shown in Figure 1 Figure 4 taken from the rear end of the boat elevatsioni. Figure 5 is a front elevatsioni, which shows the fish collecting means for hull and the upper part of the plant. Figure 6 is a cross–section through the vessel, pystysuoralstasossa, taken along the line 6–6 in Figure 1 Figures 7 and 7a are concentric cuts in the fish collection of instruments pa–ft r / observed as increased beta–held form in Figure 7a presentation of the front portion of said means, at the same time when ill. 7 shows a portion of the rear seems, said in Fig. JfiS 7 is an enlarged scale, a greater clarity to achieve. is to be understood that FIG. 7a is shown in Figure 7 Extension indicated structure. Figure 8 is an enlarged special part of the section line along the lo–lo in Figure 7a. Figure 9 is a similar special section line 9–9 of Figure a Figure lo is a special plane from a network or a fish bone motion of the screen element form, which I preferred to use, and makes the smallest resistor in the path of the water through. Figure 11 is a view of the lo–looking description, indicating a somewhat modified form of kalanluurakenteesta. 12 is shown in Figure 11 elevatsioni addressed to the structure. Figure 13 is a fragmentary sectional addressed in Figures 1–6 the ship, said section being taken along the line 13–13 in Figure 1 Figure 14 is a pltuusleikkaua of an stems, taken along line 1 H 14 along Figure 13 Figure 15 is a section along the line 16–16 in Figure 3, showing some of the received silpipyoeriae front elevatslonissa. Figure 16 is a section along the line 16–16 in Figure 15 Jixi Figure 17 is a plan view of one of the bars to get an external,'s who are used to support the kalojakeraeavaet tools. Figure IS is a special segment cutting through ynden siipipyaeraen, kuteo along the line 19–19 in Figure 15 Figure 19 is a bottom plan view of a single boat hull, discloses using novel features of the present invention "Figure 2o is essentially concentric, vertical section indicated in Figure 19, the boat through. Figure 21 is a front elevatsioni in Figures 19 and '2 No addressed to the water medium. Figure 22 is a section on the line 2G–23 finishes in Figure 2o. Figure 23 is a cross–sectional view along the line 23–23 in Figure k2, and Figure 24 is a section indicated in Figure 23 looking, but showing a modified form of the structure, connecting the ship's wings. reference to the drawings showing a number of ship hulls, asetettui as yhdensuuntaissuhteesen to each other, the side sivussahtelsen cover B through which the cover is because all frames over and extends paraiten somewhat sideways, I8ae the bow and stern side, as is clearly shown in Figures 3 and 6 All the frames are built equally and have the general structure, as shown in Figures 19–23. Each frame is provided with a substantially straight, vertical sides, but it is usually a small boat shape concentric, pituuslaepileikkauksoessa. Frame side numbers are skkljyrkae3tl ales and end emaepuihin essentially a horizontal, being under practical point of view, taken through the entire body length. The internal cutting such ones formulation thus forming a body having a lower 3ivu a longitudinal direction of the gutter equipped as in the relatively shallow groove at the bow and stern, such as paralten shown in Figures 2o, 21 and 22, and a relatively low groove midships, as shown in Figure 23 jQhtuon back of the boat nnja each of the four–ke3klemaepuusta kaytstaeaew pavaecHbttts, jotai supports the lower end of the standard euutoeiiaula cx, peraesinpylvaeaen Due to the upward and forward, and is mounted for swiveling the back cover.. It is essential that these two calcium–buting to the rudder either one or the other direction and X and H iS days and at the same angle ss is operating in parallel relationship at all moments, and so that the EV–visi paralten confident they are connected to each other between their ends by means of a rigid nivelSIT. If several frames A is set to each adjacent as shown in Figure 3 is niveTV * of dissipated across all of the rudders so that when one rudder is in operation, are all jaeieilae the same time, my revolution so that they remain in parallel relation to each other at all times. Available in different ways with the rudders can be activated, but mi as I prefer to use it as a general reconciliation, which is shown in figure 3, where the rudders to your shop available on ropes or chains g2 is used to attached my / eleesen c1 And due to the boat's stick saatettavik– si activities suitable guiding means. an improved trough body equipped with the present invention can be used to yksrunkoisessa or useampirunkoisessa the boat, and in all cases the blades can be called individually placed in circu one or more of the potkurislipien I–c5 using suitable compounds used, such as is shown in figure 2o. When the trough body equipped with ykaeirunkoisessa the boat structure is used in the designed for use in well–aaltoilevas in the ocean, the body may be a ship equipped with wings a1, as shown in Figure 24, though these may be omitted, if desired. When the number of frames described model of nozzles is arranged under the lid, as shown in Figure 3 and 6 can be called to your shop blades may individually or independently by means of propellers as described, or can be used to further drive means. I think this is according to the invention used with good boat speed and are, therefore, used using additional tools, so that the desired speed can be achieved. This instrument is shown with the number of impellers E form, which one y * 3l series has been adapted for a row with the limit advertising in between the hulls, Tuten shown in Figure 3 for each number of these impellers can be fulfilled, but, the presentation in relation to ogoi used two rounds of ammunition, mainly due to bow to stern, the two housing between the pair while the other is adapted to address pairs of seaweeds jaelellaeo between nautoparien. The use of multiple impellers, each other in the back, so that the whole series He has to bow to stern, YL and SlXX would be after another the following impellers viewed from bow to stern kept moving the

ever−increasing speeds. That is, if ensimaeiaen slipipyoeraen to do loo will be the second wheel to make a greater number of thread−tion, for example, Joy tal 12o And the third slipipyoeraen should do 13o, to l4o: Een Etc. tfaemaet patterns are, of course, merely explain, but used them to make the action selvaeisi, seeing, If all the impellers affected at the same rate, would such a rapid water to pour into between frames, fitted with ensimaelsellae five rotating blades in the perceive;, on wheels should not be any Special Parts prefer to be held in the form of impellers shown in Figures 15.16 and IS. Each impeller D is equipped with a hollow hub d, prepared in a hollow, air−tight cylindrical form By whom Due for use in dA shaft, stiff kiinnikiilattuna ends of the hub. The hub opposite ends are provided with flanges d2, and due to the radially external perimeter of the hub circuit is used d5 leaf blade, as shown in Figure paralten S, wherein the opposed ends of the leaves are paralten rigidly assembled to the flanges d2. Used for the X axis d1 is arranged for pivoting movement of the two arms E, through which the second ends Due to kaeyttaeakseli E (kat3Q in FIG. Of 15 and 16). E Kayttoeakaeli adapted to be used suitable machinery of one or both of the abutting frame, and the rotary motion is transmitted to the driven shaft kaeyttoeakseiista E d1, the gear 1 2 e aetyailae and a co−operating tooth chain by means of e. This structure when using noticed that since slipipyoeraen hub d is air−tight, it's going to float, and to prevent the impeller from sinking utterly under the water. In practice, is mainly due to only half of the wheel under the water surface, and fitting the wheel, rotating shafts e, may be called at all times to adapt to the bike itself, turn the water surface, which clearly changes the boat, the fingerings. It may be on full alert can sometimes increase the impeller D batches surface of the water, and for this purpose as paid ii d, lifting the lower hinge wearing used for the shaft d * due to the upward through the deck of your boat B. Using a bolt dy / v / it.. O what works in connection with the joint d and d is connected to its guide, to the impeller, slttenkun it has been elevated as necessary, to prevent from getting into before the stipulated S item below. In order not to damage the impeller hylkytavarolsta, ice, etc. because of angle j ohon relates the input shaft E paralten tubular sleeve i via puts is rigidly fitted to a number of protective ribs f, which result from a short distance yhdensuuntalssuhteessa swivel arms with respect to e and, in relation to the part of the jaeleilaeoievaan ulottuvaisuutta, adaptive slipipyoeraen fUXfiiaeSSft the external periphery of the circuit, as shown in Figure 16 is due to the rod r1, all of these protective Through the bars and is anchored at its ends pivotally to the arms so as to maintain the slats in proper protective position in front of slipipyoeraen. Iiiinmuodoin olkoompa impeller at any operating position kaeytetaeaen'sanottuja ribs varjeluspoelkkyinae always protect a wing of the leaves in C? from damage. It is often necessary to be able to use the paddle wheels are already the kind described parittaln, and conduct a mince and considerably time to get this address is indicated in Figure 15, in which two sllpipyoeraeae D is arranged beside each other in a common driven shaft d1, which may be my revolution yhteiaeen drive shaft S, in which case a simple suspension members used to stay, understood, both wheels in the raised position, the rabbit is desired. Both blade wheels adapted as shown in Figure 15 will have an impact on individual manner and substantially in the same way as any single wheel, except that the more forward using the force will be generated impellers used Adjustment can be transmitted by the desired manner of any suitable axis line or the immediate compounds by means of several motors or machines, but it is not necessary to show these private parts, seeing Equipment for the operation of the impellers is well known and form no part of the present invention. boat dock with In implementing more of the already discussed laj1311−la trunks to all the parts of which are listed below in fishing activities for the implementation of the boat to make sas somewhat difficult to be handled, and is considered to be remarkable, allowing use of a less costly means of boat handling heipoittamista for tight spaces. For this purpose, I use a number of £ s sivupotKureita G fore and aft, With the rank is indicated as in Figure 3i »inka by yfcsityiaosat are shown in Figures 13 and 14 Page impellers G may be paraiten operation of the two; through it that they are within a common driven shaft g, which is supported either pushing movement of the pivotable arm g1 pin with the compound attached to the to the drive shaft G2, due to the bows and A and aft, and which Used for frame the appropriate machinery. Note transferred meets the axis G2 inflatable atseliin g of Hammastetaun g is used, and the impeller is standing or k may be necessary to lastea g of mud compounds of the joint by means of signals corresponding to full forward of the impellers D niveiyhdlsteitae d. Sivusiipipyoe volumes 0 differ tuitentin ratenteeltaaue impellers D in that the teat previous supplements paralten is produced only four newspaper Tuten shown to changing 13 so that, when the blade wheels vaitutusta not desired, they may be increased up to yt3i the leaves of faults impeller due to the tannes3a of the car Through, at the same hour, both next to the leaves that maintained tiinni Tannen underside. In this way, impellers G can be lifted out of the water, so that they do not prevent the entry of the boat ahead of its regular operations. Kultentin known not want to be put on a boat to telatalle impellers G lastea down to a working position in water and may need to iron boat in Appendix taeaentaemistae for lateral telatal−le. An instrument for filling the boat sideways inyoestin transmit a second task of the boat taerteaen taeytaennoellisessae operation. If the boat tultee ahead and talaparvi appears relatively close to the boat, but in the lateral direction of the boat arrived at the direction of, is that taerteaetae in the boat can be quickly sideways in Appendix 2, the tartoitutsessa that it immediately or headlong upon talaparven. As a muddy tetee boat With this instrument can be mahdolllsetsl lateral annexes to be achieved this result, it is thus clear that the instrument semmoinen full ilaISX velocities of the other elements, so that it can be taeyttoetelpoisuus with respect to the combination of totonaisuudessaan. paralten As indicated by the breeding 1−4 make up the front of the boat and arranged to less than 1 kousa Members having essentially the art of straight−shaped funnel shape, larger open end of the ply is located on the front − side. Kousalla l is Tuten shown piirustutsissa skeletal shape which is adapted to seneesen pittien the joints J of jaeytaeaeti combination Hondasta tehytseen ("j" which is caused taatsepaein under the boat and taeaentyy taeaentoenaatassa both uitoisten runtojen flank of the feet, Tuten From j1 power tea−tiia yeast rear side tohdalta, Tuten paraiten indicated by the breeding l, 3, so that kousa may be submerged or immersed in a smaller or to a larger depth of turning said tousa joints J order vaituttavat pin J1 round. kousa is regularly hung, the appropriate depth of at several nostaviirPltoeygitn I, the measurement of made toeysipyoerien> 5 strains Dual boom K, as paraiten shown in Figures 2 and 5 Bars maintained concerned, etaelsyyssuhteeasa ultopaeistaeaen also undermined the distance from the hold of compound T through, and taeaehtyvaet the slseiumlss at the ends of pins, Tuten t1 tohdi3ta, boat paeaetanteen. Said * '− A support beam ygiYggf myestin lateral folding liitteesen.naehden sivutufcien t2 through the ends of booms tlinnitettyinae from the front ends of the foremost and myostin taeaentyen pin paeaetanteen

the feet of the boat, Tuten TOH–s dasta, wherein taitti pins T1 and T are in direct in the line, so that the boom tuuluvine components will be free taeaentymaeaen common at3elin around (see tuv * 1 and 2). ¥ lesno3tavat toeydet i tultevat teysipyaeristae i1 yles–up after the action of a hollow mast L–peak, placed primarily a test of the ship tohdalie, and called lift ropes are equally jaoitet–in to the nucleus of the masts, Tuten address the changing 2 hollow masts 3XS £ 3AE2XXI £ X is Yjfy stay straight derived from I remain in balance weights for adapted for, Upon which ytsitylsten toeysien heads are tiinnltetyt. parts of the balance sovitutsen tatla requires very little power in May–san for lifting the full lines changing one assigned to the position where e is immersed in water, piltutetuilla lines indicated the position / tousa which is raised from the water * This can be in many aitaanaaada manner, but, tuvaamlstartoitutsessa, addressed to the ends of anne's etusivustassa signature style vertical column m properly fixed, Tuten tohdas–in m1, and tannattaen peaks poittipalttia m2, said a device is, in fact, make up also undermined nostoranan like ply using tousa can be raised or lastea full m vaelitytseliae Tuten address the changing residues toeydet 5 years? amount may be using, or is likely to tultea suitable hoisting drum * Kummassatln tapautsessa tousa can be raised or lastea mind the mud filling the relatively flygla power–the power of "As this has been said before, it is tousa luurangontapaisesti hung and wide–open parts of the vahvitteiden, columns and other ratenneosien bhk in between are closed verttolaitotsien or eye–lets, let the measure of water tultemaan Kouaan through the walls, but to prevent the teraeaentyneiden–LIGHTS polspaeaesemisen «I have found pittaeaitalsten toteiden using the well–known cross or did you smoke tulteva eye which is usually filled with a taiavertoissa delivers high vastutsen water laevitsetultuun, appearing in relation to this the fact that the kind of stuff verttoa only to be pulled in the water by filling a soft–by power * If the quality verttoa meet the K $ jjcIMX32UEL described tousassa, cause it is such a one vastutsen that ol–v si impossible to meet the boat in the water SXI2 and for relatively a high speed, which is edutsi operation, and I am accordingly of long–term experiments jaelteen tetsinyt improved verttolaltteen which forms a part of the invention, Tuten shown on the drawings. verttolaite This is a normal tween low bone naetoelnen, Tuten shows the special parts of the huts addressed lo, ll and 12 * Verttolaite N, Tuten shown in Appendix TASIN or jietaanisest.i vaetipyoe–hautta and leading figure in the boat TH lo, formed by attaching the wires to the ends of the two one–way strip, between n1 and joining or attaching the strips together called bolts or rivets n2 using the ends of the wires on be for the purpose of fully fitted between the strips. Strips upper edge ~ of sodium are provided with inclined grooves of, and these wires portions, which Deriving the said edges of the outer sides outside the bending of ales and si3aean the said splines so that when the structure is complete, the message continues to be a structure is provided for an equal fish to the backbone other. The inclined grooves strips n1 risteyttaeen pass through each other, so that the yarns which due to the strip will pass through the grooves as opposed–specific yarns resulting from the toiaen the strip through the grooves, and hence making mahuolliEueai strips Atonement as close together as possible, looking at the that strip the threads do not in any way agree with the other threads. page, top and bottom structural elements kousassa I developed, such as is indicated as in Figure 1, each of the conductive yarns adapted in such a way that they are caused vonosti back as shown in Figure 7a. In this figure, the parts marked with an indication of the S drawn in Figure lo accordance with the special parts. It is, however, found out that the kind of stuff the structure can not be used advantageously in the corners and are, therefore indicated in the figures 11 and 12, the angle structures in which the AC adapter o have been prepared yarns No 3ido–S research two strips o1 between the riveted or combined with each other as before, but each lamta o is due to the lateral and downward to the edges of the strip in connection with which it works and is bent at right angles, mainly. Otherwise, it is provided together with the operating strip the o2 uurteesen o; the yarns are firmly attached to the same nottujen between the strips and the angle kousan structure. Figure 7a elements which are in this way drawn indication marking 0 Minor modifications of SBfigaueiXgXXXASXSgX yarns matching the strips between is used to kousan different parts of the practice of the invention vaihteievissa conditions Seeing it is sometimes necessary to allow the wires due to only one direction, such as kousan the foremost edge of Figure 7a, wherein found in only a few of the yarns at the indicated reconciled to the front onto a column, wherein these wires J and Hy Conducted in only one direction "When uaeaeffipTaetficaelaenluuvaelppaeelementtej s • seitrtgfrfcy and r * oataai puutta are connected as shown in Figure 7a, all of the threads due to the oblique taaksepaei and yarn–free ends of the element free from the wires adjacent to the ends of the yhtymyksestae abut the element, no sea grass or other it–like substance will cling to the wires, but will it kousan fast an the flow of water through the pass through wires at their ends and MF JS curtsy to float away. Kousan side, top and bottom surfaces are prepared as above, so that the minimum resistance to flow is formed kousan through the water, and without kousan, however, the walls are drawn up in such a way that the fish which pass through the front open end of the via may not end to the polarization of the kousan through walls, but are Guest access pass to an open rear end. kousan In collaboration with the rear open end is used to transfer tovyoetae P at him passes through the lower end of the leader around the p Loader arranged as kousaan, and whose upper end passes through a similar Loader p1 paraiten arranged around the stern side. This led the transferor pyoeraekkei–lp pp IIIIIKS the distance between the intermediate rolls maintain your pc using the adapted sivujohteislin p kujein that are placed on your side of Lee's transporter. Siirtaejaevyoe, the better to be held in the form of prepared two ueaaoefrfcomasta tooth chain p, which passes teeth with chains ylipyoeraekkeiden p p1 opposite paeisaa, said C ffiammastetut chains are connected by rods p7 using the form on the front surface of the * Pyoeraekoe p1 may showroom and, combined with teeth may be equipped with a chain, and the movement 3XXSX shifter. Cydyst.e the secrets that kousaan fill in and pass it through the open rear end user may be moved upwardly and over the upper end of the second transfer and fall to the ice–Q, prepared in the same manner as the transporter P liilckeessae and held in the same way, transferring the fish percent Leaves B A bit on the main deck aft side, and the position of the boat crew Jonsa KSZXaeliaeaeaeXialXiliaxiaeX SS may sort or another way kaesitellae.ne. In order to fish up the flow of the assignor could not paeae9tae from this site, are called the transferor pages with the network device structure, which is kousan described with reference to the network device looking, because However, SMSX1SJS.M. k.ousa has been prepared raised and lowered, is anticipated to see, the AC adapter to the sides transferor paraiten prepared in accordance with vertically–ales laskettavaksl into such an extent that it does this, kousan movement possible. or guides SivukisXot g? are rigidly secured to the front at lower ends of the kousan body frame, and are taaemmista na3tayhdigteessae external ends of the axis of which is worth Loader p1. Accordingly, the Lead

kousan pivoting movement around the pin–called slvukiskojen * And they combined the transferor, p * 5 simultaneous samallaiseen to my store. Each side rail $ £ £ £ X 5 wt ends of the nastayhdisteessae between the second upper rail verkiolaite3ivun R. rails due to the H kousan the rear end as shown in Figure 7, and are either paraiten joia material floating on the water surface, such as wood, XI,? w or are suitably equipped with the pontoon, so that they will regularly increase the water surface. and R sivuki koihin, and the ends of each slot is by means of the pins pivotally connected to the lower Jcisfcot Which R 1 are combined together near their free ends to the upper articulating rail R by means of the pressure jinyhdisteen the group consisting of RliSiai Members And r.r1 rt (see FIG. 1 and 7a) * arising from the diagonal threads corresponding to the threads and o, supported by the rails R, R 1 and members r, r *, and r 2 as shown in Figures 1 and 7a transferred to the user's pages for closing the substantially lower half of the relative, AC adapter sennaekoinen That is what is explained in the kousan–side indirect RTD action. Assignor upper half of the folded sides or * by threads derived from a member of the S through a mobile pin to the upper end of the hull, such as line s, and its lower end R of the ylaekiskonn, such as kosdassa s1 * This structure is apparent that, since ylaeklsko floating in the water, wire mesh which is hung on the joints and rails, such as has been described, will regularly be applied to the kousa is aiespaine / as in the embedded position as shown in Figure 1 «, however, the upper kiskonveohotua limited restraining members S2 (see Fig * 1) so that the lower edges of the walls sivuvaelpan will not be raised enough to aid in order to be pulled out of the guide rails and to let the fish out of the ae and saaeXXaasSiaeXAE formed via the menu * When the kousa is brought dashed line position shown in Figure 1, the transferor will sivuvaelpaenseinaemaet alespaein help each other, because the transferor has raised, in a manner which will be described in more detail below. when working in shallow water, it is possible that the kousan the foremost lower edge may have contact with the seabed, and if you do not instru–ments used to prevent kousan the front edge of the sisaeaenkaiiva \ itumi and t and, should it be in no doubt as a result of it would go broke. For this reason, it is kousan with a forward edge of said arms attributable to T, which is adapted to large wheels or rollers drawn in to pass on along the sea bed and to keep the free end of the front kousan the connection, number of nights–except–kousan the front lower edge provided with studs attributable to the forward moving currencies s * with fingers (see Fig. 1.5 and 7a) With vapaat'paeaet are upturned to form a suspension for merenpohjakohonnuksen ylitaemenon easier. Each finger is equipped with a bicycle t2–called finger flow helpoittamisekei, and side to side and back kalanluuverkkolaitteelia resulting from the activity of which is to prevent the fish kousan Avoid contact with the lower edge under and order their Conduction kousaan it might be more confident. Kousan runkokeueys with a plurality of inwardly arising from the U knives with blades made very sharp. When using these knives come to fish, kousaankirjaimeilisesti After being cut from kappaleik–si and the SS to paloitetussa state shifted the ship's deck using the assignor. Long–term experience in the fishing and fish–methods of research have led to the discovery of an improved way to fish at night, and I will do it, and to tailor your boat through one or more strong etsijavaloja V * {see Figs 1 and 2), which are arranged in such a way that the rays of the play – tion on the surface of the water and the boat in front of it on the road 'where the rays of light thrown forward, spread them in a way that the beam is wider than the always accord–ing as it is due to kauvemmas en front of the boat. Dark Yonna this beam may be due to a number of fairly bright a mile ahead, the lighting as the water level at a distance r from akeeflgfi * €> tse4? Iti.41–ia–lola, the tip of the boat is located oere * It is well known that the fish comes into the light at night and are, therefore will attract the light affects the retreat rakeenmuo a rule–lit subject. As the boat moves forward will be the width of the cone from each point on the front of the boat SXSfiSSS narrower, so that the fish in this position, the pysyteiiessae lit circle, come closer to each other and, at the moment Jolioinka boat is mainly on their site, they shall be dragged into the open kousan sxsy within the boundaries of the home page – side. A JS lamps pvat paraiten set in such a way that there is no kousa illuminates the rays in the event of a front end of the water kousan seutuvilta. That het–Kena joliolnka see page boat has kyliaksi close to the fish that are mediated / ft 2 'toeffesti its front side so that the light Will face of said fish outside, will immediately kousa to surround them and nliaen pftlspaeaeseminen impossible. In this way, the fish retreating to a large one in the converging influence of light and will collect immediately kausan the road, V lamps can be adjusted to different angles or ne'siten can be adapted to the rays of the risk teyttaevaet radius of each other in order to fence the largest dispersion and width–to–head this way fish in the boat in subjects to form an enhanced procedure to fish at night. Claim. KaJastusvene 1, characterized in that it is provided aleslaskettavalla fish kousalla collector formed by a closed bottom and is thoroughly | rigid, and with means for the transfer of captured fish to the inside of the vessel. 2 as claimed in claim 1, wherein boat, characterized in that fish are de–predominant kousa is closed at the bottom and equipped with punched walls; / / / / to converge in a direction backward. 3 «according to claim 1, wherein the boat" well–known in that it comprises "Laak, a ship that comes into the device kousan the front outside of the head, and shipping on kousan To ensure that the kousa should be prevented va–hingoittumasta When faced with sunk objects or the uneven seabed contact. If. Patent boat according to claim 3, characterized in that it comprises in combination aluslaitteesen Loader. according to claim 5 l of the boat, characterized in that it comprises means of rolling pins for kousan vastaviiputusta by weight is used for each operatively connected to kouaaaa and adapted lui–up of several cars in a hollow mast equipped with an internal passageway open at the lower end of the sea, To senkautta, If the weight is accidentally detached from, this weight could fall into the sea without harming the boat »6« as claimed in claim 1, wherein boat, characterized in that it comprises a number of boat hulls, between which a collecting kouaa is nastayhdlateen by means of the attached which case this latter is periodically submerged under the water surface. 7 »Claim l of the boat, characterized in that it include means adapted to your boat and the water level above the order at all times to throw viuhkantaeainen light on the water surface a predetermined distance into your head the boat on the front end to get the fish retreat to the boat's path and at the same time shed light on the route. 8 according to claim 1 boat, characterized in that it comprises means for limiting the extent to which the network or kousa is immersed. claim 9 l of the boat, characterized in that the walls of kousan are connected to a number of departments made the fish skeleton resembling a network device, each department is provided with a lateral and backward resulting from the distance between the rods. 10 claim 1, wherein boat, characterized in that it comprises means combined with the front end of the kousan order to prevent it digging into the bottom of the sea when the boat is in shallow water. 11 as claimed in claim 1, wherein boat, characterized in that the hot–sized fish bone tools for the cutting of the automatic and their retaining power protection. 12 as

claimed in claim 1, wherein boat, characterized in that it comprises means for kuietusta boat to its length and lateral direction, said tools used kaksoissilplpyoeriae be organized. 13 – as claimed in claim X runny boat, characterized in that the network device element kousussa part divided rod which compartments to more ends of the wires are connected to said wires greater than stated parts Resulting from the rod side of yhdensuuntaissuhteessa And the oblique direction direction the rod in relation to the also means for pivotal movement of the wires for the prevention of the rod. one of claims 1 to fish Type I–13 in accordance with the boat, characterized in that the highly illustrated by the specific surface area of the water from the light source which is situated above the water, through which the fish are withdrawn from under the illuminated thereby, vyoehykkeesen that may be illuminated zone of movement – forward and at the same time activating the Kalanke niottovaelineet in the water behind the illuminated area.

0) GB600565A – IMPROVEMENTS IN OR RELATING TO YARN OR LIKE WIN...

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Family:

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International class (IPC 8–9): B65H54/22 B65H67/08 (Advanced/Invention)

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Classification Explorer

Abstract:
Source: GB600565A 600,565. Winding yarn and c. ABBEY, A. (Universal Winding Co.). Nov. 8, 1944, No. 21996. [Class 120(ii)] A yarn and c. winding machine of the type having packagesupporting means, driving means, preferably a driving drum, for rotating the package to wind on yarn from supply, end–finding means for finding an end of yarn prior to its being united to the yarn on the package and detector means for detecting breakage or exhaustion of the yarn, includes a composite structure comprising the end–finding means and a knotting means, the structure being controlled by the detector means to retrieve the yarn end and unite it automatically to the end of the yarn on the package, the composite structure being stationary in relation to the package–supporting means. Yarn y from a main supply bobbin s is led through a notch 240 in a guide plate 241, thence between tensioning discs 238, 239 and through a detection and reserve yarn supplying device 244, 288 to the opening of a slub–catcher 250. From the slub–catcher it is led under a guide wire 258 and beneath a bar 102 of a weighted yarn–breakage or exhaustion–detecting device 103. From this latter detector, the yarn is led by way of the traversing grooves 11, 12 of a package driving drum 10 to the cop tube C to which it is attached by any means, the tube C being carried by an arm 14 which may be swung upwardly away from the drum 10. A reserve yarn y<SP>1</SP>, to be used when the yarn y becomes exhausted, from a supply s<SP>1</SP>, is led over the limbs of a guide wire 263 and its end attached to a transfer arm 290 where it is held by a gripper 291, the end of the yarn y<SP>1</SP> being severed by a knife 295. The arm 290 is held in an inoperative position by a finger 283 on a shaft 280 engaging a detent on the arm 290, the amount of rotation of this shaft 280 being determined by fingers 288 which either grip the broken end lying on the top of the plate 244, or pass through gaps therein when the yarn y fails so to bring the reserve y<SP>1</SP> into position for connection to the package yarn. To begin a wind, a handle 206 is depressed to remove a detent pin 194 from an adjustable package measuring device 185 and allow the arm 14 to swing downwardly, under gravity, and the cop tube C to contact the drum 10. At the same time, an arm 134 on a member 122 is moved within the path of a stud 168 revolving with a shaft 65 to move a clutch–operating member 78 to remove a brake shoe 90 from the clutch member 22 and to engage the clutch 40 to cause the drum to be rotated from the drive shaft 16 at a relatively high speed. The turning of the member 122 about its carrying rod 110 moves an arm 115 to rock a member 107 so to swing the detector 103 downwardly and cause a bail–wire 272 connected thereto to engage the yarn y and draw it downwardly to take up slack therein (Fig. 3). The release of the handle 206 allows the arm 134 of the member 122 to engage a lug 138 on the clutch shifter 78 and the member 107 rocks to allow the detector 103 to engage the strand y and the bail wire 272 to resume its inoperative position. When a slub wedges between the plates 247, 248 of the slub catcher 250, the yarn y is broken. The detector 103 then swings upwardly under the weight 112 and the member 107 is rocked to position the wedge–shaped head 120 of an arm 116 on the member 107 against a collar 68 and sleeve 74 rotating with the drive shaft 65. Abutments 70, 75 on the members 68, 74 then co–operate with the arm 116 to move the clutch shifter 78 to disengage the clutch members 22, 40 and so disconnect the drive from the shaft 16 to the drum 10. At the same time, the member 107 is moved and, through the arm 115, moves the member 122, the brake shoe 90 being applied to the clutch member 22 to bring the drum 10 to rest. Continued movement of the sleeve 74 brings a rotating member 85 thereon into driving contact with the clutch member 22, to rotate the drum 10 in the reverse direction so that the package P is rotated in an unwinding sense, the brake shoe 90 having been released by a co–operating stud and cam–like slot. As the shaft 65 continues its rotation a lug 153 on the collar 68 thereon contacts the arm 116 to tilt the frame 107 backwardly to be held in that position by a latch 158 engaging a finger 111 thereon. The abutment 75 also contacts the arm of a bellcrank lever 435 which is rocked and through a link 438 swings a valve member to open suction to a hose 355 leading to the end–finding tube 325 and nozzle 326, the valve being maintained open by a detent 445. The end–finding tube 325, which also removes lint and dust from the slubcatcher and c., is attached to a carriage 328 connectable, when the yarn ends are to be retrieved, to a shaft 329 reciprocated longitudinally and oscillated about its axis by cam grooves 342. 346 cut in the periphery and end face of a rotating drum 335. With the movement of the clutch–shifter 78 a cam cage 389 thereon moves a detent 383 to permit a spring–urged latching–pin 370 on the carriage 328 to enter a recess in the shaft 329 to connect the carriage 328 thereto and so partake of its motions. The end finder 325, in its movement to the left (Fig. 2) first locates a pinion 357 thereon opposite a rack bar 367. The shaft 329 is then

oscillated to bring the rack and pinion into mesh and further movement of the carriage 328 then rotates the endfinder 325 to a position adjacent the slubcatcher 250. This rotation of the endfinder brings an ear 501 on the suction nozzle 326 to rock a detent lever allowing the shaft 280 to rotate and bring the detector fingers 288 to engage the yarn end lying on the plate 244. Further rotation of the end finder 325 brings the nozzle 326 into contact with a re−setting mechanism to raise the fingers 288 above the yarn y and at the same time, through a hooked member 319 to lift the upper tension disc 238 away from the lower disc 239, and relieve the tension in the yarn. Simultaneously the re−setting frame rocks the upper blade 247 of the slub−catcher 250 to enable the nozzle 326 to withdraw the yarn end therefrom, an arm 315 on the frame moving upwardly to contact the yarn y and bring it towards the nozzle. The cam grooves 342, 346 now reverse the operation of the carriage 328 to bring the end−finder 325 back to its starting position but carrying the yarn end from the slubcatcher with it. During this motion the nozzle 326 is rotated towards and drawn along the surface of the package P, which it engages resiliently at all diameters by reason of the flexible armouring of the hose 325, so that it retrieves also the broken end at the package; the slubcatching blade 247 and the upper tension disc 238 being returned to their. operative positions. The end−finder 325, carrying the two yarn ends, is now moved across the length of the package towards a knotter 296 and, during this movement, the clutch shifter 78 is slid to disengage the clutch members 22, 85 and apply the brake shoe 90 to bring to an end the unwinding rotation of the package. As the nozzle 326 approaches the knotter 396, it engages a pivoted spring − urged "anti − stitch" member 467, which, upon the nozzle 326 being swung away from the package P, pivots back and engages the yarn y to prevent " stitches " being drawn over the end of the package. The nozzle 326 now moves beyond the knotter 396 and draws the two yarn ends between tension plates on the knotter. An abutment on the carriage 328 now engages a gear segment 400 to initiate the operation of the knotter and the latching pin 370 is partly withdrawn to uncouple the carriage 328 from its operating shaft 329 so far as longitudinal motion is concerned. The nozzle 326 is now rocked, the yarn ends knotted and the projecting ends severed. The shaft 329 is now moved towards the right (Fig. 2), the catch pin 370 is again projected into the shaft 329, the carriage 328 and nozzle 326 moving therewith, and the knotter is re−set. Suction to the nozzle 326 is now cut off. Further motion towards. the right moves the yarn y, by engagement therewith of a hook 480 on the carriage 328, towards the centre of the traverse drum 10 so that it may be picked up later by the grooves 11, 12. The clutch shifter 78 is now operated to re−engage the clutch members 22, 40 and remove the brake shoe 90 to permit normal winding to beginagain. The detector 103 is now moved raising the bail 272 to engage the yarn y to take up slack therein and cause it to slide under the yarn guide wire and between the blades 247, 248 of the slubcatcher. The hook 480 is then moved to release the yarn and the latch pin 370 is withdrawn to uncouple the carriage 328 from its driving shaft 329. Upon failure of the yarn y, the detector 103 moves, as above described, to cause the end−finder 325 to swing towards the slub−catcher 250 and the shaft 280 is unlatched to allow the detector fingers 288 to move towards the plate 244 and, since there is no yarn end thereon, the fingers 288 will pass through gaps in the plate. The frame 285 is thus released and the reserve strand y<SP>1</SP> will be dropped into a position where it can be picked up by the nozzle 326 and knotted, as above described, to the package yarn, the reserve holding arm 290 being returned to its original position. The exhausted supply bobbin s is then replaced manually by a fresh supply. Winding continues until the adjustable sizing−member 185 rides off the knock−off member 190 which then rocks to cause its end to engage the abutments 69, 75, to move the clutch shifter 78 to disengage the clutch members 22, 40 and apply the brake shoe 90 to assist winding, the wound package still resting on the driving and traversing drum 10. Doffing is then effected manually. In a multiple unit machine, the above mechanisms are repeated for each unit except that a single reciprocating and oscillating shaft 329 moved by a single cam 335, grooved at 342, 346, actuates the mechanisms of each unit. Specificatio

42) Family number: 18823639 (GB341017A) © PatBase

Title: Improvements in or relating to apparatus for delivering measured quantities of liquid

Priority: GB19290027021 19290905

Family:

Publication number	Publication date	Application number	Application date
GB341017 A	19310105	GB19290027021	19290905

Probable Assignee: DANIEL LESLIE WRAY

Assignee(s):(std)**:** DANIEL LESLIE WRAY ; HAROLD GUY CHRISMAS

International class (IPC 8–9): G07F17/26 (Advanced/Invention); G07F17/00 (Core/Invention)

International class (IPC 1–7): B67D5/08 G01F13/00

CPC: G07F17/26

European class: G07F17/26

Classification Explorer

Forward Citations: US9685030, US8425307, US8087993,

Abstract:
Source: GB341017A 27021. [Classes 106 (i) and 106 (iv).] Recording–mechanism is set by liquid–delivery apparatus, actuation being completed and the mechanism returned to zero position by a single member. As shown in Figs. 3, 4, 5 a cam rotated by the pump crank closes a mercury switch once for each half gallon delivered. A solenoid 88 is thus energized ; a pin 84 on the armature 86 draws forward the arm 80 of a bell–crank lever and engages a pawl 76 with a ratchet wheel 72 inside the type–wheel 10. When the solenoid is de–energized, a spring 82 causes the pawl 76 to advance the wheel 10 by one–tooth space. A pin 108 then ceases to obstruct a three–armed lever 110 which rocks under the influence of a spring blade 112 and lifts the depending arm of the lever from engagement with a notch in a lever 18. The type–wheel is mounted in a pivoted frame 12 and may now be raised by depressing the lever 18 thus making contact with a paper strip 22 and ink–ribbon 28. A second pivoted frame 30 is formed with a bar 34 which bears on the frame 12 and carries on an extension 38 a spring–restrained pivoted hook 40. When the lever 18 is actuated, the hook 40 swings clear of a pin 42 and engages a pin 44 on which is a catch 46 engaging a notch in the edge of the cash drawer 36. As the hook 40 falls with the return of the lever 18, the catch 46 is withdrawn, and the drawer opens automatically due to the engagement with a part thereon of a spring–impelled bar 54. A pawl 58 on the bar 54 at the same time rotates a ratchet wheel 62 on the spindle of the paper reel which is thus advanced. A cam 66 rotated by an external knob serves for lifting the pawls 68, 58 to allow a completed reel to be withdrawn. The lifting of the wheel 10 permits the spring 82, after advancing the wheel by means of the pawl 76, to lift the latter from engagement with the ratchet teeth leaving it supported by the upper end of the projection 106 carried by the armature 86. A tail–piece 59 lifts the retaining pawl 74 and allows the wheel 10 to swing back to zero under the influence of a coil spring 70. The zero position is determined by the engagement of the pin 108 with lever 110, which also relocks the lever 18. The blade–spring 112 also 'acts as a switch contact for a lamp 116 illuminated during the recording operation only. Any number of type–wheels may be included in one casing, each wheel carrying corresponding type for indicating the amount and price of liquid delivered, together with the pump number. Duplicate records, one of which is to be torn off, may be provided by adding a reel 122, Fig. 11, carrying a strip which passes beneath a roller 124, through a curved guide 126, beneath the platen 24 and out through a slot 128. The roller 124 is geared to the spindle of the first paperreel so that the second strip moves about six times as fast as the first. The ink–ribbon is led between the type and the second strip and back between this strip and that to be retained in the apparatus. In a modified construction, electric control is replaced by a Bowden wire, and the lever 18 by a hollow lock–barrel actuated by any one of a series of keys, the record made indicating which key–user is responsible. The insertion of a key 140 into the pivoted hollow lever 158 first pushes aside a catch 162. The lever 164 is thus released and falls forward until its end snaps into a recess in the underside of the key and prevents withdrawal. The spindle 170 of arm 164 carries an arm to which is connected a pivoted hook held by a spring in the path of the pump plunger which is thus released for operation by the movement of the arm 164. A lever 182 pivoted to and passing into the hollow lever 158 has its upper end in the path of the key, while a pin 186 abuts against a second lever 188 also pivoted to the hollow lever 158. The movement of the key against lever 182 allows lever 188 to swing until a pin 192 on lever 164 is just above a notch 190. The pump–delivery mechanism sets the type–wheel through a lever 204 and slide 156 which acts on the lever 80 controlling the ratchet advancing pawl 76. The key is then depressed, lifting the type–wheel into printing position, and allowing pin 192 to enter notch 190. During the return downward movement the bar 188 swings down the arm 164 sufficiently to release the key 140. At the same time, the pawls 74, 76 are released by a weighted detent 208 formed as a bell–crank lever rocked by a cam on the slide 156, and the type–wheel returns to zero under the influence of its enclosed coil spring. The. paper reel is advanced by pawl 196 mounted on a slide 194, having a pin and slot connection with the end of the hollow lever

158. In order that the keys may print distinctively, type−levers 212 corresponding in number and outline to the keys are pivoted at 214. Printing and the return to zero position may be effected automatically by the return to initial position of an operating member of the delivering apparatus. Electromagnetic means may be so employed, or the hanging up of the delivery nozzle may be the actuating medium. The Provisional Specification describes a construction in which operation is effected by a sliding bar having a V−notch engaged by a link depending from the platen mechanism. As the bar is withdrawn, the end of the link is lifted, trails along a serrated portion and drops into a semicircular notch. A small pivoted dog is drawn along by the link, and prevents reversal except at the extreme positions by jamming in the serrated part of the bar. Rack teeth are also formed on the bar and mesh with a pinion for turning the paper feed rollers. A ramp formed on the bar disengages the pawl holding the typewheel, and permits the latter to return to zero. A small projection advances the ink−ribbon. The paper strips are wider than the type−wheel permitting signature by the attendant, and the use of different price−scales, and affording a blank zone for use where liquid is to be withdrawn for a purpose other than sale.

0) WO9719839A1 – VEHICLE PARKING DEVICE DISPOSITIF CONCU POUR GA...

43) Family number: 8807233 (WO9719839A1) © PatBase

Title: VEHICLE PARKING DEVICE

Priority: GB19950024091 19951124 WO1996GB02632 19961030

Family:

Publication number	Publication date	Application number	Application date
AU199673195 A1	19970619	AU19960073195	19961030
DE69602767 D1	19990708	DE19966002767	19961030
DE69602767 T2	20000203	DE19966002767T	19961030
EP0861173 A1	19980902	EP19960935103	19961030
EP0861173 B1	19990602	EP19960935103	19961030
GB9524091 A0	19960124	GB19950024091	19951124
GB9616216 A0	19960911	GB19960016216	19960801
WO9719839 A1	19970605	WO1996GB02632	19961030

Probable Assignee: STATHAM JOHN A

Assignee(s):(std)**:** STATHAM JOHN A ; STATHAM JOHN ARNOLD

Assignee(s): STATHAM JOHN ARNOLD BATHAMTON BATH GB ; JOHN ARNOLD STATHAM

Inventor(s):(std)**:** STATHAM JOHN ARNOLD

Inventor(s): STATHAM JOHN ARNOLD BATHAMTON BATH GB ; JOHN ARNOLD STATHAM

Designated states: AL AM AT AU AZ BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CZ DE DK EE ES FI FR GA GB GE GR HU IE IL IS IT JP KE KG KP KR KZ LK LR LS LT LU LV MC MD MG MK MN MW MX NL NO NZ PL PT RO RU SD SE SG SI SK SZ TJ TM TR TT UA UG US UZ VN

International class (IPC 8–9): B60G17/04 B60S9/205 F16F9/18 (Advanced/Invention); B60G17/04 B60S9/00 F16F9/14 (Core/Invention)

International class (IPC 1–7): B60G17/015 B60S9/205

CPC: B60G17/04 B60G2800/20 B60S9/205 F16F9/185

European class: B60G17/04 B60S9/205 F16F9/18T L60G800/20

Classification Explorer

Cited documents: US4779895 A, US2862567 A, GB2145674 A1, FR1115925 A,

Forward Citations: WO9834047, WO15192863, US7331591, EP1598221,

Abstract:
To facilitate road–side parking, a vehicle's dampers (2) are adapted to perform a second function, in the parking mode, in order to bounce the vehicle on its tyres by converting the vehicle's dampers (2) into hydraulic rams to produce vertical acceleration. Spring loaded, telescopic, struts, pivoted to the underside of the vehicle's body are lowered diagonally and, as the vehicle descends in the bounce cycle the struts grip the road surface and push the vehicle horizontally while it is intermittently airborne. The piston rod (16) of the damper (2) is composed of two coaxial pipes (50, 56) and conveys hydraulic pressure fluid sequentially to and from the damper's lower (54) and upper chambers (56). The escape holes, which control the passage of fluid through the piston (14) in the travel mode of operation, are automatically blocked in the parking mode.

0) GB698868A – IMPROVEMENTS IN OR RELATING TO DEVICES RESPONSI...

44) Family number: 20578212 (GB698868A) © PatBase

Title: Improvements in or relating to devices responsive to predetermined ratios of speed and arranged to operate indicating mechanism or control gear

Priority: GB19490015027 19490924

Family:

Publication number	Publication date	Application number	Application date
GB698868 A	19531028	GB19490015027	19490924

Probable Assignee: VICTOR LEHEL

Assignee(s):(std): METROPOLITAN RAILCARS GANZ PAT ; VICTOR LEHEL

Assignee(s): METROPOLITAN RAILCARS GANZ PATENTS LIMITED ; METROPOLITAN RAILCARS GANZ PATENTS LTD

International class (IPC 8–9): F16H61/02 (Advanced/Invention); F16H61/02 (Core/Invention)

International class (IPC 1–7): F16D41/08

CPC: F16H61/0211 F16H61/0295

European class: F16H61/02M1

Classification Explorer

Forward Citations: US3286801,

Abstract:
Source: GB698868A 698,868. Differential switches. METROPOLITAN RAILCARS (GANZ PATENT), Ltd., and LEHEL, V. Dec. 18, 1950 (Sept. 24, 1949], No. 15027/49. Class 38 (v) [Also in Groups XIX and XXIV] A balk device responsive to changes in the relative speed of two rotating shafts, e.g. 5, 6, Fig. 1, comprises two or more friction clutches which release balk members in successive stages as predetermined speed ratios obtain between the shafts, permitting stepwise movement of a control number 3, which movement may merely indicate when a predetermined speed–ratio condition exists ; may be used as a safety speed governor where the shaft 5 is driven by a synchronous motor, or as part of a switch gear controlling paralleled alternators; or to control engagement of gears or dog–clutches in a vehicle change–speed gear. Fig. 1, which is explanatory only, has a single balk member 1 with limited circumferential freedom on splines 20, Fig. 3, associated with a gear wheel 8, driven by the shaft 6, and comprising one element of a cone or multi–plate friction clutch, the complementary element of which is a bevel 9 geared to the shaft 5. Relative rotation in the direction of the arrow 14 turns the balk–member 1 to one limit position, in which the apertures 23 therein are out of register with axial keys 21 on the control member 3 which latter is thereby prevented from axial movement, and pressure thereon engages the friction clutch. Relative rotation in the opposite sense turns the balk–member 1 to its other limit position in which its apertures 23 permit axial passage of the keys 21, thus allowing movement of the control member 3. The multi–stage balk devices are described only in relation to controlling engagement of gears and dog–clutches in a vehicle charge–speed gear (see Group XXIV).

0) US2008161968A – BT' SMART MACHINE (BTSM)

45) Family number: 41979678 (US2008161968A) © PatBase

Title: BT' SMART MACHINE (BTSM)

Priority: US20070618927 20070101

Family:

Publication number	Publication date	Application number	Application date
US2008161968 AA	20080703	US20070618927	20070101

Probable Assignee: ADEGBILE BABATUNDE OLANIPEKUN

Assignee(s):(std)**:** ADEGBILE BABATUNDE OLANIPEKUN

Inventor(s):(std)**:** ADEGBILE BABATUNDE OLANIPEKUN

Agent(s): BABATUNDE OLANIPEKUN ADEGBILE

International class (IPC 8–9)**:** A01D34/00 A47L9/00 B62D55/18 E01H5/00 F03G6/00 G05D3/00 G06F19/00 G08B13/14 H01R11/00 (Advanced/Invention); A01D34/00 A47L9/00 B62D55/18 E01H5/00 F03G6/00 G05D3/00 G06F19/00 G08B13/14 H01R11/00 (Core/Invention)

CPC: A01D34/008 A01D34/82 A01D42/00 B62D51/04 E01H1/00 G08B13/1427 G08B21/0269 Y02B10/20 Y02E10/46 Y02P60/12

European class: A01D34/00D2 A01D34/82 A01D42/00 B62D51/04 E01H1/00 G08B13/14D G08B21/02A21 Y02B10/20 Y02E10/46

US class: 15/300.1 15/300.100S 290/1.00RS 290/1R 305/185 305/185S 340/571 340/571S 37/260 37/260S 439/504 439/504S 56/229 56/229S 700/245 700/245P 701/24 701/24S 901/1 901/1S

Classification Explorer

Cited documents: US7239944 BB, US6877764 BB, US6611738 BB, US6425231 BA, US6396252 BA, US6199000 BA, US6195969 BA, US5787545 A, US5461292 A, US5435118 A, US4996829 A, US4777785 A, US4601519 A, US3797213 A, US3762739 A, US2977694 A, US2009030569 AA, US2007294991 AA, US2007144646 AA, US2007129849 AA, US2004134175 AA, US2004007402 AA,

Forward Citations: WO10077198, US8857137, US2015230402, EP2737786, CN103125200,

Abstract:
Source: US2008161968A A unique piece of engineering device "BT' Smart Machine" (BTSM) is described with the capability of lawn mowing, leave blowing/vacuuming, snow blowing, and general purpose blowing/vacuuming with other extra functionalities such as vehicle jump starter, heavy duty air compressor, vertical trolley, horizontal trolley, and outlets for AC and DC devices. BTSM' uniqueness lies in the fact that it can be run in manual (semi–automatic mode) or automatic mode (hands free mode). In manual mode (semi–automatic mode) BTSM anticipates and helps you along the way while in full–automatic mode BTSM does the work for you while you are home away from home or simply use that time to do something else and with a minimum of 10 to 12 hr uninhibited rechargeable battery life, BTSM has more than enough power to traverse your entire compound. In addition to all that, BTSM also runs off of solar energy which further maximizes battery life.

0) US2016030856A – DISTILLATION REACTOR MODULE

46) Family number: 57414072 (US2016030856A) © PatBase

Title: DISTILLATION REACTOR MODULE

Priority: US20130800209P 20130315 US20130801170P 20130315 US20130801491P 20130315 US20140776734 20140318 US20140776736 20140318 US20140776732 20140515 WO2014US31118 20140318 WO2014US31116 20140318 WO2014US38290 20140515

Family:

Publication number	Publication date	Application number	Application date
CA2907677 AA	20150921	CA20142907677	20140318
EP2969180 A2	20160120	EP20140762668	20140318
EP2969180 A4	20161005	EP20140762668	20140318
IL242590 A0	20160131	IL20140242590	20140318
JP2016512165 T2	20160425	JP20160502609T	20140318
US2016030856 AA	20160204	US20140776734	20140318
US2016032904 AA	20160204	US20140776736	20140318
US2016045841 AA	20160218	US20140776732	20140515
WO14146129 A2	20140918	WO2014US31118	20140318
WO14146129 A3	20150129	WO2014US31118	20140318
WO14153570 A2	20140925	WO2014US38290	20140515
WO14153570 A3	20150219	WO2014US38290	20140515
WO14153570 A9	20150806	WO2014US38290	20140515
WO14200605 A2	20141218	WO2014US31116	20140318
WO14200605 A3	20150326	WO2014US31116	20140318
WO14200605 A4	20150430	WO2014US31116	20140318
WO14200605 A9	20150205	WO2014US31116	20140318

Probable Assignee: TRANSTAR GROUP LLC

Assignee(s):(std)**:** BRADLEY RANDALL ; KALPAN ALLEN ; KAPLAN ALLEN ; TRANSTAR GROUP LTD

Assignee(s): TRANSTAR GROUP LLC

Inventor(s):(std)**:** BRADLEY RANDALL ; KALPAN ALLEN ; KAPLAN ALLEN

Agent(s): ADE AND CO INC; NELLIGAN OBRIEN PAYNE LLP; PERRONACE ANDREA; HERSHKOVITZ ABRAHAM ET AL; HERSHKOTIZ ABRAHAM ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B01D3/00 B01D3/06 B01D3/10 B01D3/26 B01D3/32 B01D39/20 B01D53/48 B01D53/62 B01D59/04 B01J B01J19/24 B01J19/26 B01J2/00 B01J6/00 B01J8/24 B02C23/00 B03C1/00 B22F3/10 B22F9/00 B29B17/00 C01B17/027 C01B17/74 C02F1/00 C10B49/12 C10G1/00 C10G11/18 C10G33/00 C10G45/00 C10G57/00 C10G7/00 C10G7/06 C10G9/04 C10J3/72 C10L9/10 C22B13/00 C22B15/00 C22B21/00 C22B7/00 C22B9/00 F03G7/00 F27B17/00 G21C1/02 G21D5/00 H01M10/54 H01M8/00 H02K55/02 H02K7/09 (Advanced/Invention)

CPC: Y02E30/40 G21D1/00 B01J19/0093 B01J2219/00864 B01J2219/00867 B01J2219/00871 C01G21/02 C01B3/32 C01B13/02 C01B17/02 C01B2203/0205 C01B2203/0283 C01B2203/043 C01B2203/0445 C01B2203/0475 C10G1/02 C10G1/10 C10G31/08 C10G75/04 Y02P20/129 C01B31/02 C01B31/04 C01B31/20 B09B5/00 Y02P30/446 Y02E30/30 B01D3/10 B01D3/006 B01D3/06 B01D39/2027 F03G7/00 B01D3/009 C10G7/06 G21C1/00 G21D5/00 C10G7/00 C10G57/00 C10G7/003 C10L9/10 C10J3/72 C10G1/00 C01B17/027 C01B17/74 B01J6/008 B01J2/00 B01J19/24 B01D53/48 B01D53/62 C22B9/00 F27B17/00 C02F1/00 C22B7/00 B29B17/00 B22F3/10 B22F9/00 C22B21/00 C22B15/00 C22B13/00 H01M8/00 H01M10/54 H02K55/02 H02K7/09

B02C23/00 B03C1/00 C10L2290/544 C10J2300/093 C10J2300/0946 B22F2009/001 C01B17/48 C10G11/18 C10G33/00 C10G45/00 Y02E20/16 Y02E20/18 Y02W10/33 Y02W10/37 Y02W30/84

US class: 196/46 202/232 209/213 210/251 241/301 241/65 266/160 310/90.5 422/129 422/170 422/187 422/198 422/255 423/522 423/567.1 429/49 505/163 505/166 60/698

Classification Explorer

Cited documents: WO12100247 A2, WO12085880 A2, WO10077141 A1, WO0003807 A1, US7452515 BA, US7220365 BB, US6325840 BA, US6193194 BA, US5251976 A, US5247548 A, US5139764 A, US5020411 A, US4904347 A, US4018567 A, US3931503 A, US3870507 A, US3850620 A, US3836339 A, US3168807 A, US3052535 A, US2013256113 AA, US2013055699 AA, US2012220509 AA, US2012027156 AA, US2011308158 AA, US2011168541 AA, US2010192980 AA, US2009120842 AA, US2009011291 AA, US2008093302 AA, US2007044659 AA, US2006211899 AA, US2006002829 AA, US2005167333 AA, JP2012229959 A2, EP2510994 A1, EP1249485 A1, CN101376068 A,

Forward Citations: WO17044178, WO17034980, WO16094264, WO16057636, WO15200478, WO15143574, US9658044, US9640370, US9636633, US9614743, US9598653, US9588229, US9561463, US9505999, US9487908, US9458597, US9410414, US2017175564, US2017058723, US2017058721, US2017058703, US2016339535, US2016326040, US2016258730, US2016102260, US2016057039, US2015353388, US2015107822, US2015104357, US2015008156, US2014277754, US2014174658, US2013335079, US2012133464, GB2542051,

Abstract:
Source: US2016030856A The distillation reactor consists of a reactor apparatus with corresponding method of upstream distilling and purification of carbon based liquid or liquidized streams for use as fuels, lubricating oils and or gaseous energy and electricity production. The distillation reactor consolidates the atmospheric and vacuum distillation processes along with desalting, defueling, deasphalting, fractionation, thin/wiped film evaporation and Hydro finishing into an advanced high velocity, high volume single reactor system. Carbon based feed streams include either a single stream or preferably, a combined stream of liquefied coal slurries, crude oils, spent oils, Pyrolyic oils and or peat or other plant carbon derived liquids, vapors, mists or gases. The method further consists of controlling the mix ratio, flow velocity, sequential fractionation and filtration technology and processing atmospheres of the carbon feeds with the reactor apparatus. The combined apparatus and method allows for a refinery to consistently produce a finished barrel of oil well below traditional costs and at a higher efficiency than current art and prior art.

0) US2004093817A – REFINEMENTS TO THE CONSTRUCTION SYSTEMS FOR STR...

47) Family number: 28838032 (US2004093817A) © PatBase

Title: REFINEMENTS TO THE CONSTRUCTION SYSTEMS FOR STRUCTURES IN REINFORCED CONCRETE OR SOME OTHER MATERIAL BY MEANS OF HIGH–PRECISION INTEGRAL MODULAR FORMS

Priority: ES20020000264 20021118 ES20020002648 20021118 US20030697203 20031030 US20060495544 20060731

Family:

Publication number	Publication date	Application number	Application date
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International class (IPC 8–9): E02D27/01 E04B1/16 E04B1/18 E04G1/36 E04G11/02 E04G11/06 E04G11/08 E04G11/10 E04G11/20 E04G11/28 E04G11/38 E04G11/48 E04G13/00 E04G13/02 E04G13/04 E04G13/06 E04G15/00 E04G15/02 E04G15/06 E04G17/00 E04G17/04 E04G17/06 E04G17/14 E04G17/16 E04G19/00 E04G21/00 E04G21/02 E04G21/12 E04G25/00 E04G27/00 E04G9/02 E04G9/08 (Advanced/Invention); E02D27/01 E04B1/16 E04B1/18 E04G1/36 E04G11/00 E04G13/00 E04G15/00 E04G17/00 E04G17/04 E04G17/06 E04G17/14 E04G17/16 E04G19/00 E04G21/00 E04G21/02 E04G21/12 E04G25/00 E04G27/00 E04G9/02 E04G9/08 (Core/Invention)

International class (IPC 1–7): B28B7/22 E02D1/00 E04B1/00 E04F10/00 E04G1/00 E04G11/02 E04G21/00

CPC: E04G19/00 E02D27/01 E04B1/161 E04G1/36 E04G11/02 E04G11/087 E04G11/10 E04G11/20 E04G11/38 E04G11/48 E04G13/00 E04G13/02 E04G13/04 E04G13/06 E04G15/02 E04G15/06 E04G17/001 E04G17/002 E04G17/04 E04G17/06 E04G17/14 E04G17/16 E04G19/003 E04G19/006 E04G21/025 E04G21/122 E04G27/00 E04G15/00 E04G17/00 E04G25/00 E02D27/013 E02D27/016 E04G13/062 E04G13/066

European class: E02D27/01 E04B1/16A E04G1/36 E04G11/02 E04G11/08D E04G11/10 E04G11/20 E04G11/38 E04G11/48 E04G13/00 E04G13/02 E04G13/04 E04G13/06 E04G15/00 E04G15/02 E04G15/06 E04G17/00 E04G17/00B E04G17/00D E04G17/04 E04G17/06 E04G17/14 E04G17/16 E04G19/00A E04G19/00B E04G21/02B E04G21/12C E04G25/00 E04G27/00

US class: 249/13 52/294 52/414

Classification Explorer

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Forward Citations: WO13023330, WO10112633, WO08145790, US9453345, US9441365, US9359780, US9315987, US9273479, US9273477, US9206614, US9080337, US8943774, US8844241, US8793953, US8763328, US8555590, US8458985, US8458969, US8326664, US7698866, US7658051, US7191528, US7055251, US2015191924, US2011301995, US2011131914, US2010223867, US2010119336, US2006207113, US2006107543, US2006042183, FR3045692, ES2308934, EP2461118, EP2461118, CN105019651, CN105019651, CN103470031, CN103276895, CN103276895, CN103195079, CN103104094, CN103104094, CN102720361, CN102425303, CN101942841,

Abstract:
Source: US2004093817A A foundation framework for structures in a reinforced setting material includes a foundation raft with a form having a plurality of modular panels and angular reinforcements for joining at least two faces of at least one right−angle dihedral formed by faces of the modular panels. A layout and positioning template is disposed on top of the form of the foundation raft for correctly dimensioning, positioning, and fitting walls, installations and reinforcements in the foundation raft. Adjustment legs for centering the layout and positioning template are provided, as well as self−centering clamps and a stabilizer having security pins and an anchorage mechanism for securing the form to a support surface.

0) US1884510A – ORE OXIDIZING MUFFLED RETORT FURNACE

48) Family number: 20895956 (US1884510A) © PatBase

Title:	ORE OXIDIZING MUFFLED RETORT FURNACE
Priority:	US19280328524 19281226

Family:

Publication number	Publication date	Application number	Application date
US1884510 A	19321025	US19280328524	19281226

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Assignee(s):(std):	BAILEY HOWARD S
Inventor(s):(std):	BAILEY HOWARD S
International class (IPC 8–9):	F27B5/14 F27B9/24 (Advanced/Invention); F27B5/00 F27B9/00 (Core/Invention)
CPC:	F27B5/14 F27B9/24
European class:	F27B5/14 F27B9/24
US class:	373/109 373/5

Classification Explorer

Abstract:
Source: US1884510A 1 "Having described my –invention what ‘I claim as new and desire to secure by–Letters Patent is 1– ‘ ‘ ¢ ' = ~1.'In' a muiiled–retort o1'e–oxidizing furnace, the combination of supporting walls with a plurality of retorts mounted thereon and provided with a plurality ofnonlconductive floor members, heat conveying flues, electric current circuit wires extending into said furnace to the said non–conductive iioor members, a heat conducting casing embedded in said non–conductive floor' lnexnbersj and an electrode Within said casing arranged to heat said casing. ' ~ i V 2.']fn an orepxidizing muffled–retort furnace, the combination with side and ‘ end foundation wall members of sz, pluralityoi vm retorts each comprising opposite side members, a floor member and a roof member, said 'side members each comprising a straight rec~ tangularly shaped piece of metal provided with a right angle foot member extending outwardly therefrom and resting 'upon said side foundation Wall members and _an inwardly projecting shelf member, and having its upper edge releasably engaged by an edge of said roof member, said iioor member being dishshaped transversely of its length and consisting of a Hat wide horizontal portion and opposite short upwardly projecting side edge portions, and outwardly extending lug members projecting from said side cdgeportions over and resting uponshelf portions of said opposite side foundation Walls. 3. Inj a muiiiled–retort ore–oxidizing fun nace the combination of supporting Walls with a plurality of superposed retorts there» in each comprising side members, an`o1e–0xidizing Hoor member releasably supported by said side members and arranged to be removed therefrom, without tearing 'down said supporting walls, and a roof incinber fitting on said side members ; said ore–oxidizing floor member having upwardly projecting side edges With Hat track members extending therefrom to the inside surfaces of the adj acent side members; and an ore moving' and stirring endless chain conveying mechanism within said retorts comprising a pair of end, less link chains mounted along the opposite sides of said retorts and connected to ayariable speed poiver operated mechanism ar~ ranged to move said chains in different predetermined periods of time through said retorts; metal rods connected at their opposite ends to the links of said side endless chains and extending transversely across the orc oxidizing fioors of said retorts; and ore shovels mounted loosely' enough on said rods to have a short adjusting movement thereon, said ore shovels having shoveling edges bearing against said iioors; and means including .re~ silient members for takingup the wear of said endless chains and–holding them taut. _ ‘ degrees ‘ _ ` 4, A mu.1iied_lt;retort ore–oxidiiing furnace comprising a. plurality of superposed 'retorts S5 ice 'iso pus 14 _i»,BB4,51f)t each composed of separatelside, floor and roof meinbcrs, the said ore oxidizing Hoof member of each retort being releasably attached to its side members and having upwardly projecting side edges carrying' track nielnbors so arrangedthat each floor member is dish–shaped, an ore moving and stirring endless chain COIlVEyl1'1g~~1ll€Cl12IILISIl1, the chains of which are mounted on said track 'members and the stirring members of which are arranged to moveunder the ore to raise it u and cause some of it to drop down on the ilioor behind them while pushing some of the ore ahead ofthem as they are moved with a eontinuously forward movement through said retorts, meansfor feeding ore into the uppermost retort, means 'fOF`WltllCl1`H.Willg~ oxidized ore from the lowerinost retort, means for heatin the retorts, a variable speed power operated rrrechanisin arranged to move said Qre moving_ and stirring endless ~ chain conveying rneclianisin at different predetermined pcriods of time through said re–torts, metal rods coruiected at their opposite ends to the links of said side endless chain and extending transversely across the ore oxidizing floors of said retorts, shovels mounted loosely enough on said rods to have at short adjusting movenienttheren, saidshovel members consisting of a huh member and thin spokes that stand at right angles to the hub members and extend in opposite directions therefrom and thin shovel blades that stand at right angles to the spokes and bear with their ore slioveling edges against the floors of said retorts by gravity; the said shovel blades being positioned on the opposite ends of said spokes so that one of the shoveling blades willbear on the iioor of one retort and the other shoveling blade –will bear on the iloor of the next lower retort, means for adjusting the shoveling blades to 'any

predetermined angle of ore shovclilig inclination to the doors, ‘and means including springs for’ holding said endless link chains tant on said tracks and sprocket wheels as its joints Wear. 5. In an ore–oxidizing niuihed–retort furnace the combination of supporting walls with a plurality of superposed retorts therein having hoods at their ends, said retorts each comprising side nieinbers, a roof meniber on top of said side nicnihers and an oreoxidizing Hoon member having upwardly projecting opposite side edges With truck ,members thereon extending from them to the inside surfaces of the adjacent side incinbers _of .the retoirtpneans for releasably securing said ore oxidizing fioor members in operative relation to said side members, sprocket wheels journaled in said hoods, an ore moving and stirring endless roller chain conveying mechanism the rollers of which _are mountedon said tracks and the side chains of which passovei' said sprocket wheels means including spring controlled lever mechanism –for holding said endless chains under it resilient tension on said tracks; and sprocket Wheels, ,a variable speed power operated mechanism arranged to inovesaid chains in diliercnt predetermined , periods of time tlirozigh sa–id rctorts, metal rods connected at their opposite ends to the links of said side endless chains and extending transversely across the ore–oxidizing(floors of sa–id retorts, ore shovels mounted loosely enough on said rods to have a short adjusting _mo–veinent thereon; said shovelmembers consisting of a hub inemberand tliinyspokes that stand at right angles to the hub menibefrs and extend in; opposite directions therefrom, and thin shovel blades that stand at right angles to the spokes and bearwith their ore shoveling edges against the iloors of said retorts by gravity; the said –shovel blades _being positioned on the opposite ends ofvsaid spokes so that one of the sliovoling blades will boar on the floor of one retort and the other slioveling bla–do will bear on the floor of the next lower retort, and means for adjusting the shoveling blades to any predcterinined angle of, ore shovcling inclination to the floors(' , p _ 6. In a muffled–retort ore–oxidizing furnace the combination of supporting walls with retorts supportedthereby, Hues in said walls and between and above said retor1:s,orc moving and stirring mechanism in said retorts, hoods, on said retorts, doors" on said hoods hiugedatitheir top edges and extending to and releasably fastened to 'their lower edgesr tire clay floors in said retortssupported by skeleton metallic floorniembers, track members carried on said Hoorinem–~ bers, and asbestos side boards and root members in said retorts. ‘ , `7. In aiinuiiied–retort orc–oxidizing furnace ,105 the Coznbination With snpporting Walls of a pluraliiyot superposed retorts each havinga hood at its oppositcelicls, a pair of sprocket wheels rotatably rnountcd in each of said hoods, means for slidably moving one pair of said sprocliet Wheels, means for rotating the other pair of sprocket' wheels,–' a shaft "secured to the sliding pair of ,sprocket Wheels, a lever secured to the one end of said shaft, a bolt rod secured at one of its ends to the adjacent Wall and having its 'Free endrextending through the free end of said lever; springs mounted on said rod on the opposite sides of said lever, nuts threaded on the ends of said rod _and lC)€9\1'l.llg against thcends ot the adj acent springs, endless chains, ore moving members mounted on said chains, andnieans including slideways in the opposite sides of said hood for supporting slidably said shaft whereby said endless chains are 'automatically held taut in said retorts and hoods. » S. A, mullled–retort ore–oiidizing furnace comprising' supporting Wall members, retorts supported by said 'wall Ineinbers and; provided with non–conductive ore oxidizing floor no vll5 rzo 1,sa4,s rot 1 members,_gt;he21t~receiving fines arranged to convey heat to said rotorts, means including electric current conveying Wires extending through said Wall members to said non–con~ ductive floor members, electric current heated eosingsf embedded in said non–conductive iioor members, and _electrodes in said cusings connected tosaid current' conveying wires and arranged.to heat said csisings. 9. A 1l1LlH'i€(_i~l`9i`r(JICt ore–oxidizing furnace comprising supporting wall rneniberspretorts supported by said wall members and pro~ vided with it plurality of non~eonduetive ore» oxidizingiioor niembelsrheat receiving Sues below and between find above said retorts, and electrical current heating means disposed in recesses formed at the contacting edges of the Hoor members of the retorts. ` 1O.' In at I!1l.`lHl€d_gt;1`€t0ll`» ore–oxidizing furnace tho combination with supporting walls of retorts Within said walls and fiuos for heating said Walls and said retorts, said retorts being provided with opposite side members, and an ore~oXidizi11g floor member comprising ai flat Wide central iioor portion and upwardly projecting opposite side members carrying horizontally disposed terminal members extending to the opposite side members of said retorts, und means including the horizontally disposed tormin al members for supporting said floor member in operative relation to said retorts and its opposite side members. i ’ 11. In sr muiiied–retort ore–oxidizing furnace the combination with supporting Walls oi’ retorts within said walls and fines for heating said walls and said retorts, said re~ torts being provided with opposite side members and an ore–oxidizing floor member coniprisinga, Hat Wide central floor portion and vertically projecting opposite side men1~ bers carrying horiiontally disposed terminal members extending to the opposite side mombers of Sf|.i(lVY_tU1`tS, and menus for supporting said floor member in operative relation to, said retorts and its opposite side members, the 'said flat floor portion 'of said floorfmeinber being provided with large openings bounded by transverse ribs and longitudinal members. 12. In £1 mutl1ed~retort_ oreoxidizing furnace the fconibinntion with the supporting Walls of retorts Within said walls and Ilues for booting said Walls and said retorts, said retorts being provided with opposite side inemliers and an ore–oxidizing floor member, said. floor member comprising a Hot Wide central floor portion and vertically projecting opposite side members carrying horizontally disposed terminal members extending to the opposite side members of said retorts, moons for supporting said floor member in operative relation to said retorts and its opposite side members, the 'said flat Hoot portion of said Hoor member being provided with large openings, bounded by transverse ribs and _longitudinal members, and 11 re~ trnotory floor member laid on top of said fiat floor portion of said floor member and against its opposite vertical side members. In testimony whereof I affix my signature

49) Family number: 30954352 (US4050540A) © PatBase

Title: MOVABLE DEVICE FOR GENERATING ACOUSTIC SHEAR WAVES IN THE EARTH

Priority:
CA19760230219 19760923 CA19790331135 19790704 FR19750029470 19750923
FR19740022569 19740627 DE19782853839 19781213 CA19790331136 19790704
US19760724383 19760917 FR19780020008 19780705 FR19780020009 19780705

Family:

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Assignee(s): INSTITUT FRANCAIS DU PETROLE ; INSTITUT FRANCAIS DU PETROLE RUEIL MALMAISON HAUTS DE SEINE FR ; INSTITUT FRANCAIS DU PETROLE RUEIL MALMAISON HAUTS DE SEINE FRANKREICH ; INSTITUT FRANCAIS DU PETROLE TE RUEIL MALMAISON FRANKRIJK ; LAYOTTE PIERRE CLAUDE ; JAMES ANDRE ; ZF HURTH BAHNTECHNIK GMBH ; HURTH GETRIEBE U ; INSTITUT FRANCAIS DU PETROLE RUEIL MALMAISON HAUTS ; INSTITUT FRANCAISE DU PETROLE ; INSTITUT FRANCAIS DE PETROLE ; INSTITUT FRANCAIS DU PETROLE RUEIL MALMAISON ; CARL HURTH MASCHINEN UND ZAHNRADFABRIK GMBH AND CO ; ENSTITYU FRANSE DYU PETROL FIRMA ; CHOLET JACQUES ; FRANCAIS DE PETROLE INST ; FRANCAIS DU PETROLE RUEIL MALMAISON HAUTS DE SEINE FR INST ; FRANCAIS DU PETROLE RUEIL MALMAISON HAUTS DE SEINE FRANKREICH INST ; FRANCAIS PETROLE INST ; FRANCAIS DU PETROLE TE RUEIL MALMAISON FRANKRIJK INST ; FRANCAIS DU PETROLE RUEIL MALMAISON INST ; FRANCAIS DU PETROLE INST ; CARL HURTH MASCHINEN UND ZAHNRADFABRIK ; ANSUCHI FURANSE DEYU PETOROORU ; ANSUCHICHU FURANSE DEYU PETOROORU ; ANSUCHICHU FURANSE DEYU PETORORU ; CARL HURTH MACHINEN U

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Inventor(s): LAYOTTE PIERRE CLAUDE LA PALMYRE FR ; LAYOTTE PIERRE CLAUDE LES MATHES FR ; P C LAYOTTE ; PIERRE CLAUDE LAYOTTE ET ANDRE JAMES ; JAMES ANDRE ROYAN FR ; CHOLET JACQUES L ETANG LA VILLE FR ; CHOLET JACQUES RUEIL MALMAISON FR

Agent(s): CLEMENT HACK AND CO; ROBIC ROBIC AND ASSOCIES ASSOCIATES

International class (IPC 8–9): B06B1/10 B60P3/00 B60S9/02 B61C9/50 E01C19/30 E02D1/02 G01V1/02 G01V1/053 G01V1/09 G01V1/143 G01V1/147 G01V1/157 (Advanced/Invention); G01V1/02 (Advanced/Non–invention); B06B1/10 B60P3/00 B60S9/00 B61C9/00 E01C19/22 E02D1/00 G01V1/02 (Core/Invention)

International class (IPC 1–7): A01N41/04 A01N43/08 A01N43/10 A01N43/16 A01N43/40 A01N43/60 A01N43/64 A01N43/72 B06B1/00 B06B1/10 B60B3/00 B60L3/00 B60P3/00 B60S9/02 B61C9/44 B61C9/50 B61C9/52 B61F3/04 E01C19/30 F16H33/00 G01N G01V1/00 G01V1/02 G01V1/04 G01V1/047 G01V1/053 G01V1/09 G01V1/133 G01V1/14 G01V1/143 G01V1/147

CPC: B61C9/50 Y10S181/401 Y10T74/18344 G01V1/147 G01V1/053 G01V1/09

European class: B61C9/50 G01V1/053 G01V1/09 G01V1/147

US class: 105/117 105/131 105/135 105/136 180/24.02 181/114 181/121 181/401 280/149.2 367/140 367/75 74/61 92/24

Classification Explorer

Cited documents: US4118994 A, US4050739 A, US4050540 A, US4020919 A, US3864667 A, US3859929 A, US3835954 A, US3716111 A, US3677951 A, US3587774 A, US3557603 A, US3453971 A, US3419313 A, US3374853 A, US3372770 A, US3365019 A, US3286783 A, US3205971 A, US3185250 A, US3182743 A, US3181914 A, US2910134 A, US2740489 A, US2740488 A, US2717707 A, US1577608 A, US1314498 A, JP52039904 A2, GB826932 A, FR2175706 A1, DE838452 A, DE2642869 A1, DE2332281 A1, DE2041612 A1, CH340719 A, CA1049062 A1,

Forward Citations: WO05049401, WO05049401, US8982671, US8689929, US8689928, US8662243, US8199611, US7650962, US7617908, US7364008, US7285896, US7168387, US5400640, US4921067, US4875544, US4850451, US4783771, US4771858,

US4766974, US4715471, US4715470, US4712641, US4702343, US4697527, US4664222, US4605089, US4564083, US4442916, US4409904, US4383591, US4301888, US4296828, US4291780, US4284163, US4271923, US4244437, US4205731, US4103756, US2013140106, US2012298440, US2010195438, US2008110691, US2006118353, US2005252711, JP7238737, JP59038676, JP57194375, JP55033690, JP54021901, JP50018437, JP3085280, FR2759781, FR2608779, FR2530344, FR2506030, FR2415311, EP1685014, EP1235082, EP0275782, EP0101331, EP0043887, EP0043669, DE3606605, DE3410680, DE3217720, DE3217648, DE2927214, DE2927213, DE102010016202, CZ303295,

Abstract:
Source: US4050540A Device for generating shear waves in the earth for seismic prospecting, comprising means for striking with a mass a target−member coupled to the earth, said means including means for lifting and shifting said mass with respect to the target member, an electromagnet for intermittently locking it in an upper position and releasing it abruptly and means for adjusting the stroke of the mass from its upper position to its lower position where it impinges the target member.

0) US2011162896A – MODE OF TRANSPORTATION TYPE HAVING INNER–MOTORI...

50) Family number: 49158162 (US2011162896A) © PatBase

Title: MODE OF TRANSPORTATION TYPE HAVING INNER–MOTORIZED OMNIWHEEL APPARATUS AND METHOD OF CONTROL

Priority: US20100655569 20100104 US20130858109 20130408 US20160054136 20160226

Family:

Publication number	Publication date	Application number	Application date
US2011162896 AA	20110707	US20100655569	20100104
US2013277128 AA	20131024	US20130858109	20130408
US2016264021 AA	20160915	US20160054136	20160226
US8430192 BB	20130430	US20100655569	20100104

Probable Assignee: GILLETT CARLA

Assignee(s):(std)**:** GILLETT CARLA ; GILLETT CARLA R

Inventor(s):(std)**:** GILLETT CARLA ; GILLETT CARLA R

International class (IPC 8–9)**:** B60K1/00 B60K26/00 B60K7/00 B60L8/00 B60N2/02 B60N2/14 B60W50/08 B62D61/00 G05D1/00 H04M1/725 (Advanced/Invention)

CPC: B60K1/04 B60K16/00 B60K17/30 B60K17/356 B60K37/06 B60K2001/0416 B60K2001/0444 B60K2007/0038 B60K2007/0092 B60K2016/006 B60K2350/921 B60L8/00 B60L8/003 B60L8/006 B60L11/1877 B60L2200/12 B60L2200/28 B60L2220/44 B60L2250/16 B60Y2200/12 B60Y2200/145 B60Y2200/148 B60Y2200/45 B60Y2200/81 B60Y2200/91 Y02T10/7005 Y02T10/705 Y02T10/7083 Y02T10/90 B60L2200/26 B60N2/0232 B60N2/14 G05D1/0088 B60W50/082 H04M1/72533 H04M1/7253 B60N2002/024 B60K7/0007

European class: B60K1/04 B60K16/00 B60K17/30 B60K17/356 B60K37/06 B60K7/00E B60L11/18M36 B60L8/00 B60L8/00B B60L8/00D L60K1/04A15 L60K1/04A3 L60K16/00B L60K350/92L L60K7/00R L60K7/00W L60L200/12 L60L200/26 L60L200/28 L60L220/44 L60L250/16 L60Y200/12 L60Y200/145 L60Y200/148 L60Y200/45 L60Y200/81 L60Y200/91 Y02T10/70B Y02T10/70H4 Y02T10/70J2B Y02T10/90

US class: 180/2.2 180/2.200P 180/21 180/21S 180/315 180/315S 180/408 180/65.51 701/23

Classification Explorer

Cited documents: US962308 A, US8280561 BB, US8269447 BB, US8108104 BB, US8073585 BB, US8025551 BB, US7980335 BB, US7934572 BB, US7789175 BB, US7748490 BB, US7460941 BB, US7426970 BB, US7204328 BB, US7137470 BB, US7056185 BA, US6367571 BA, US5690185 A, US5643041 A, US5533921 A, US5439408 A, US4599030 A, US4223753 A, US3789947 A, US3016967 A, US2012006602 AA, US2010147609 AA, US2008066979 AA, US2004112656 AA, US2004079560 AA, US2002175009 AA,

Forward Citations: USD784853, US9646356, US9534906, US9481410, US9457730, US9429940, US9342073, US9314929, US9314928, US9228563, US9211920, US9193404, US9097538, US9090214, US8775001, US2016159251, US2015260154, US2015179071, US2013218380, US2012293109, US2012222536, US2010242672, US2008277391, DE102014207033,

Abstract:
Source: US2011162896A A mode of transpiration type employing a plurality of inner–motorized omniwheel apparatus comprising at least one electric motor or an ignited fueled motor, and supported by a zero degree rotating motorized yoke having hydraulic actuation, and managed by control system modes that enables a said vehicle type to transport an operator, a passenger and cargo in any given manner, and powered by a battery array that is charged by an electrical grid source, and by a renewable energy power system.

0) JP2099411A – AUTOMATIC SPIKES TELESCOPICALLY OPERABLE DURING...

51) Family number: 4388742 (JP2099411A) © PatBase

Title: AUTOMATIC SPIKES TELESCOPICALLY OPERABLE DURING TRAVEL

Priority: JP19880250353 19881004

Family:

Publication number	Publication date	Application number	Application date
JP2099411 A2	19900411	JP19880250353	19881004
JP2963999 B2	19991018	JP19880250353	19881004

Probable Assignee: ISE HIROSHI

Assignee(s):(std)**:** ISE HIROSHI

Inventor(s):(std)**:** ISE HIROSHI

International class (IPC 8–9): B60C27/00 B60C27/04 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/00

CPC: B60C27/045

European class: B60C27/04B

Classification Explorer

Cited documents: JP62125901 A2, JP60023401 U1, JP60023401 U, JP56028003 A2,

Abstract:
Source: JP2099411A PURPOSE:To extend automotive spikes when a road is covered with snow during travel of a car and to retract it when the snow on the road is eliminated by operating a device capable of telescoping the pistons with claw from and into the periphery of a wheel during travel of a car by increasing or decreasing the hydraulic oil quantity remotely. CONSTITUTION:A rotary wheel 3 is closely fitted rotatably in a stationary wheel 1 and a hydraulic oil groove wheel 4 supplying hydraulic oil through a pressure oil feed pipe 2 is formed between both wheels 1 and 3. Multiple cylinders 5 connected to the hydraulic oil groove wheel 4 are formed in the rotary wheel in radial direction at equal angular interval and pistons 6 with claw are provided in these cylinders. Each piston 6 with claw is telescoped in the cylinder 5 hydraulically and a claw at the top of the piston is so provided that it extends from and retracted into the outer periphery of a wheel 7. The stationary wheel 1 is secured to an axle cover 8 and the rotary wheel 3 is secure to a drum 9.

0) US3470799A – CAMERA STRUCTURE FOR INDICATING WHEN THE CAMERA...

52) Family number: 21259401 (US3470799A) © PatBase

Title: CAMERA STRUCTURE FOR INDICATING WHEN THE CAMERA IS READY FOR OPERATION

Priority: DE1964A021291U 19640212 DE1964A045206 19640212 DE1964A045222 19640213

Family:

Publication number	Publication date	Application number	Application date
DE1229381 B	19661124	DE1964A045206	19640212
DE1897742 U	19640730	DE1964A021291U	19640212
FR1423556 A	19660103	FR19650004544	19650205
FR1425637 A	19660124	FR19650004244	19650203
FR1427288 A	19660204	FR19650004737	19650208
GB1081733 A	19670831	GB19650004972	19650204
GB1085175 A	19670927	GB19650004973	19650204
GB1091346 A	19671115	GB19650004971	19650204
US3470799 A	19691007	US19650428667	19650128

Probable Assignee: AGFA AG

Assignee(s):(std)**:** AGFA AG

Assignee(s): AGFA AKTIENGESELLSCHAFT

Inventor(s):(std)**:** ENGELSMANN DIETER ; WASIELEWSKI DIPL ING ERWIN VON ; WASIELEWSKI ERWIN VON ; WINKLER ALFRED

Inventor(s): ERWIN VON WASIELEWSKI ; ALFRED WINKLER ; DIETER ENGELSMANN

International class (IPC 8–9): G03B1/66 G03B17/18 G03B17/30 G03B7/00 (Advanced/Invention); G03B1/00 (Core/Invention)

International class (IPC 1–7): G03B17/06 G03B17/18 G03B19/04

CPC: G03B17/18 G03B17/305 G03B1/66 G03B7/00

European class: 57A47C G03B1/66 G03B17/18 G03B17/30B G03B7/00

US class: 352/72 396/207 396/214

Classification Explorer

Cited documents: US3266397 A, US3260183 A, US3025777 A, US2766669 A, US2674930 A, FR1342730 A, FR1296960 A, DE864803 A, DE1152016 B,

Forward Citations: US5809352, US5012272, US4752795, US4721973, US4077041, US3768387, US3613535, US3601024, GB2221321, GB2221321, FR2479929, DE3924743,

Abstract:
Source: US3470799A ABSTRACT OF THE DISCLOSURE One or both cartridge chambers of a photographic still camera receive portions of feeler levers which can be displaced by cartridges to cause the generation of a signal or indication informing the user of the camera of the presence or absence of cartridges. That feeler lever which extends into the chamber for the supply cartridge can indicate the film speed and it may be used further to positively prevent operation of the camera when the supply cartridge is missing or when the film speed is not within the desired range. If the camera has two feeler levers, either of these levers can prevent operation if the respective cartridge is missing.

0) US2006119175A – UNDERCARRIAGE SYSTEM OF MULTIPLE ENDLESS CHAIN ...

53) Family number: 33057920 (US2006119175A) © PatBase

Title: UNDERCARRIAGE SYSTEM OF MULTIPLE ENDLESS CHAIN LINKS OF A TRACKED WHEEL TYPE

Priority: US20040633450P 20041207 US20050056646 20050211

Family:

Publication number	Publication date	Application number	Application date
US2006119175 AA	20060608	US20050056646	20050211

Probable Assignee: GARZA ENRIQUE

Assignee(s):(std)**:** GARZA ENRIQUE

Inventor(s):(std)**:** GARZA ENRIQUE

Agent(s): ENRIQUE GARZA

International class (IPC 8–9)**:** B62D55/08 (Advanced/Invention); B62D55/08 (Core/Invention)

CPC: B62D55/14 B62D55/20 B62D55/26 B62D55/283

European class: B62D55/14 B62D55/20 B62D55/26 B62D55/28C

US class: 305/157

Classification Explorer

Cited documents: US5881831 A, US5303992 A, US4470641 A, US4452495 A, US4381828 A, US4119356 A, US4109971 A, US4027925 A, US3934664 A, US3764185 A, US3063401 A, US2758561 A, US2141421 A,

Abstract:
Source: US2006119175A An improved traction with automatic operation of the undercarriage system into terrain to various terrain including amphibiously having a resilient chainlink chasis Fig. 1 of resilient metal or resilient plastic or resilient composite or the combination thereof employing a multitude of resilient traction penetrators Fig. 3 chainlink side ends angled downward for greater traction Fig. 22 resilient enlongated traction penetrator Fig. 8 and 9 resilient flap traction penetrators Fig. 37 and 38 with rubber traction pads capable to quick release and attach to chainlinks with optional pad materials the penetration assembles systems attach unto chainlink chasis the multiple penetrators work together simeoustaneously flexing or exstending and retracting automatically dictated by the combination of vehicle weight and temperment of terrain and the automation is manipulated in combination with resilient technology principals and resilient roller wheels activater and diactivator Fig. 23 and 26 and 49 figure links adaptable unto rubber wheel assemblies

0) US2013070554A – UNIT FOR PRODUCING READY–TO–USE FILLERS BY MIXI...

54) Family number: 48134997 (US2013070554A) © PatBase

Title: UNIT FOR PRODUCING READY–TO–USE FILLERS BY MIXING A BINDER COMPONENT AND A CURING AGENT COMPONENT

Priority: DE201020001363U 20100125 DE201020012486U 20100910 DE201020015617U 20101118 DE201020016702U 20101217 DE201120001290U 20110110 DE201020012487U 20100910 WO2011EP73129 20111216 WO2011EP50834 20110121 EP20110703841 20110121 EP20110802062 20111216

Family:

Publication number	Publication date	Application number	Application date
AU2011208671 AA	20110728	AU20110208671	20110121
AU2011208671 BB	20160721	AU20110208671	20110121
CA2786514 AA	20110728	CA20112786514	20110121
CN102858443 A	20130102	CN201180007115	20110121
CN102858443 B	20150701	CN201180007115	20110121
DE202010012486 U1	20110324	DE201020012486U	20100910
DE202010012487 U1	20101216	DE201020012487U	20100910
DE202010016702 U1	20110324	DE201020016702U	20101217
DE202011001290 U1	20110414	DE201120001290U	20110110
DE502011007100 D1	20150730	DE201150007100T	20110121
DE502011008374 D1	20151231	DE201150008374T	20111216
EP2528679 A1	20121205	EP20110703841	20110121
EP2528679 B1	20150617	EP20110703841	20110121
EP2651546 A1	20131023	EP20110802062	20111216
EP2651546 B1	20151118	EP20110802062	20111216
ES2546868 T3	20150929	ES20110703841T	20110121
ES2563096 T3	20160310	ES20110802062T	20111216
IL220763 A0	20120830	IL20110220763	20110121
RU2012136433 A	20140310	RU20120136433	20110121
RU2545344 C2	20150327	RU20120136433	20110121
US2013070554 AA	20130321	US20110574692	20110121
US9475015 BB	20161025	US20110574692	20110121
WO11089213 A2	20110728	WO2011EP50818	20110121
WO11089213 A3	20110915	WO2011EP50818	20110121
WO11089224 A1	20110728	WO2011EP50834	20110121
WO12080502 A1	20120621	WO2011EP73129	20111216
ZA201203599 A	20130731	ZA20120003599	20120517

Probable Assignee: VOSS CHEMIE

Assignee(s):(std)**:** BUTZLAFF SABINE ; FOSSKHEMI GMBKH ; VOSS CHEMIE ; VOSS DIETER ; VOSS KLAUS ; VOSS KLAUS WILHELM

Assignee(s): VOSSCHEMIE GMBH

Inventor(s):(std)**:** BUTZLAFF SABINE ; FOSS KLAUS VIL KHEL M UMER ; KLAUS WILHELM VOSS ; VOSS DIETER ; VOSS KLAUS ; VOSS KLAUS WILHELM

Agent(s): PIPERS PATENT AND TRADE MARK ATTORNEYS; PIPERS; MBM INTELLECTUAL PROPERTY LAW LLP; RGTH RICHTER GERBAULET THIELEMANN HOFMANN PATENTANWAELTE PARTGMBB; RGTH; CARPINTERO MARIO; KELLY AND KELLEY LLP; GERBAULET HANNES; RICHTER WERDERMANN GERBAULET HOFMANN

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI

NL NO NZ OM PE PG PH PL PT QA RO RS RU RW SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B01F B01F13/00 B01F15/00 B01F15/02 B01F15/04 B01F3/08 B01F7/00 B05C17/005 B05C5/02 E04F21/00 (Advanced/Invention); B01F13/00 B01F7/00 (Advanced/Non–invention); B01F (Subclass/Invention)

CPC: B01F13/0023 B01F15/0087 B05C5/02 B05C17/00553 B05C17/00566 B01F3/0853 B01F7/00808 B01F13/003 B01F15/00928 B01F15/0203 B01F15/0205 B01F15/0212 B01F15/0226 B01F15/0237 B01F2215/0039 B01F2215/006

European class: B01F13/00K2B4 B01F13/00K2D B01F15/00P4B B01F15/00T B01F15/02B20H B01F15/02B4 B01F15/02B40H B01F15/02B6 B01F15/02B6N B01F3/08D B01F7/00G2A B05C17/005F6 B05C5/02 L01F215/00A46 L01F215/00A72 L01F7/00G2A L05C17/005F L05C17/005F99F

US class: 1/1 366/142 366/160.4

Classification Explorer

Cited documents: WO06089769 A1, US7883262 BB, US6793387 BA, US5697524 A, US4693397 A, US2009161480 AA, US2009140007 AA, US2009014007 AA, US2008298167 AA, RU8632 U, EP2027912 A1, EP1900443 A2, EP0699483 A1, DE9312543 U, DE9218334 U, DE7914319 U, DE3327420 A1, DE20307518 U1,

DE202008010969 U1

DE202008010969 U,

DE202007016136 U1

DE202007016136 U,

DE202005005833 U1

Forward Citations: WO12172078, DE202011050465,

Abstract:
Source: US2013070554A The unit for mixing two components filled into containers for producing a ready–to–use filler includes a manual drive for manually driven plungers to force the components out of the containers and to feed the components into a motor–driven mixing device. The manual drive, the containers and the mixing device are arranged on a horizontal base plate.

0) US2014057512A – NON IONIC GROUPS OF AMPHOTERIC POLYSACCHARIDE L...

55) Family number: 55884928 (US2014057512A) © PatBase

Title: NON IONIC GROUPS OF AMPHOTERIC POLYSACCHARIDE LINEAR OR BRANCHED ALKYL OR ACID AND BASE DISTILLATION RESERVOIR LIQUID OR GAS MECHANICALLY REFINED AND NANO PARTICLE DISPERSION AND RECOVERY BASIN IN VACUUM PROCESSING FOR BUILDING MATERIALS AND HIGH WEAR–HEAT RESISTANT PARTS BRUSHES; WINDINGS; COILS; BATTERY CELLS; BRAKE PADS; BUSHINGS; 2.5 PHASE EXTRUSIONS DIE CAST MOLDING; REFRIGERATION; POLARIZED GLASS; AND CENTRAL PROCESSING UNIT PROCESSORS.

Priority: US20120595610 20120827 US20120612667 20120912 US20120656682 20121020 US20120689789 20121130

Family:

Publication number	Publication date	Application number	Application date
US2014057512 AA	20140227	US20120612667	20120912
US2014070444 AA	20140313	US20120656682	20121020
US2014109386 AA	20140424	US20120689789	20121130

Probable Assignee: MATTHEWS ROBERT RICHARD

Assignee(s):(std)**:** MATTHEWS ROBERT RICHARD

Inventor(s):(std)**:** MATTHEWS ROBERT RICHARD

International class (IPC 8–9)**:** B22D15/00 B23P13/00 B28B7/00 B29C33/38 B29C47/00 B29C47/88 B30B15/00 E04H5/02 G01J3/46 (Advanced/Invention)

CPC: B23P13/00 B28B7/00 G01J3/46 B29C47/54 B22D18/06 B29C47/0004 B29C47/8815 C04B35/52 C04B38/0054 E04H5/02 Y10T29/49 B22D15/00 B22D17/22 B29C33/38 B30B15/00 Y10T442/102 B29C47/0016 B29C47/884

US class: 100/295 249/117 264/105 29/592 425/404 428/542.8 442/2 52/173.1 702/189

Classification Explorer

Cited documents: US2012107590 AA, US2005214539 AA, US2004023610 AA,

Forward Citations: US9250014, US9212850, US9074108, US2014223763, US2013169277, CN105014071, CN104646447,

Abstract:
Source: US2014057512A Manufacture process scientific formula mechanically refined and nanoparticle dispersion preform slurry non ionic or electrolyte carbon nanofoam CNFs with or without ionic suspension elements manufactured, Preform slurry high wear–heat resistant parts electronic component composite coils, composite windings, drawn, annealing, spun, coils, windings, wire, woven textile mesh, shielding, brushes, inductors, antinode couplers, electric rheostats, starters, motors, alternators, generators, ionic suspension element enhanced composite coils, composite windings, drawn, annealing, spun, coils, windings, wire, woven textile mesh, shielding, brushes, capacitors, battery cells, rheostats, electronic resistors, transformers, transducers, rectifiers, power supplies, or heat sinks, Preform slurry carbon nanofoam CNFs extrusion high wear–heat resistant parts aerospace, automotive, and transportation brake calipers, rotors, pads, washers, spacers, and bushings, Preform slurry carbon nanofoam CNFs extrusion high wear–heat resistant parts precision casting molds manufacturing highly pure metal, Super Alloy, acid–solid, alkaline, glass, acrylic, halide, alkalide, or ceramics specializing in 2.5 phase die cast molding.

0) US3613311A – DEVICE FOR OPENING AND CLOSING SLIDING ROOF SEC...

56) Family number: 144878 (US3613311A) © PatBase

Title: DEVICE FOR OPENING AND CLOSING SLIDING ROOF SECTIONS OF A FREIGHT CAR

Priority: BE19670703969 19670918 DE1967R046177 19670603 DE19691956136 19691107 DE19681759609 19680518

Family:

Publication number	Publication date	Application number	Application date
AT285666 B	19701110	AT19670008409	19670914
AT309518 B	19730827	AT19690004694	19690516
AT310796 B	19731010	AT19700010007	19701106
BE703969 A	19680201		19670918
BE732723 A	19691016		19690508
BE757852 A4	19710401		19701022
BG17480 S	19731110	BG19700015673	19700917
CA922925 A1	19730320	CA19700097605	19701106
CH466356 A	19681215	CH19670012905	19670913
CH514453 A	19711031	CH19690007086	19690508
CH533528 A	19730215	CH19700015375	19701019
DE1605008 B1	19700723	DE19671605008	19670603
DE1759609 B1	19701022	DE19681759609	19680518
DE1956136 A1	19711209	DE19691956136	19691107
DK145848 B	19830321	DK19670004562	19670912
DK145848 C	19830919	DK19670004562	19670912
ES345844 A1	19681116	ES19670345844	19671006
ES367272 A2	19710401	ES19690367272	19690514
ES384786 A2	19730316	ES19700384786	19701022
FI43891 B	19710331	FI19670003261	19671205
FI44427 B	19710802	FI19690001272	19690430
FI51921 B	19770131	FI19700002793	19701015
FR1553276 A	19690110		19680124
FR2008835 A6	19700123	FR19690016165	19690519
FR2071894 A6	19710917	FR19700039245	19701030
GB1200623 A	19700729	GB19670047585	19671019
GB1271324 A	19720419	GB19690024331	19690513
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YU32581 B	19750228	YU19700002548	19701019	

Probable Assignee: RHEINSTAHL SIEGENER EISENBAHNB

Assignee(s):(std)**:** RHEINSTAHL SIEGENER EISENBAHNB ; RHEINSTAHL TRANSPORTTECHNIK AG ; RHEINSTAHL AG ; RHEINSTAHL AG TRANSPORTTECHNIK

Assignee(s): RHEINSTAHL AG TRANSPORTTECHNIK DT ; RHEINSTAHL AG TRANSPORTTECHNIK NETPHEN DREIS TIEFENBACH DT ; RHEINSTAHL AG DT ; FELIX SCHNEIDER ; MANFRED OERTER ; RHEINSTAHL SIEGENER EISENBAHNBEDARF GMBH ; RHEINSTAHL SIEGENER EISENBAHNBEDARF G M B H ; RHEINSTAHL SIEGENER EISE ; RHEINSTAHL SIEGENER ; RHEINSTAHL SIEGENER EISENBAHNBEDARF GMBH DT ; RHEINSTAHL SIEGENER EISENBAHNBEDARF G M B H DREIS ; RHEINSTAHL SIEGENER EISENBAHNBEDAR G M B H ; RHEINSTAHL SIEGENER EISENBAHNBEDARF G M B H DREIS TIEFENBACHKR SIEGEN I W ALLEMAGNE ; RHEINSTAHL DT AG ; RHEINSTAHL TRANSPORTTECHNIK NETPHEN DREIS TIEFENBACH AG ; RHEINSTAHL TRANSPORTTECHNIK DT AG ; RHEINSTAHL SIEGENER EISENBAHNBEDAR GMBH ; RUDOLF WALSER

Inventor(s):(std)**:** ERNST NEUSER ; F SCHNEIDER ; FELIX SCHNEIDER ; KARL RAAB ; KARL RAAB DR ING ; MANFRED OERTER ; OERTER MANFRED ; PAUL WERNER WAGENER ; R WALSER ; RAAB K ; RAAB KARL ; RUDOLF WALSER ; NEUSER ERNST ; OERTER ; OERTER M ; NEUSER E ; SCHNEIDER F ; WAGENER P W ; WAGENER PAUL WERNER ; WALSER R ; SCHNEIDER FELIX ; WAGENER P ; WALSER RUDOLF ; WALZER R

Inventor(s): WAGENER P DT ; WALSER R CH ; SCHNEIDER F DT ; NEUSER E DT ; OERTER M DT ; RUDOLF WALSER JEGENSTORF ; RUDOLF WALSER JEGENSTORF CH ; MANFRED OERTER NETPHENUNGLINGHAUSEN ; MANFRED OERTER NETPHENUNGLINGHAUSEN DT ; FELIX SCHNEIDER NETPHEN ECKMANNSHAUSEN

International class (IPC 8–9): B60J7/19 B61D17/12 B61D39/00 (Advanced/Invention); B60J7/00 B61D17/04 B61D39/00 (Core/Invention)

International class (IPC 1–7): B60J7/02 B61D17/00 B61D17/12 B61D39/00 E05F11/04 E05F7/00 F16H5/52

CPC: B60J7/19 B61D39/002 Y10T74/19274 B61D39/006

European class: B60J7/19 B61D39/00C B61D39/00F

US class: 105/377 105/377.09 49/136 74/33.7 74/337

Classification Explorer

Cited documents: FR68323 E, FR1109250 A, AT229356 B,

Forward Citations: US9511781, US5167341, US4569293, US4341163, US3670664, ITVI20090050, EP0630790, DE4321176, CN103661445, CN101823489, AT395568,

Abstract:
Source: US3613311A ABSTRACT OF THE DISCLOSURE In a device for opening and closing sliding roof sections of containers, such as two−section roofs of freight cars, each roof section is connected by two cables to a respective drum rotatably mounted on a cross connection of a freight car. Each of the two cables is connected to the roof section adjacent a respective end of the latter, and the two cables are wound in opposed directions on the associated drum. Manually operable crank means rotate the drums through transmission means interconnecting the crank means and the drums. Respective clutches are interposed between each drum and the transmission means, and clutch operating means connect the crank means to the clutch means and are operable, responsive to operation of the crank means in a direction to open one roof section, to engage the clutch means connecting the associated drum to the transmission means and to disengage, and maintain disengaged the clutch means interposed between the other drum and the transmission means. When one roof section has been moved to the open position, the other roof section cannot be moved to the open position until the one roof section has been returned to the fully closed position. Continued movement of the crank means in the closing direction for one roof section will, after the two roof sections are in the closed position, initiate opening movement of the other roof section. B

0) DE2652996A1 – GLEITSCHUTZEINRICHTUNG FUER KRAFTFAHRZEUGE AUTO...

57) Family number: 1623270 (DE2652996A1) © PatBase

Title: GLEITSCHUTZEINRICHTUNG FUER KRAFTFAHRZEUGE AUTOMATIC FITTING SNOW GRIPS FOR CAR – HAS GRIP BANDS STORED IN MAGAZINES NEAR WHEELS AND PROVIDED WITH AUTOMATIC CLASPS TO JOIN ENDS

Priority: DE19762652996 19761122

Family:

Publication number	Publication date	Application number	Application date
DE2652996 A1	19780524	DE19762652996	19761122

Probable Assignee: FOERSTER KARL

Assignee(s):(std)**:** FOERSTER KARL

Inventor(s):(std)**:** FOERSTER KARL

International class (IPC 8–9): B60B39/12 B60C27/14 B60C27/18 (Advanced/Invention); B60B39/00 B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/06

CPC: B60B39/12 B60C27/145 B60C27/18

European class: B60B39/12 B60C27/14F B60C27/18

Classification Explorer

Forward Citations: WO12123602, WO12095248, WO12069678, WO12068371, US9296268, FR2915133, ES2351505, EP0407710, DE102011107224,

Abstract:
Source: DE2652996A1 Patentanspruche , 1,Gleitschutzeinrichtung fuer Kraftfahrzeuge, dadurch gekenn zeichnet, dass auf bestimmte Weise gestaltete Gleitschutz gurte (Fig9,10,11) zum Auflegen auf die Raeder durch beson dere vor diese montierte Fuehrungen (Fig2,3,4) von vorne vor die Reifen geschoben werden, sich beim langsamen Darauf fahren um diese legen und durch den Druck der Reifen selbst verschliessen 2Gleitschutzeinrichtung nach Anspruch 1, dadurch gekennzeich net, dass zum Abnehmen der Gleitschutzgurte von den Raedern (Fig12) die Klauen 17,17a der Fuehrungen (Fig2,),4) beim langsamen Zurueckfahren deren Verschluesse oeffnen und sie von den Raedern ableiten 3Gleitschutzeinrichtung nach den Anspruechen 1 und 2, dadurch gekennzeichnet, dass das Zufuhren der Gleitschutzgurte vor die Raeder zum Auflegen und das Abziehen der Gleitschutzgurte von den Raedern beim Abnehmen durch elektromotorischen Antrieb erfolgt 4Gleitschutzeinrichtung nach den Anspruechen 1 – 3, dadurch gekennzeichnet, dass die Gleitschutzgurte aus geeignet ge formten und in oder an der Karosserie des Fahrzeugs unter gebrachten Magazinen (Fig1,7) zum Auflegen herausgezogen und beim Abnehmen in diese wieder hineingeschoben werden 5Gleitschutzeinrichtung nach den Anspruechen 1 – 4, dadurch gekennzeichnet, dass die Fuehrungen fuer die Gleitschutzgurte (Fig2,3) vor den Vorderraedern und vor Hinterraedern bei Hinterachskonstruktionen, bei welchen die Hinterraeder Spur und Sturz nicht oder nur sehr geringfuegig veraendern, an der Karosserie befestigt sind 6Gleitschutzeinrichtung nach den Anspruechen 1 – 4, dadurch gekennzeichnet, dass die Fuehrungen (Fig4) fuer die Gleitee schutzgurte–vor Hinterraedern bei Hinterachskonstruktionen, bei welchen die Hinterraeder Spur und Sturz veraendern, an der Achse befestigt sind 7Gleitschutzeinrichtung nach den Anspruechen 1 – 6, dadurch gekennzeichnet, dass die Fuehrungen (Fig2,3,4) fuer die Gleit schutzgurte zum Oeffnen letzterer und zum Abnehmen mittels Bowdenzuegen 14 um einen kleinen Winkel gegen die Raeder ge schwenkt, dabei an diese ueber eine Stuetzrolle 8 angedrueckt werden und nach Abschluss des Abnehmens und Loesen der arre tierten Bowdenzuege 14 durch Federdruck (Federn 36,36a) wieder in die Ausgangsstellung zurueckkehren 8Gleitschutzeinrichtung nach den Anspruechen 1 – 7, dadurch gekennzeichnet, dass die durch Tastendruck pauschal in Taetig keit versetzbare Aus– bzw. The car is fitted with special snow grip tracks which are stored as open bands in magazine racks near the wheels, or spaced about the car. The leading edge of each band is directed at a wheel. The bands are fitted with self fitting clamps to grip the wheels and complete the chain about the wheel. To fit the chains, the magazines are opened by remote control and the car slowly driven while the chains are fed under the wheels. As the chains complete the circuit of each wheel the automatic clamps close. To remove the chains the vehicle is reversed so that release catches open the clasps and return the chains to the magazines.

0) US4745987A – SLIP CONTROL BRAKE SYSTEM FOR ALL WHEEL DRIVE M...

58) Family number: 2004347 (US4745987A) © PatBase

Title: SLIP CONTROL BRAKE SYSTEM FOR ALL WHEEL DRIVE MOTOR VEHICLES

Priority: DE19843426747 19840720 US19850755933 19850716

Family:

Publication number	Publication date	Application number	Application date
DE3426747 A1	19860130	DE19843426747	19840720
DE3426747 C2	19920109	DE19843426747	19840720
FR2567824 A1	19860124	FR19850010864	19850716
FR2567824 B1	19871218	FR19850010864	19850716
GB2161880 A1	19860122	GB19850016431	19850628
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GB8516431 A0	19850731	GB19850016431	19850628
IT1185276 A	19871104	IT19850021599	19850717
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JP1784800 C3	19930831	JP19850156165	19850717
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SE452135 B	19871116	SE19850003102	19850620
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SE8503102 A	19860121	SE19850003102	19850620
SE8503102 A0	19850620	SE19850003102	19850620
SE8503102 L	19860121	SE19850003102	19850620
US4745987 A	19880524	US19870028000	19870317

Probable Assignee: TEVES GMBH ALFRED

Assignee(s):(std)**:** ALFRED TEVIS GMBH ; TEVES GMBH ALFRED

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Inventor(s):(std)**:** BUSCHMANN G ; BUSCHMANN GUNTHER ; GUNTAA BUTSUSHIYUMAN

Inventor(s): GUNTAA BUTSUSHUMAN ; GUNTHER BUSCHMANN ; BUSCHMANN GUNTHER 6103 GRIESHEIM DE ; G BUSCHMANN

International class (IPC 8–9)**:** B60K17/34 B60K23/08 B60T8/17 B60T8/1769 B60T8/32 B60T8/34 B60W10/02 B60W10/10 B60W10/12 B60W10/18 (Advanced/Invention) ; B60K17/34 B60K23/08 B60T8/17 B60T8/32 B60T8/34 B60W10/02 B60W10/10 B60W10/12 B60W10/18 (Core/Invention)

International class (IPC 1–7)**:** B60K17/34 B60K17/35 B60K17/354 B60K23/08 B60K41/24 B60K41/26 B60T8/32 B60T8/34 B60T8/58

CPC: Y10S303/06 B60T8/322

European class: B60T8/32D4

US class: 180/197 180/249 303/190 303/96 303/DIG.6

Classification Explorer

Cited documents: US4589511 A, US4549163 A, US4504911 A, US4493387 A, US4476953 A, US3809956 A, US3610362 A, US3519314 A, US3138970 A, US2771146 A, EP0106112 A1, DE3418520 A1, DE3040561 A1, DE2254295 A1, DE2251548 A1, DE1953499 A1, DE1180637 B,

Forward Citations: US9522680, US6957731, US6634451, US6564139, US5364174, US5184695, US5105903, US5067579, US4984649, US4746173, US2004116232, JP62076064, JP3741355, JP2001295898, GB2514161, GB2514161, GB2212873, FR2841834, FR2587951, EP1400390, EP1203688, EP1203688, EP0405570, EP0405570, EP0289484, DE4024815, DE4009195, DE3733661, DE3733661, DE3636442, DE3615638, DE3538351, DE3536185, DE3535090, CN105711621,

Abstract:
Source: US4745987A A slip−controlled brake system for all−wheel drive motor vehicles is provided with differentials (16,19,20) for balancing track difference between the individual wheels (VR, VL, HR, HL). Wheel sensors (31−34) and electrical circuits (9) for generating brake pressure control signals are provided to control the brake pressure in the event of imminent locking. A disconnecting clutch (37) is inserted into a driving split axle (25) connecting a wheel to the rear axle differential (20). The disconnecting clutch (37) can be actuated either electromagnetically or hydraulically. Upon commencement of the brake slip control or at a predetermined time thereafter, the disconnecting clutch (37) is disengaged thereby rendering the coupling between the rear wheels and/or between front and rear axles ineffective thereby to permit an individual slip control by way of the individual control channels.

0) KR20170075681A – THE VARIOUS FLUID DISTRIBUTION ROTATING BODY IN...

59) Family number: 66266269 (KR20170075681A) © PatBase

Title:	The various fluid distribution rotating body in contact with the fluid to sharply as the front side of the blade (Machine translation)
Priority:	KR20170073257 20170601

Family:

Publication number	Publication date	Application number	Application date
KR20170075681 A	20170703	KR20170073257	20170601

Probable Assignee:	GIMGYEONGJUN
Assignee(s):	GIMGYEONGJUN
International class (IPC 8–9):	B62D35/00 B63H1/26 B64C27/467 B64C5/04 (Advanced/Invention)
CPC:	B62D35/00 B63H1/26 B64C27/467 B64C5/04

Classification Explorer

Abstract:
Source: KR20170075681A In company that manufactured objects should be shipped, it is why even without knowing it. He must know where the fundamental reason should come from. In one example, we use the wrong. In general passes is a vehicle such as a bus or a different passenger vehicle wheels are when I was a whimper, there is a difference. The first condition is to create a vehicle wheel zooms up to the stratosphere, there is a need to know. According to the weight of the vehicle is the difference of the intensity impinging on the wheel rim in the road surface it can be seen that. Vehicle weight, less weight than cars and buses, leaving the vehicle is operated, the roar from generating the sejoing wheels are smaller than a car, but when the contrary to occur a sound that occurs in the bus passes are made more, larger the wheel roar cars. The reason is that the vehicle weight is less out or the front passenger cars is now hitting upside–down to the ground, the air and free up, relative to the weight of the weight of the car in his car wheel relative to the intensity of the sound to hit the road surface size can be seen that it would be more significantly. Car bus as a vehicle, such as when the weight is more effective than air is not good, it can be seen that. Of course, the front glass of the vehicle bus, such as the effect to lower the air. Further they think the human to gravitational acceleration of air. Only the air vehicle proceeds without considering gravity it encountered in front of vehicles such as cars, buses and dispersed than the air, but might occur less noise, to the contrary, the roar cars bus as a vehicle wheels are greater than the sounds that occur when proceed. That is, appearance is not in the car. In cars so far in such a manner as to distribute air to the front glass, and distribute the air it is not up. Dispersing the front passenger vehicle proceed, upside–down, up, to distribute the windshield of the vehicle than the upper surface of the shape to the front further out forward to the air of the air encountered in a dispersion, it is possible to reduce the weight of the gravity. Now, as a vehicle fuel economy but the lower speeds, in accordance with the vehicle speed by the weight of the vehicle fuel consumption is lowered rather prevents the accumulation of snow in winter, preventing the vehicle windshield. The speed at which the vehicle is proceeding normally has a downward according to further reduce vehicle weight as dispersing, rather as also better fuel economy. Thus, experts are more cars exterior shape of cars in weight to further reduce the vehicle speed On the road had said comb. In addition, the asphalt road surface is in contact with the wheels of the vehicle area is greater than the force to more wheels that occur in the vehicle, it is not transmitted to the side of the tire and the road is how strongly the contact force of the engine, depending on the further well passed the wheels. So far behind the front glass shape as vending cars it is not enough to be laid in front of the windshield, and make laid. In addition to the US, there are many things that are in reverse. For example, to distribute the passenger cars spoiler is available now as the front fairing so worried vehicles it is not rounded. As shown front portion to distribute the air knife blade and have greater effect. In addition, as an airplane wing. The front part of dispersing the air will be sure to have sharply. Two years now, an airplane wing" the reasons that could be rounded birds such as swallows, and that he could not help thinking of shape and mimic. Wings of birds is not a strong material, such as a strength is weak hairs from weak flesh is distributed to the force of the air in the streamlined would automatically changes that we distribute air to a rigid material such as metal, it is not enough to forward the preserves in the fairing. And pointed toward the front of the knife blade made as described above. Moreover helicopter loud gareumyeo the air, it can be seen that. Now with air to ground the wings, which means that the loud blow to the next. The helicopter also like wings as arc through the air toward the front part so as to be among the most sharply as soon as the blade reduces fuel consumption and do. In addition, screw the vessel through water. So as now before contacting the water could be rounded so that the cross–section of the screw, as shown in the front side of the sharp knife blade must have sharply, engine fuel consumption is less. [Index terms; dispersing effect. Whimper. Fluid. The cross–sectional area.

0) DE2300953A1 – AUTOMATISCHE WAGENHEBE– UND RADLOESUNGSBZW. BEF...

60) Family number: 1927816 (DE2300953A1) © PatBase

Title:	AUTOMATISCHE WAGENHEBE– UND RADLOESUNGSBZW. BEFESTIGUNGS–EINRICHTUNG AUTOMATIC CAR LIFTING AND RADLOESUNGSBZW. EQUIPMENT MOUNTING (Machine translation)
Priority:	DE19732300953 19730110

Family:

Publication number	Publication date	Application number	Application date
DE2300953 A1	19741010	DE19732300953	19730110

Probable Assignee:	PAGLIARAA ANTONIO
Assignee(s):(std)**:**	PAGLIARAA ANTONIO
Assignee(s):	PAGLIARAA ANTONIO 6000 FRANKFURT
Inventor(s):(std)**:**	PAGLIARAA ANTONIO FRANKFURT
Inventor(s):	PAGLIARAA ANTONIO 6000 FRANKFURT
International class (IPC 8–9)**:**	B60S9/04 (Advanced/Invention); B60S9/00 (Core/Invention)
International class (IPC 1–7)**:**	B60B29/00 B60S9/04 B60S9/06
CPC:	B60S9/04
European class:	B60S9/04

Classification Explorer

Abstract:
Source: DE2300953A1 ssssWARNUNGssss Anfang CLMS Feld konnte Ende DESC uberlappen ssss Das Zahnrad 15 steht im Eingriff mit der Zahnstange des Wagenhebers 20 der in einer Fuehrung 21 gleitet, die an geeigneter Stelle des Wagens befestigt ist Der Antrieb erfolgt ueber einen kleinen Elektromotor 19S dessen Kabel 22 zu einem vorgesehenen Schaltknopf am Armaturenbrett des Wagens fuehrt.

Machine translation: SsssWARNUNGssss beginning CLMS could box end DESC overlap ssss The gear 15 is engaged with the rack of the jack 20 of the slides in a guide 21 which is fixed at an appropriate point of the car is driven by a small electric motor 19S its cable 22 to a provided power button on the dashboard of the car leads.

0) US2005158554A – WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND M...

61) Family number: 32149770 (US2005158554A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND METHOD FOR THEIR PREPARATION

Priority: CN200510000107 20050104 US20040761714 20040120 WO2005US00093 20050104

Family:

Publication number	Publication date	Application number	Application date
AU2005209151 AA	20050811	AU20050209151	20050104
CN1270636 C	20060823	CN200510000107	20050104
CN1620915 A	20050601	CN200510000107	20050104
CN1910043 A	20070207	CN200580002865	20050104
EP1708879 A1	20061011	EP20050704928	20050104
JP2007522961 T2	20070816	JP20060551101T	20050104
KR20070007045 A	20070112	KR20067014503	20050104
TW200530302 A	20050916	TW20050101178	20050114
US2005158554 AA	20050721	US20040761714	20040120
US7153576 BB	20061226	US20040761714	20040120
WO05072959 A1	20050811	WO2005US00093	20050104

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** BAI SHUANSUO ; GEN ELECTRIC ; WANG HUA ; SURIANO JOSEPH ANTHONY ; PARIKH CHETAN JAYANTILAL ; MYERS RANDALL TODD

Assignee(s): VIXS INC ; SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** SURIANO JOSEPH A ; SURIANO JOSEPH ANTHONY ; TODD WANG HUA SURIANO JOSEPH A ; WANG HUA ; SHUANSUO BAI ; RANDALL TODD MYERS ; JOSEPH ANTHONY SURIANO ; HUA WANG ; CHETAN JAYANTILAL PARIKH ; BAI XUE ; BAI SHUANSUO WANG ; BAI SHUANSUO ; MYERS RANDALL T ; MYERS RANDALL TODD ; PARIKH CHETAN J ; PARIKH CHETAN JAYANTILAL ; XUE BAI

Inventor(s): SHUANSUO WANG BAI ; MYERS RANDALL ; SURIANO JOSEPH ; PARIKH CHETAN ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN JAYA ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN JAYANTILAL MYERS RANDALL TODD

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GENERAL ELECTRIC COMPANY, GLOBAL RESEARCH; GENERAL ELECTRIC CO GLOBAL RESEARCH; CANTOR COLBURN LLP

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A23L1/05 A23L1/29 A23L29/20 A23L33/00 B32B27/00 B32B27/08 B32B27/36 B32B5/28 C08B37/00 C08G63/64 C09D167/00 C09D169/00 C09J153/02 C09J175/04 (Advanced/Invention);
B32B27/08 (Advanced/Non–invention);
A23L1/05 A23L1/29 B32B27/00 B32B27/08 B32B27/36 B32B5/22 C08B37/00 C08G63/00 C09D167/00 C09D169/00 C09J153/00 C09J175/04 (Core/Invention)

International class (IPC 1–7): A23L1/29 B28B3/20 B29C47/00 B32B27/08 B32B27/36 C08B37/00 C08G63/60 C08J7/04 C09K3/00

CPC: Y10T428/24942 B32B27/08 Y02B10/30 Y10T428/31507 Y10T428/31551 Y10T428/31678

European class: B32B27/08 Y02B10/30

US class: 264/176.1 264/176.100S 428/212 428/412 428/412P 428/423.1 428/423.100S 428/426 428/457

Cited documents: WO0069945 A1, WO0061664 A1, WO0026275 A1, WO0026274 A1, US6617398 BB, US6617398 BA, US6607814 BB, US6607814 BA, US6586091 BB, US6586091 BA, US6572956 BA, US6538065 BA, US6395823 BA, US6306507 BA, US6297300 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6180195 BA, US6180195 B1, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5885668 A, US5846659 A, US5759689 A, US5738918 A, US5601679 A, US5552463 A, US5510182 A, US5486407 A, US5446767 A, US5407751 A, US5364669 A, US5360647 A, US5321114 A, US5318850 A, US5262475 A, US5103336 A, US5098778 A, US5064704 A, US5030505 A, US5001193 A, US5001000 A, US4992322 A, US4931364 A, US4914143 A, US4643937 A, US4576842 A, US4506065 A, US4503121 A, US4495325 A, US4487896 A, US4414230 A, US4334053 A, US4291085 A, US4281099 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4150217 A, US4127560 A, US4121014 A, US3965057 A, US3892717 A, US3806486 A, US3791914 A, US3764457 A, US3506470 A, US3505160 A, US3503779 A, US3492261 A, US3460961 A, US3444412 A, US3444129 A, US3391054 A, US3309261 A, US3207814 A, US3169121 A, US3030331 A, US2005003208 AA, US2004166323 AA, US2004142176 AA, US2004028907 AA, US2003175488 AA, US2002028337 AA, JP1199841 A2, JP1/199841, EP1316419 A2, EP1124878 A1, EP0733470 A1, EP0277350 A1, DE10100745 A1,

Forward Citations: WO11117269, WO10056056, WO10056056, WO08142453, WO08134621, WO08088708, WO08088708, USRE45802, USD619477, US9694520, US9688813, US9429140, US9394882, US9314938, US9193214, US9139242, US9079374, US8932721, US8920264, US8906987, US8876483, US8691340, US8664307, US8618415, US8475905, US8236383, US8088848, US7988094, US7521105, US7514147, US7270882, US2015102716, US2012107616, US2010109309, US2010092720, US2010009207, US2009011213, US2008286537, US2008265459, US2008265308, US2008169381, US2008169380, US2007286995, US2007116959, US2006083907, US2006019099, US2005266232, US2005144309, US2004175593, US2004166323, KR101238837, KR101075423, JP2013226792, EP2181910, CN104837884, CN103750302, CN103286959, CN102821941, CN102464936, CN102464878, CN102214841, CN102010596,

Abstract:
Source: US2005158554A Disclosed is a multilayer article assembly comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) an uncured thermoset or uncured cyclic oligomer substrate layer, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for preparing said multilayer article assembly.

0) US2012186947A – DEVICE FOR LOADING AND UNLOADING A FREEZE DRYIN...

62) Family number: 44320782 (US2012186947A) © PatBase

Title: DEVICE FOR LOADING AND UNLOADING A FREEZE DRYING SYSTEM

Priority: DE200910049142 20091012 DE201020018267U 20101011 WO2008EP06190 20080728 WO2010EP06180 20101011 EP20100770999 20101011

Family:

Publication number	Publication date	Application number	Application date
CN102137768 A	20110727	CN200880130928	20080728
CN102137768 B	20160406	CN200880130928	20080728
CN102356294 A	20120215	CN201080012089	20101011
CN102356294 B	20150401	CN201080012089	20101011
DE102009049142 A1	20111117	DE200910049142	20091012
DE102009049142 B4	20130627	DE200910049142	20091012
DE202010018267 U1	20150423	DE201020018267U	20101011
DE502010008749 D1	20150226	DE201050008749T	20101011
EP2303610 A2	20110406	EP20080785141	20080728
EP2488808 A1	20120822	EP20100770999	20101011
EP2488808 B1	20150114	EP20100770999	20101011
ES2534645 T3	20150427	ES20100770999T	20101011
US2012186947 AA	20120726	US20100260319	20101011
US2013126666 AA	20130523	US20080138649	20080728
US8820516 BB	20140902	US20100260319	20101011
US9259984 BB	20160216	US20080138649	20080728
WO10012285 A2	20100204	WO2008EP06190	20080728
WO10012285 A3	20100527	WO2008EP06190	20080728
WO11045008 A1	20110421	WO2010EP06180	20101011

Probable Assignee: MARTIN CHRIST GEFRIERTROCKNUNGSANLAGEN GMBH

Assignee(s):(std)**:** FLECK FITNESS CONCEPTS GMBH ; FLECK FUTURE CONCEPTS GMBH ; MARTIN CHRIST GEFRIERTROCKNUNGSANLAGEN GMBH ; MARTIN CHRIST GEFRIERTROCKNUGSANLAGEN GMBH ; BROWN JOHN ; CHRIST MARTIN

Assignee(s): FLECK FITNESS CONCEPTS GBMH

Inventor(s):(std)**:** BROWN JOHN ; CHRIST MARTIN ; JOHN BROWN ; MARTIN CHRIST

Agent(s): REHBERG HUEPPE AND PARTNER PATENTANWAELTE PARTG MBB; SOBISCH PETER; REHBERG HUEPPE AND PARTNER; VALLEJO JUAN PEDRO; FOX ROTHSCHILD LLP; FISH AND RICHARDSON PC

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60F5/02 B64C3/56 B64C37/00 B64C39/04 B64C5/12 B65G25/08 B65G47/66 F26B25/00 F26B5/06 (Advanced/Invention) ; B60F5/00 B64C3/00 B64C37/00 B64C5/00 (Core/Invention)

CPC: B60F5/02 B64C37/00 B64C39/04 F26B5/06 F26B25/001

European class: B60F5/02 B64C37/00 B64C39/04 F26B25/00B F26B5/06

US class: 1/1 198/747 244/2 414/180

Classification Explorer

Cited documents: WO9961267, WO9304919, WO08063707, WO07114877 A2, WO07024267 A1, WO05121671 A1, WO04074063 A1, WO0130596, WO0123197, USRE25368 E,

USD549925 S1, USD370435 S1, USD331893 S1, USD257629 S1, USD217402 S1, USD207929 S1, USD205328 S1, USD192337 S1, USD188359 S1, USD182071 S1, USD155569 S1, USD149404 S1, USD144937 S1, USD144936 S1, USD138102 S1, US998553 A, US932601 A, US7985048 BB, US7762383 BB, US7695230 BB, US7515999 BB, US7343696 BB, US7300019 BB, US7275712 BB, US7210889 BB, US7066426 BB, US7063291 BB, US6978969 BA, US6877690 BA, US682970 A, US6786450 BA, US6619584 BA, US6592073 BA, US6457670 BA, US6224012 BA, US6138943 A, US6131848 A, US6129306 A, US6086014 A, US6082665 A, US6073882 A, US5984228 A, US5915649 A, US5836541 A, US5435502 A, US5417386 A, US5415365 A, US5261774 A, US5242132 A, US5201478 A, US5115996 A, US5078335 A, US5069440 A, US5050817 A, US4986493 A, US4913375 A, US4899954 A, US4881701 A, US4881700 A, US4865275 A, US4657207 A, US4627585 A, US4579297 A, US4537373 A, US4375280 A, US4358072 A, US4269374 A, US4171784 A, US4165846 A, US4068810 A, US4022403 A, US4017001 A, US3931942 A, US3737121 A, US3684216 A, US3645474 A, US3614032 A, US3612440 A, US3610660 A, US3494575 A, US3481559 A, US3451645 A, US3439890 A, US3379395 A, US3371886 A, US3371866 A, US3348513 A, US3317161 A, US3292721 A, US3261572 A, US3221831 A, US3152776 A, US3134560 A, US3116896 A, US3092060 A, US3090581 A, US3083936 A, US3065938 A, US3065927 A, US3056564 A, US3029042 A, US3026066 A, US3017137 A, US3012737 A, US2989269 A, US2940688 A, US2938681 A, US2923494 A, US2893661 A, US2879013 A, US2812911 A, US2811323 A, US2770427 A, US2767939 A, US2762584 A, US2734701 A, US2713465 A, US2707084 A, US2699299 A, US2692095 A, US2681773 A, US2675976 A, US2674422 A, US2656136 A, US2628792 A, US2624530 A, US2623712 A, US2619301 A, US2609167 A, US2593785 A, US2573271 A, US2563731 A, US2562492 A, US2562491 A, US2562490 A, US2557894 A, US2554938 A, US2553952 A, US2539489 A, US2532159 A, US2494547 A, US2464462 A, US2434068 A, US2430869 A, US2410234 A, US2402468 A, US2373467 A, US2368288 A, US2350608 A, US2241577 A, US2215003 A, US2156288 A, US2140783 A, US2135699 A, US2135073 A, US2128060 A, US2103881 A, US2096599 A, US2010294877 AA, US2010230532 AA, US2009072077 AA, US2009019724 AA, US2008251308 AA, US2008067284 AA, US2008011897 AA, US2007023566 AA, US2006284010 AA, US2006263179 AA, US2006196992 AA, US2006145000 AA, US2005247819 AA, US2003094536 AA, US1998148 A, US1929255 A, US1916092 A, US1884847 A, US1816653 A, US1789623 A, US1780298 A, US1778906 A, US1771724 A, US1756463 A, US1731757 A, US1730627 A, US1674338 A, US1568095 A, US1545553 A, US1485704 A, US1458787 A, US1445953 A, US1405407 A, US1286679 A, US1247960 A, US1151297 A, US1033646 A, RU2231477, RU2228283, RU2046063, NL8402565, NL256074, KR100222085, JP63130413, JP6164505, JP450098, JP4050098, JP2006226633 A2, JP2006213225, JP2005125976, JP2004122945, JP2004082992, JP2004026034, JP2004014435, JP2003327198, JP11198621, GB958427, GB605755, GB578043, GB559819, GB422188, GB2364982, GB2306426, GB2259286, GB2239642, GB2236642, GB2134865, GB191412043, GB191220093, GB191127811, GB191125040, GB191009485, GB190916367, GB159309, GB151635, GB143591, GB1312296, GB125695, GB121393, FR994341, FR988619, FR986352, FR983334, FR977644, FR964155, FR939720, FR921308, FR912297, FR904021, FR820336, FR708075, FR694848, FR683229, FR657742, FR639833, FR60005 E, FR594602, FR587913, FR570924, FR569104, FR512703, FR447110, FR444116, FR412339, FR411086, FR394779, FR380815, FR2896728, FR2885322, FR2868991, FR2848147, FR2806351, FR2774355, FR2692204 A3, FR2687616, FR2622846, FR2603232, FR2591559, FR2582284, FR2577198, FR2426584, FR2155811, FR1503815, FR1485308, FR1328507, FR1039983, EP1541465, EP0839712 A2, DE9208000, DE892868, DE760791,

DE602004003692 T2

DE602004003692 D1

DE452791, DE361942, DE3430412, DE3247168, DE29816078 U, DE29720537, DE29506498, DE2930534 A1, DE2547435, DE2439009, DE2438526, DE2357628,

DE202006017959 U1

DE202006017959 U, DE20109872 U, DE19951850, DE19907791, DE19840847, DE19808862, DE19737616, DE19512828, DE1925520, DE1260987, DE10346189, DE10307571 A1, DE10221304, DE10215176,

DE102007046172 A1

DE1016568, DE1016567, DE10159082, CN85202242, CN2695270, CN2692028, CN2659719, CN2646049, CN2640919, CN2617682, CN2413938, CN201311168 Y, CN1955022, CN1948035, CN1948034, CN1887609, CN1693102, CN1672994, CN1660669, CN1377790, CN1256227, CN1137982, CN1067622, CN1051328, CN101517341 A, CH692977, CH106915, CA795663, CA648182, CA566301, CA492189,

CA2572448, CA2338852, CA2051379, BG98694, BG60960, BE352605, AT367306, AT166746, AT115441,

Forward Citations: WO16057004, WO15090071, WO15033290, WO14203098, WO14016659, WO14016659, WO13136161, WO13064266, WO12148035, WO12048789, US9691198, US9685018, US9685017, US9685015, US9610817, US9580172, US9566839, US9561698, US9530262, US9505282, US9393847, US9349260, US9340081, US9242804, US9193451, US9192689, US9045226, US8662944, US2017136840, US2017096221, US2017053468, US2017032597, US2016343181, US2016328901, US2016193376, US2016152141, US2016049025, US2015266576, US2015217613, US2015130626, US2014346283, US2014291440, US2011315806, JP6144289, JP6109206, JP2015521269, JP2015513061, ITMI20131447, ITMI20131016, ITMI20121275, ITMI20121236, ITMI20120399, GB2489459, GB2485537, GB2485537, GB2479206, GB2479206, EP3144618, DE102010047744, CN105705894, CN105473969, CN105398299, CN104662385, CN104662385, CN104407621, CN104302996, CN102869938, CN102815397, CN102815397,

Abstract:
Source: US2012186947A A device principally used for loading and unloading the standing surface (3') of the drying chamber (2) of a freeze drying installation, which standing surface is located at a defined height position, the unloading position, is characterised by a carriage (8), which is disposed slightly thereabove, extends transversely to a movement direction (8') during a loading or unloading process and in parallel with the standing surface and forms a movable guiding edge for the drying vessels (5), and by guides (7) which are disposed on both sides of the standing surface (3'), extend in parallel with the said movement direction and form fixed guiding edges for the drying vessels (5). The carriage (8) is driven by two linear motors, the respective primary parts (9) of which are fixedly connected to both side ends of the carriage (8) and are supported on the guides (7) which at the same time receive the secondary parts. All of the components of the devices thus defined are located within the drying chamber (1), wherein a mechanically extremely simple and low−wear construction is achieved.

0) DE102010030572A1 – HYBRID DRIVE FOR MOTOR CAR IN CITY TRAFFIC, HAS...

63) Family number: 50263211 (DE102010030572A1) © PatBase

Title: HYBRID DRIVE FOR MOTOR CAR IN CITY TRAFFIC, HAS INPUT SHAFTS ROTATABLY ARRANGED IN ONE OF SWITCHABLE IDLE GEARS VIA RESPECTIVE GEAR SWITCHING DEVICE AND INPUT WHEEL SET PLANE PROVIDED WITH NON–SWITCHABLE INTERMEDIATE GEARS

Priority: DE201010030572 20100628

Family:

Publication number	Publication date	Application number	Application date
DE102010030572 A1	20111229	DE201010030572	20100628

Probable Assignee: ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s):(std): ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s): ZF FRIEDRICHSHAFEN AG

Inventor(s):(std): KALTENBACH JOHANNES DR

Inventor(s): KALTENBACH JOHANNES

International class (IPC 8–9): B60K6/36 B60K6/38 B60K6/547 (Advanced/Invention)

CPC: B60K6/36 B60K6/48 B60K6/547 F16H3/093 F16H2003/0938 F16H2200/0052 F16H2200/0056 Y02T10/6221

European class: B60K6/36 B60K6/48 B60K6/547 F16H3/093 R16H200/00W6 R16H200/00W7 R16H3/093G Y02T10/62F4

Classification Explorer

Cited documents: WO08138387 A1, DE10133695,

Forward Citations: US9358873, GB2495160, DE102015221780, DE102015016976,

Abstract:
The drive has an automated gear box including transmission input shafts (W–1, W–3) and a transmission output shaft (W–2) axially arranged parallel to each other. Switchable idle gears (z12–z15, z31–z34) and association of gear switching devices (S1–S4) are arranged on the input shafts. The input shafts are coupled together on an input side of an input wheel set plane (Z1). The input shafts are rotatably arranged in one of the switchable idle gears via the respective gear switching device. The input wheel set plane is provided with non–switchable intermediate gears (z21, z21a).

0) CO4180428A – METODOS Y SISTEMAS PARA LA FABRICACION DE MATER...

64) Family number: 43685201 (CO4180428A) © PatBase

Title: METODOS Y SISTEMAS PARA LA FABRICACION DE MATERIALES DE EM– PAQUE, RECIPIENTES Y OTROS PRODUCTOS DE MEZCLAS QUE FRAGUAN HIDRAULICAMENTE COMPUESTOS CON ALTO RELLENO INORGANICO. METHODS AND SYSTEMS FOR MAKING MATERIALS PARKS EM, VESSELS AND OTHER PRODUCTS hydraulically setting MIXING WITH HIGH FILLING INORGANIC COMPOUNDS. (Machine translation)

Priority: CO19940005882 19940216

Family:

Publication number	Publication date	Application number	Application date
CO4180428 A1	19950607	CO19940005882	19940216

Probable Assignee: E KHASHOGGI IND

Assignee(s):(std)**:** E KHASHOGGI IND

Assignee(s): E KHASHOGGI INDUSTRIES

Inventor(s):(std)**:** ANDERSEN PER JUST ; HODSON SIMON K

Inventor(s): JUST ANDERSEN PER ; SIMON K HODSON

Agent(s): XIMENA BONILLA PEREIRA

International class (IPC 8–9): A47G19/12 (Advanced/Invention); A47G19/00 (Core/Invention)

International class (IPC 1–7): A47G19/12

Classification Explorer

Abstract:
Source: CO4180428A UN ARTICULO DE FABRICACION QUE TIENE UNA MATRIZ ESTRUCTURAL CONRELLENO INORGANICO QUE COMPRENDE UN AGLUTINANTE ORGANICO DISPERSABLE EN AGUA; UN AGREGADO INORGANICO QUE TIENE UNA CONCENTRACION DENTRO DEL RANGO DE ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MATRIZ ESTRUCTURAL CON RELLENO INORGANICO; Y UN MATERIAL FIBROSO, TENIENDO DICHA MATRIZ ESTRUCTURAL CON RELLENO INORGANICO UN GROSOR DENTRO DEL RANGO DE ENTRE 0.01 nm Y 20 nm.7UN METODO PARA FABRICAR UN ARTICULO COMPRENDIENDO EL METODO LOS PASOS DE: MEZCLAR UN AGLUTINANTE DE POLIMERO ORGANICO, UN AGREGADO INORGANICO, AGUA Y FIBRAS CON EL FIN DE FORMAR UNA MEZCLA MOLDEABLE, ESTANDO INCLUIDO EL AGREGADO INORGANICO EN UNA CANTIDAD DENTRO DEL RANGO ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MEZCLA; MOLDEAR LA MEZCLA EN LA FORMA ESTABLE DEL ARTICULO Y ENDURECER LA MEZCLA EN UNA FORMA ESTABLE DEL ARTICULO, TENIENDO EL ARTICULO UNA MATRIZ ESTRUCTURAL.18UN SISTEMA PARA FABRICAR UN ARTICULO, QUE COMPRENDE: UNA MEZCLADORA ESTRUCTURADA PARA PREPARAR UNA MEZCLA MOLDEABLE QUE INCLUYA UN AGLUTINANTE DE POLIMERO ORGANICO, UN AGREGADO INORGANICO QUE TIENE UNA CONCENTRACION EN EL RANGO ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MEZCLA, AGUA Y FIBRAS; MEDIOS PARA MOLDEAR LA MEZCLA MOLDEABLE EN LA FORMA DESEADA Y LOGRAR ESTABILIDAD DE FORMA EN MENOS DE UN MINUTO Y MEDIOS PARA ENDURECER LA MEZCLA EN LA FORMA DESEADA DEL ARTICULO. An article of manufacture having a structural CONRELLENO MATRIX INORGANIC ORGANIC comprising a binder dispersible in water; INORGANIC an aggregate having a concentration in the range between 40 percent and 98 percent by volume of the total solids in MATRIX FILLED STRUCTURAL INORGANIC; And a fibrous material, said structural matrix STUFFED WITH INORGANIC a thickness in the range between 0.01 nm and 20 nm.7UN method for making an article the method comprising the steps of: mixing an organic polymer binder, an aggregate inorganic WATER And fibers in order to form a moldable mixture, BEING INCLUDED IN THE AGGREGATE INORGANIC an amount within the range of between 40 percent and 98 percent by volume of the total solids in the mixture; Molding the mixture in stable shape of the article and curing the mixture into a stable form of the article, the article having MATRIX SYSTEM ESTRUCTURAL.18UN making an article, comprising: a STRUCTURED MIXER FOR PREPARING A moldable mixture including a binder ORGANIC POLYMER, INORGANIC an aggregate having a concentration in a range between 40 percent and 98 percent by volume of the total solids in the mixture, water and fibers; MEDIA MOLDEABLE molding the mixture into desired shape and form stability ACHIEVE IN LESS THAN ONE MINUTE AND MEANS FOR HARD MIX IN ARTICLE desired shape.

0) US2005158561A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

65) Family number: 32088612 (US2005158561A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US20040760826 20040116 WO2005US00050 20050103

Family:

Publication number	Publication date	Application number	Application date
AU2005209150 AA	20050811	AU20050209150	20050103
CN1929993 A	20070314	CN200580007586	20050103
EP1708878 A1	20061011	EP20050704894	20050103
IN04047DN2006 A	20070803	IN2006DN04047	20060713
JP2007523765 T2	20070823	JP20060549335T	20050103
KR20060114000 A	20061103	KR20067015901	20050103
TW200538281 A	20051201	TW20050101204	20050114
US2005158561 AA	20050721	US20040760826	20040116
WO05072958 A1	20050811	WO2005US00050	20050103

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std): GEN ELECTRIC ; LU QIWEI ; WANG HUA

Assignee(s): SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std): HUA WANG ; LU QI WEI ; LU QIWEI ; QIWEI LU ; QIWEI WANG HUA LU ; WANG HUA

Inventor(s): WANG HUA LU QIWEI

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GENERAL ELECTRIC COMPANY, GLOBAL RESEARCH; GENERAL ELECTRIC CO GLOBAL RESEARCH

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B32B27/08 B32B27/36 B32B37/12 C08F255/02 C08L51/06 C08L53/00 C09D167/03 C09D169/00 C09J123/10 C09J123/26 C09J151/06 C09J175/02 C09J175/04 C09J175/12 (Advanced/Invention); B32B27/08 B32B37/12 (Advanced/Non–invention); B32B27/08 B32B27/36 B32B37/12 C08F255/00 C08L51/00 C08L53/00 C09D167/02 C09D169/00 C09J123/00 C09J151/00 C09J175/00 C09J175/04 C09J175/12 (Core/Invention)

International class (IPC 1–7): B32B27/08 B65D1/00 C09J123/10 C09J175/02 C09J175/12

CPC: Y10T428/31551 C08L51/06 B32B27/08 C08F255/02 C08L53/00 C09J151/06 C09J175/04

European class: B32B27/08 C08F255/02 C08L51/06 C08L53/00 C09J151/06 C09J175/04

US class: 428/423.1 428/423.100P

Classification Explorer

Cited documents: US6632879 BB, US6617398 BB, US6607814 BB, US6586091 BB, US6572956 BA, US6538065 BA, US6469099 BA, US6306507 BA, US5738918 A, US5665820 A, US5601679 A, US5486407 A, US5407751 A, US5364669 A, US5360647 A, US5318850 A, US5262475 A, US5103336 A, US5098778 A, US5030505 A, US5001000 A, US4992322 A, US4931364 A, US4912177 A, US4643937 A, US4576842 A, US4506065 A, US4503121 A, US4487896 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4121014 A, US3965057 A, US3806486 A, US3509779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, US3030331 A, US2004253428 AA, US2004028907 AA, US2003175488 AA, US2003008134 AA, US2001055671 AA, JP7053812 A2, JP2005536370 T2, JP2002542325 T2, JP2002512907 T2, JP10130362 A2, EP1316419 A2,

Forward Citations: WO08079784, US9314938, US8981013, US8691340, US7829632, US7691950, US7691304, US7687583, US7686998, US7686997, US7514147, US7270882, US2017009420, US2016122595, US2010143651, US2010009207, US2008269400, US2008269399, US2008269386, US2008265308, US2008119618, US2008119597, US2008119596, US2007116959, US2006019099, US2005266232, US2005144309, US2004253428, US2004175593, US2004166323,

Abstract:
Source: US2005158561A Disclosed are weatherable multilayer articles comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) a substrate layer comprising a polypropylene, and (iv) at least one adhesive layer comprising the reaction product of an amine–functionalized polypropylene and a polyurethane, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for making the multilayer article.

0) US2008288346A – METHOD FOR PRIVATE SELLERS TO CERTIFY PREVIOUSL...

66) Family number: 42523100 (US2008288346A) © PatBase

Title: METHOD FOR PRIVATE SELLERS TO CERTIFY PREVIOUSLY OWNED VEHICLES

Priority: US20070749948 20070517

Family:

Publication number	Publication date	Application number	Application date
US2008288346 AA	20081120	US20070749948	20070517

Probable Assignee: SHAMES HOWARD MORRIS

Assignee(s):(std)**:** SHAMES HOWARD MORRIS

Inventor(s):(std)**:** SHAMES HOWARD MORRIS

Agent(s): DELAIN LAW OFFICE PLLC

International class (IPC 8–9)**:** G06Q30/00 (Advanced/Invention); G06Q30/00 (Core/Invention)

CPC: G06Q30/06 G06Q30/0222

European class: G06Q30/0222 G06Q30/06

US class: 705/1 705/1.1 705/1.100S 705/14 705/14.23 705/14.230P

Classification Explorer

Cited documents: US7131005 BB, US6622129 BA, US5915019 A, US2006206248 AA, US2003055667 AA, US2001027432 AA,

Forward Citations: WO14120823, US7690384, US7690383, US2015213559, US2014089208, US2008053468, US2008047569, GB2515151,

Abstract:
Source: US2008288346A A method is taught whereby an individual vehicle seller who wishes to sell his or her vehicle privately (without using a dealer) can provide a potential purchaser with a certification of the vehicle that is backed by a known and reputable vehicle maintenance–and–repair entity. A method of advertising the certification online is also provided as an optional marketing outlet to the vehicle seller.

0) US2558277A – MANIFOLDING ATTACHMENT FOR TYPEWRITERS

67) Family number: 44418421 (US2558277A) © PatBase

Title:	MANIFOLDING ATTACHMENT FOR TYPEWRITERS
Priority:	19470329 US19490082569 19490321

Family:

Publication number	Publication date	Application number	Application date
US2558277 A	19510626	US19490082569	19490321

Probable Assignee:	EGRY REGISTER CO
Assignee(s):(std):	EGRY REGISTER CO
Assignee(s):	THE EGRY REGISTER COMPANY
Inventor(s):(std):	FOLKE SPRINCHORN BERTIL
Inventor(s):	SPRINCHORN BERTIL FOLKE
International class (IPC 8–9):	B41J17/00 (Advanced/Invention); B41J17/00 (Core/Invention)
CPC:	B41J17/00
European class:	B41J17/00
US class:	400/518.4 400/618 400/619

Classification Explorer

Cited documents: US2026845 A, US2000641 A, US1995087 A,

Abstract:
Source: US2558277A (Claim 1) 1. A type–writer attachment for permitting the typing and obtaining of copies on a plurality of superimposed paper webs adapted to be divided i–nto paper sheets and having carbon paper sheets interleaved with them, comprising a paper guide frame so mount–.d as to participate in the move– ments of the type–writer carr,',age, retaining means for temporarily retaining the paper webs in relation to said frame approximately when a, paper sheet arrives at the type–writer platen, releasing inealis for releasing the paper webs I 6 from said retaining means during the feed of a paper sheet past the type–writer platen, a member which is supported by the frame and over which the paper webs pass to the type–writer platen, said Y.–ember being movable towards and away from the type–writer platen, flexible elongated means which are passed over said movable member and one end of which is fixed to said frame, the other end thereof carrying the carbon paper sheets, and mearis operable in response to move– ment of said movable member towards the typewriter platen during the feed of a paper sheet past the type–writer platen for operating said releasing means for releasing the paper webs from said frar.,le. lo

0) BRPI8603288A – CORTADOR AUTOMATICO DE FRIOS AUTOMATIC MEAT SL...

68) Family number: 695484 (BRPI8603288A) © PatBase

Title: CORTADOR AUTOMATICO DE FRIOS AUTOMATIC MEAT SLICER (Machine translation)

Priority: BR1986PI03288 19860704

Family:

Publication number	Publication date	Application number	Application date
BRPI8603288 A	19870804	BR1986PI03288	19860704

Probable Assignee: ANISIO GOMES DE FARIA

Assignee(s):(std)**:** ANISIO GOMES DE FARIA ; LUIZ CARLOS DE SOUZA

Inventor(s):(std)**:** FARIA ANISIO GOMES DE ; SOUZA LUIZ CARLOS DE

Inventor(s): ANISIO GOMES DE FARIA ; LUIZ CARLOS DE SOUZA

International class (IPC 8–9): B26D1/153 (Advanced/Invention); B26D1/01 (Core/Invention)

International class (IPC 1–7): B26D1/153

Classification Explorer

Abstract:
Source: BRPI8603288A Patente do Invencao s "CORTADOR– AUTOMITICO DE FRIOS", oompraondendo uma carcaca (1) ro – bueta e ae configuracao especial, alojando um mecanismo' 5– de funcionamento sincronico acionado por motor eletrico– (5) q redutor (10), dito mecanismo transmitindo movimen– tos a uma faca circular de corte (16); a um elemento fi– xador de fatias, com prolongamentos laminares em forma de dedos (51) e que sustentam as fatias cortadas pela faca 10– circular; a um elemento prendsdor de fatias, compreendi– do por chapa giratoria em meia lua (43), provida oom va– rias agulhas (49) que apanham as fatias retidas no ele mento fixador; a um elemento lancador de fatias, que 1 atraves de laminas semi–circulares (52) retiram as fa– 15– tias do pr ended or e direciona–as para um mesmo ponto so– brepondo–as sobre uma bandeja (83), tudo isso automatica mente. Patent of Invention's "DELI cutter–AUTOMITICO", oompraondendo a skeleton (1) ro–bueta and ae special configuration, housing a 5 '–operating mechanism sincronico electric motor–driven (5) q reducer (10), said broadcasting mechanism movement to a circular cutting knife (16); an element fi–chador of slices, with extensions in laminar form of fingers (51) and supporting the slices cut in 10–circular knife; a prendsdor element of slices I understood–by rotating plate in half moon (43), with va–oom rias needles (49) that catch the slices retained in he ment fixatives; an element of lancador, which slices 1 through semi–circular blades (52) remove the fa–15–aunts of pr ended or and directs them to a point so–brepondo them on a tray (83), all this automatically mind.

0) GB696637A – IMPROVEMENTS IN OR RELATING TO VARIABLE–SPEED P...

69) Family number: 20559729 (GB696637A) © PatBase

Title: Improvements in or relating to variable–speed power transmissions for vehicles

Family:

Publication number	Publication date	Application number	Application date
GB696637 A	19530902	GB19490033307	19491230

Probable Assignee: KARL MAYBACH

Assignee(s):(std)**:** KARL MAYBACH

International class (IPC 8–9): F16H47/06 (Advanced/Invention); F16H47/00 (Core/Invention)

International class (IPC 1–7): B60K41/06

CPC: F16H47/06

European class: F16H47/06

Classification Explorer

Abstract:
Source: GB696637A 696,637. Change–speed gear. MAYBACH, K. Dec. 30, 1949 [Dec, 30, 1948], No. 33307/49. Class 80 (ii). [Also in Group XXIX] On a rail–car or heavy road vehicle, a mechanical change–speed gear, of the type having claw clutches with inclined faces for pre–synchronous ratchet action, is driven through a hydrodynamic torque–converter 59 which, is operative only in the first–speed starting ratio, being mechanically by–passed in all other ratios, the converter being permanently filled and enclosed in a cooling jacket 61 in which cooling water may circulate. The converter has a permanently fixed stator. Control of the fluid–to–meehanical drive may, as with the change–speed gear, be automatic, under common control and operating in response to engineand vehicle–speed and load–torque. As shown the torque–converter 59 provides a split–torque hydromechanical drive operative only up to a predetermined engine speed in the first gear only of a four–speed countershaft gear having aligned input and output shafts 97, 102 and inclined–faced selector claw–clutches 101, 103, 110, 112. A common control of the fluidto–mechanical, as well as of subsequent ratioshifts, is provided by centrifugal governors 161, 162, producing respectively upshift and downshift and both driven only by the engine. During a shift in the mechanical gear, the torque–converter is temporarily clutched in to act as a brake for rapidly reducing input speed, and the setting of the engine fuel–control lever 138 is also increased or decreased as appropriate for retardation or acceleration synchronising of the selector–clutches. Mechanical or fluid–drive is selected by a, double friction clutch 70, and the split–torque hydromechanical drive is combined in a three element planet–gear 63. An engine 1 drives, through a free–wheel clutch 52, a primary input shaft 55, which, through a pinion 56, drives the planet–carrier 63 of the torque–combining planet–gear, which comprises also a ring–gear 65, driving the changespeed gear input shaft 97 mechanically through a gear–pair 89, 90; and a sun 66, integral with a hollow shaft carrying the centre–disc 70 of the double clutch, engagement of which with a right side disc 77 drives the impeller 59 of the torque converter, the turbine 60 of which is fast on an inner shaft 80, which, through a gear–pair 83, 84 and free–wheel clutch 85, or controllable dogclutch, drives the input–shaft 97 of the changespeed gear, conjointly with the mechanical drive of the same shaft 97 by way of the ring–gear 65. Disengagement of the clutch centre–disc 70 from the converter–driving disc 77 and its engagement with a left–side disc 67 disconnects the converter 59 and clutches the planet–gear solid for the purely mechanical drive. The double–clutch 70 is actuated selectively by supplying oilpressure to spaces 68 or 78 through passages in the hollow shaft and supply–ducts 91, 93. The selector–clutches 101, 103, 110, 112 of the changespeed gear are paired together on the mainand counter–shafts and operated by two doubleacting pistons 241, 242, integral with which are valves 249, 250 controlling the fluid shift–circuit as described below. Where a controllable dogclutch replaces the free–wheel clutch 85, this may be directly operated by the main control (described below) and its axial movement may control the fluid pressure operating the double friction clutch 70. Operation. Change from fluid to mechanical drive. As shown ready for starting, the changespeed gear is in first speed and the hydraulic drive is clutched in at 70, 77. Increasing the engine–speed from idle by operating a single manual lever 131 acting on the fuel control 138, starts and accelerates the vehicle. The input driven downshift governor 162 expands and rapidly passes through its operative position without effect. With increase in vehicle speed up to aproximately 40 Km/hour the inputdriven upshift governor 161 expands, moving to the right its valve 163 to supply oil–pressure from an inlet 196 to an upshift piston 181, which, through a pawl 187 and ratchet–wheel 189, turns one step clockwise (viewed from the left) a selector camshaft 193 controlling three spring–lifted valves two, 205, 206 of which are associated with the respective ratio–shift pistons 242, 241, whilst the third, 207, controls the double clutch 70 which selects fluid or mechanical drive In this first step of the selector camshaft 193 the two shift–valves 205, 206 are not moved, 205 remaining up and 206 down, as shown, so that first speed remains engaged, whilst the third valve 207 is lifted by its spring from the depressed position shown, which movement reverses the pressure inlet 225, 228 and exhaust 208, 218 valve–connections with the pipes 91, 93, so that the clutch–space 78 is exhausted, releasing the converter–drive clutch 70, 77, and space 68 is pressurised, clutching the planetgear 63 solid at 67, 70 for a gradual change to a purely mechanical drive to the change–speed input shaft 97, with consequent reduction in engine speed (about 15 per cent). The converterclutch control valve 207 remains

in this depressed position for all subsequent ratio−positions of the selector camshaft 193. Upshift first to second speed. With further increase in vehicle speed the input−driven upshift governor 161 again reaches its operating speed and supplies pressure to the piston 181 to ratchet the selector camshaft 193 another step forwards, in which position the shift−valve 205 and converter−clutch valve 207 remain raised whilst the shift valve 206 is also moved into the raised position. This reverses the pressure−inlet 225, 228 and exhaust 208 connections through pipes 231, 232 to the opposite sides of the shift piston 241 which commences to move from left to right, movement of the other shift−piston 242 not being required. Initial movement of the shift−piston 241, permitted in advance of disengagement of the selector−clutch by virtue of a lost−motion pin−and−slot connection 245 between the piston−rod and the selector−clutch operating lever, closes the engine fuel−supply to idle, unloading the selector clutch 110 of the drivetorque, and introduces braking by the torqueconverter for synchronising the upshift by the following circuit. At the beginning of the rightward movement of the shift−piston 241, a groove, Fig. 5 (not shown), in the piston−stem breaks communication between a fuel−control line 277, leading through a port 305 of a valve 150 to a space under the fuel−control piston 142, and a line 273 leading through a groove, Fig. 7 (not shown), in the stem of the other shiftpiston 242 to an exhaust port, and at the same time connects the fuel−control line 277 to the pressure−inlet 225, 227 through the stem−groove, a stem−passage 253 and body−groove 290. The space above a fuel−control piston 142 is vented through a valve 150 and ports 308, 317 in a converter−brake control−valve 301, so that the piston 142 moves upwards in its fixed cylinder, compressing the upper spring 135 of a link to the manual lever 131 and moving the fuel control 138 to idle, thus unloading the selector−clutch 110. The converter−brake valve 301 remains in its rightward position shown, in spite of a temporary application of leftward pressure from the inlet 225, 227, through the piston−stem passage 253 and a line 271, since this pressure is later over−ridden by the rightward spring plus rightward pressure supplied through a stem−passage 254 and line 272 after disengagement of the superseded selector−clutch 110. This pressure in the line 272 also passes through the converterbrake valve 301 and a line 311 to a spring−loaded piston−valve 127 under the fluid−drive controlvalve 207, which piston−valve is thereby moved to the left, cutting out the exhaust 218 and pressurising the converter−clutch space 78 from the line 311 through a groove 130 in the pistonvalve 127. This engages the converter−drive clutch 70, 77 causing the converter to brake rapidly the input shaft 55 to synchronise engagement of the selector−clutch 101. Completion of the rightward movement of the shift−piston 241 disengages the converter−drive clutch by exhausting the line 311 through the converterbrake valve 301, line 278, passage 262 in the stem of the other shift−piston 242, line 276, passage 255 in the piston−stem 241 and outlet 282. At the same time the fuel−control line 277 is exhausted by reconnection, through a second groove, Fig. 5 (not shown), in the piston−stem 241, with the line 273, still exhausted through the other piston−stem 242. The upper spring 135 of the manual control link then restores the fuel−lever 138 to its set position and the vehicle proceeds in second speed. Upshift from second to third speed. This requires shift of both shift−pistons 241, 242 from right to left for disengagement of selectorclutches 101, 112 and engagement of selectorclutch 103 which requires input retardation for synchronising, and also of selector−clutch 110 which now requires input acceleration for synchronising, achieved by increasing the fuelsupply, the required sequence being automatically determined by the order of disengagement of the superseded selector−clutches. The shift is initiated, as before, by the upshift governor 161 stepping the selector camshaft 193 forwards, to raise both shift−valves 205, 206 and reverse the pressure and exhaust connections to the respective lines 231, 232 and 233, 234 of the shift pistons. If the clutch 101 disengages first so that the shift piston 241 moves to a meshrejecting central position before the shift−piston 242, pressure passes from the inlet 255, 227, through stem−passage 253 and line 271 to the right face of the converter−brake valve 301, which now, in the absence of rightward fluidpressure, moves to the left and supplies pressure from the line 271 past the valve 150 above the fuel−control piston 142, the valve 150 simultaneously moving to the left to

0) DE10122292A1 – INSTALLATION FOR BETTER UTILIZATION OF SKI–LIFT...

70) Family number: 24152896 (DE10122292A1) © PatBase

Title: Installation for better utilization of ski–lifts during snowless seasons comprises an endless pipe configuration and carriages with guide devices and plastic foam running wheels and guide devices

Priority: DE20011022292 20010508

Family:

Publication number	Publication date	Application number	Application date
DE10122292 A1	20021205	DE20011022292	20010508

Probable Assignee: FUNKE PETER

Assignee(s):(std)**:** FUNKE PETER

International class (IPC 8–9): A63G21/04 B61B11/00 B61B9/00 (Advanced/Invention); A63G21/00 B61B11/00 B61B9/00 (Core/Invention)

International class (IPC 1–7): B61B9/00

CPC: A63G21/04 B61B9/00 B61B11/002

European class: A63G21/04 B61B11/00A B61B9/00

Classification Explorer

Forward Citations: WO05005751, WO05005751,

Abstract:
Installation for better utilization of ski–lifts during snowless seasons comprises an endless pipe configuration and carriages with guide devices and plastic foam running wheels. The carriages brought to the top of the installation by means of the ski–lift return to the bottom of the installation by gravity. Carriage speed during a downwards journey is automatically regulated.

0) US2015182867A – HAND HELD SPINNING TOY WITH ILLUMINATED IMAGE

71) Family number: 59627340 (US2015182867A) © PatBase

Title: HAND HELD SPINNING TOY WITH ILLUMINATED IMAGE

Priority: US20130822917P 20130514 US20130878148P 20130916 US20140299231 20140609 US20140487423 20140916 US20130899312P 20131104 US20130904732P 20131115 US20150684479 20150413 US20140951620P 20140312 US20140991556P 20140511 US20140992999P 20140514 US20150104792P 20150118

Family:

Publication number	Publication date	Application number	Application date
US2015182867 AA	20150702	US20140299231	20140609
US2016018083 AA	20160121	US20150684479	20150413
US2016074759 AA	20160317	US20140487423	20140916

Probable Assignee: LIGHTUPTOYS COM LLC

Assignee(s):(std)**:** ARMENDARIZ LALAMA MAX ; KELLY CHRISTOPHER ; KELLY JOSHUA C ; LIGHTUPTOYS COM LLC

Assignee(s): LIGHTUPTOYSCOM LLC

Inventor(s):(std)**:** ARMENDARIZ LALAMA MAX ; BRUTON MACAULAY ; KELLY CHRISTOPHER ; KELLY JOSHUA ; KELLY JOSHUA C

International class (IPC 8–9): A63H1/24 B62B5/00 F21V14/02 F21V21/40 F21V23/04 F21V33/00 F21V8/00 (Advanced/Invention)

CPC: A63H1/24 G02B6/0008 A63H33/22 F21Y2115/10

US class: 211/85.8 362/272 362/372 362/555 446/242

Classification Explorer

Cited documents: US7361074 BA, US2011227871 AA, US2010124867 AA, US2010099326 AA, US2009124165 AA, US2007281581 AA, US2007014099 AA, US2004007710 AA, US1363664 A,

Abstract:
Source: US2015182867A A hand held electronic spinning novelty toy that can illuminate a spinning centrally molded translucent three dimensional image with a film contained within, and with other spinning lighted elements capable of producing visual patterns in space.

0) FI5137A – ANORDNING VID CIGARETTMASKINER ARRANGEMENT IN ...

72) Family number: 39295090 (FI5137A) © PatBase

Title: Anordning vid cigarettmaskiner Arrangement in cigarettmaskiner (Machine translation)

Family:

Publication number	Publication date	Application number	Application date
FI5137 A	19121128		00000000

Inventor(s):(std)**:** ALEXANDER SLOAN ROBERT ; LLOYD BARNES JOHN EDVARD

Inventor(s): SLOAN ROBERT ALEXANDER ; BARNES JOHN EDVARD LLOYD

International class (IPC 8–9)**:** A24C5/35 (Advanced/Invention); A24C5/00 (Core/Invention)

International class (IPC 1–7)**:** A24C5/35

Classification Explorer

Abstract:
Source: FI5137A 1, Anordning na cigarettmaekiner bestående daeri,att ma– skineri foerses med en foer kontinuerlig vaegmng a T ett beetamdt antal af de framstallaa cigaretterna afsedd våg– eller balans– apparat, så att en fortloepande regiBtrering erhålles vare eig de framstaellda cigaretterna aero tyngre eller laettare aen den bestaeuiaa vikten,hvarvid vågapparaten eventuellt kan stlillas i fcrbinaelee med en cigarettn;askinene tobakeframmatningeffie– kaenism påverkande apparat,genom hvilken cigarettmaskinen auto– matiskt reglerat så,att cigaretterna alltid erhålla en bestaemd, af vågapparaten korrigerad vikt. 1, Apparatus na cigarettmaekiner circuit consisting therein and in that the ma–skineri provided with the not for continous vaegmng a T ett beetamdt plurality of af de framstallaa cigaretter afsedd vag–or Balans apparat, so that a fortloepande regiBtrering erhalles vare eig de Aro prepared at cigaretter tyngre eller Lattari is different to the bestaeuiaa vikten, hvarvid vagapparaten possibly at national stlillas i fcrbinaelee by means of a cigaret; askinene tobakeframmatningeffie the mechanism on paverkande apparat, Genome hvilken cigarettmaskinen car matiskt REGLER weather, att cigaretter alltid erhalla a definite af vagapparaten uncorrected vikt.

0) WO07125268A2 – NATURAL TURF, MEANS AND PROCESS FOR MANUFACTURI...

73) Family number: 40802240 (WO07125268A2) © PatBase

Title: NATURAL TURF, MEANS AND PROCESS FOR MANUFACTURING SUCH A NATURAL TURF

Priority: FR20060051564 20060502 FR20070054822 20070502 WO2007FR51203 20070502

Family:

Publication number	Publication date	Application number	Application date
EP2013418 A2	20090114	EP20070765986	20070502
FR2900537 A1	20071109	FR20060051564	20060502
FR2901287 A1	20071123	FR20070054822	20070502
WO07125268 A2	20071108	WO2007FR51203	20070502
WO07125268 A3	20080103	WO2007FR51203	20070502

Probable Assignee: PICARD EDMOND PIERRE

Assignee(s):(std)**:** PICARD EDMOND PIERRE

Assignee(s): EDMOND PIERRE PICARD

Inventor(s):(std)**:** PICARD EDMOND PIERRE

Inventor(s): EDMOND PIERRE PICARD

Agent(s): THINAT MICHEL; CABINET LAVOIX

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): A01G1/00 A01G9/02 A43B3/00 A43B5/02 E01C13/00 E01C13/02 E01C13/08 G01M99/00 G01N19/00 (Advanced/Invention);
A43B3/00 A43B5/02 (Advanced/Non–invention);
A01G1/00 A01G9/02 E01C13/00 G01N19/00 (Core/Invention)

CPC: A01G1/005 A01G1/007 A43B5/02 E01C13/083

European class: A01G1/00C A43B5/02 E01C13/08B

Classification Explorer

Cited documents: WO9823817 A1, WO9400639 A1, WO0100931 A1, US5958527 A, US4812339 A, US3034071 A, US2005252077 AA, NL204381 A, GB2135631 A1, GB2135350 A1, FR9307994 A1, FR8617402 A1, FR2857991 A1, FR2707093 A1, DE19946947 A1,

Forward Citations: WO15143028, CN105027963,

Abstract:
324 Mr Edmond–Pierre PICARD _____ Natural turf, means and process for manufacturing such a natural turf. ABSTRACT The invention relates to a natural turf intended to be used for sports and comprising a layer (1) of leaves and exposed parts of grasses or other natural turf plants and at least one substrate layer (3) in which these plants are rooted. The substrate layer (3) comprises a first part of particles (4) having the particle size of sand, between 80 mm and 3 mm, and means formed in order to be able to ensure that the water content of the turf is kept at a constant level. The invention also relates to means and to a process for manufacturing such a natural turf, to a surface comprising such a turf, to a sports shoe suitable for such a surface, to a sports system comprising such a turf or to a sports system comprising such a turf and such a shoe and also to a protocol for evaluating such a surface or sports system comprising such a surface and such a shoe. Figure 1

0) JP58118403A – SIDE SLIP PREVENTING DEVICE ON FROZEN ROAD SURF...

74) Family number: 6062082 (JP58118403A) © PatBase

Title: SIDE SLIP PREVENTING DEVICE ON FROZEN ROAD SURFACE

Priority: JP19810125048 19810810

Family:

Publication number	Publication date	Application number	Application date
JP58118403 A2	19830714	JP19810125048	19810810

Probable Assignee: INOTSUME ZENICHI

Assignee(s):(std)**:** INOTSUME ZENICHI

Inventor(s):(std)**:** INOTSUME ZENICHI

International class (IPC 8–9)**:** B60B15/26 B60C27/00 B60C27/20 (Advanced/Invention); B60B15/00 B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60B15/00 B60C27/20

CPC: B60C27/00

European class: B60C27/00

Classification Explorer

Abstract:
Source: JP58118403A PURPOSE:To ensure safe running on a frozen road surface by making a side slip preventive claw provided on the inner frame of a tire chain device automatically bite in the frozen road surface to prevent a side slip when a car is running on the frozen road surface, etc. CONSTITUTION:Outer frames A made of wire ropes and formed in an annular shape by coupling a metal piece provided with a U–shaped groove 1 on one end with another metal piece provided with a push–in protruded button 2 on the other end are fitted to both side faces of a tire D, and inner frames B are fitted by using the outer frames A. A biting claw 5 biting in the snow surface is provided in one body with the inner frame B and is fitted to the outer frame A by means of a binding metal H. A side slip preventive claw 7 provided with a plate spring 8 brought into an elastic contact with the tire D is fitted to the inner frame B, and the preventive claw 7 is made movable up and down by means of an expansion spring E. According to this constitution, in case a side slip occurs while running on a frozen road surface, the side slip preventive claw 7 bites in the frozen road surface, thus the side slip can be prevented effectively.

0) US2004028907A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

75) Family number: 28534227 (US2004028907A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US20010012136 20011130 US20030371754 20030221 US20040751823 20040105

Family:

Publication number	Publication date	Application number	Application date
EP1316419 A2	20030604	EP20020258262	20021129
EP1316419 A3	20040128	EP20020258262	20021129
US2004028907 AA	20040212	US20030371754	20030221
US2004142176 AA	20040722	US20040751823	20040105
US7318958 BB	20080115	US20040751823	20040105
US7410700 BB	20080812	US20030371754	20030221

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** GEN ELECTRIC ; SABIC INNOVATIVE PLASTIC IP B

Assignee(s): SABIC INNOVATIVE PLASTIC IP B V ; SABIC INNOVATIVE PLASTIC IP BV ; SABIC INNOVATIVE PLASTICS IP BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** WANG HUA

Agent(s): CANTOR COLBURN LLP

Designated states: AT BE BG CH CY CZ DE DK EE ES FI FR GB GR IE IT LI LU MC NL PT SE SK TR

International class (IPC 8–9)**:** B12B27/36 B27B27/36 B32B27/08 B32B27/36 C08G18/28 C08G18/32 C08G18/69 C09D169/00 C09D175/14 C09J175/04 (Advanced/Invention); B32B27/08 B32B27/36 C08G18/00 C09D169/00 C09D175/14 C09J175/04 (Core/Invention)

International class (IPC 1–7)**:** B32B15/04 B32B17/06 B32B27/00 B32B27/08 B32B27/36 B32B27/40 C09D169/00 C09J175/04

CPC: Y10T428/24942 Y10T428/31507 Y10T428/31551 Y10T428/31504 Y10T428/31678 B32B27/36 B32B27/08 C08G18/289 C08G18/3271 C08G18/69 C09D169/005 C09D175/14 C09J175/04

European class: B32B27/08 B32B27/36 C08G18/28D8N C08G18/32C C08G18/69 C09D169/00B C09D175/04 C09D175/14 C09J175/04

US class: 264/176.1 264/219 428/212 428/411.1 428/412 428/412P 428/423.1 428/423.100S 428/426 428/426S 428/457 428/457S

Classification Explorer

Cited documents: WO6100664, WO03047857 A1, WO0061664 A1, US6617398 BB, US6572956 BA, US6538065 BA, US6306507 BA, US6180195 BA, US6180195 B1, US5103336 A, US5030505 A, US5001193 A, US5001000 A, US4992322 A, US4931364 A, US4925939 A, US4786692 A, US4643937 A, US4576842 A, US4506085 A, US4506065 A, US4503121 A, US4487896 A, US4335187 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4131575 A, US4123436 A, US4018750 A, US3989672 A, US3965057 A, US3899496 A, US3806486 A, US3791914 A, US3764457 A, US3505160 A, US3503779 A, US3492261 A, US3460961 A, US3444412 A, US3444129 A, US3391054 A, US3334154 A, US3309261 A, US3207814 A, US3169121 A, US3153008 A, US3030331 A, US3028365 A, US2999835 A, US2901466 A, US2003175488 AA, JP1199841 A2, JP1141735, EP1316419 A2,

Forward Citations: WO16178002, WO13116401, WO13116401, WO13013132, WO11117269, WO08142453, WO08088336, WO06020047, WO06019799, WO06019799, WO05118287, WO05105439, WO05072959, WO05072958, WO05037545, WO05037545, WO05000582, WO04085102, WO04085102, USRE45802, USD619477, US9698129, US9675443, US9616457, US9604808, US9604251, US9535268, US9474192, US9429140, US9422964, US9394882, US9314938, US9233513, US9195075, US9193214, US9134546, US9110310, US9102111, US9079374, US9039209, US9017759, US8906987, US8876483, US8865261, US8734909, US8691340, US8664307, US8475905, US8288949, US8252424, US8088848, US8057903, US7854985, US7691304, US7686998, US7686997, US7659007, US7641758, US7524447, US7514147,

US7410700, US7270882, US7153576, US7132167, US7060217, US2015151519, US2014248106, US2013215378, US2013011668, US2011223342, US2011094664, US2011023548, US2010277055, US2010092720, US2010015456, US2010009207, US2009208756, US2009011213, US2008299354, US2008265308, US2008264561, US2008166569, US2008160298, US2008119618, US2008119597, US2008119596, US2008026721, US2007231576, US2007116959, US2007116903, US2006115645, US2005266232, US2005158561, US2005158554, US2005074620, US2004254298, US2004253428, US2004175593, US2004166323, US2003175488, TWI477469, TWI325817, EP1698457, EP1607426, EP1607426, EP1547764, CN105230393, CN102821941, CN102482135, CN102482135, AU2008252612, AU2003272700,

Abstract:
Source: US2004028907A Disclosed are weatherable multilayer articles comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) a substrate layer, wherein the coating layer is in contiguous superposed contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for making the multilayer article.

0) DE2025520B2 – AUTOMATIC FITTING SNOW TRACK FOR TYRE – WITH AU...

76) Family number: 507528 (DE2025520B2) © PatBase

Title: AUTOMATIC FITTING SNOW TRACK FOR TYRE – WITH AUTOMATIC CLAMPS TO FIT LEADING EDGE OF TRACK TO TYRE

Priority: DE19702013379 19700320 DE19702025520 19700526

Family:

Publication number	Publication date	Application number	Application date
DE2013379 A1	19711209	DE19702013379	19700320
DE2013379 B2	19731115	DE19702013379	19700320
DE2013379 C3	19740606	DE19702013379	19700320
DE2025520 A1	19720203	DE19702025520	19700526
DE2025520 B2	19751113	DE19702025520	19700526
DE2025520 C3	19760616	DE19702025520	19700526

Probable Assignee: BLOD THEODOR

Assignee(s):(std)**:** BLOD THEODOR

Assignee(s): BLOD THEODOR 7740 TRIBERG

Inventor(s):(std)**:** BLOD THEODOR

Inventor(s): BLOD THEODOR 7740 TRIBERG

International class (IPC 8–9)**:** B60C27/14 B60C27/16 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60C27/06 B60C27/14 B60C27/16 B60C27/20

CPC: B60C27/145 B60C27/16 B60C27/20

European class: B60C27/14F B60C27/16 B60C27/20

Classification Explorer

Forward Citations: WO15164099, WO10049558, US4224972, ES2343344, DE19802543, DE102011008411, CN103317984,

Abstract:
Source: DE2025520B2 The snow tack is made up of an elastic band to encircle the tyre, with a pattern of grip teeth fitted to the band. The track is normally housed in a special container on the car and is released by a dashboard control. This feeds the track towards the tyre, which is rotating slowly. The leading edge of the track is fitted with hinged clamps which grip the tyre by swinging into an upwards position i.e. towards the hub. A special coupling pad is fitted to the rear of the band, extending over the leading edge so that the trailing edge is automatically clipped in place. Extra security can be obtained by fitting a clamp after the track is in place.

0) GB763593A – IMPROVEMENTS IN AND RELATING TO STRAIGHT BAR KN...

77) Family number: 19511104 (GB763593A) © PatBase

Title: Improvements in and relating to straight bar knitting machines

Priority: GB19550017398 19530128

Family:

Publication number	Publication date	Application number	Application date
GB763593 A	19561212	GB19550017398	19530128

Probable Assignee: COTTON LTD W

Assignee(s):(std)**:** COTTON LTD W

Assignee(s): WILLIAM COTTON LIMITED

Inventor(s):(std)**:** MCCARTHY PATRICK GIDEON ; WINFIELD DENIS

International class (IPC 8–9)**:** D04B11/00 (Advanced/Invention)

International class (IPC 1–7)**:** D04B15/30

CPC: D04B11/00

European class: D04B11/00

Classification Explorer

Abstract:
Source: GB763593A 763,593. Knitting–machines. COTTON, Ltd., W. July 3, 1953 [Jan. 28, 1953], No.17398/55. Divided out of 763,591. Class 74 (2). A straight–bar machine comprising a number of divisions and a central non–knitting division having control mechanism as disclosed in Specification 763,591 has two lead screws 81, 82, for controlling the right– and left–hand selvedge fashioning points of each division, disposed in the central non–knitting division such that they overlap one another. The lead screws may be connected to screws 79, 80 for controlling the main carrier drive. Auxiliary lead screws 85, 86 are also provided for controlling additional fashioning points, these latter lead screws overlapping the main lead screws 81, 82 and being in alignment with each other. The screws 85, 86 are also coupled with the carrier drive mechanism 31. Specifications 628,527, 742,650 and 742,655 also are referred to.

0) GB329735A – IMPROVEMENTS IN MACHINES FOR FORMING CONTAINERS...

78) Family number: 29548818 (GB329735A) © PatBase

Title: Improvements in machines for forming containers from plastic material

Priority: GB19290007667 19290308

Family:

Publication number	Publication date	Application number	Application date
GB329735 A	19300529	GB19290007667	19290308

Probable Assignee: FRED WALES MCARDLE

Assignee(s):(std): FRED WALES MCARDLE

International class (IPC 8–9): D21J3/00 (Advanced/Invention); D21J3/00 (Core/Invention)

International class (IPC 1–7): D21J3/00

CPC: D21J3/00

European class: D21J3/00

Classification Explorer

Abstract:
Source: GB329735A Moulding pulp.–In a machine for forming receptacles such as caskets, baths, c. from wood or other liquid pulp having a foraminated former 38 and platens 26, 27, 28 movable towards and awav from the former the platens are each actuated by a separate hydraulic ram and toothed gearing connects all the rams so that the platens are uniformly advanced, depositing walls of equal thickness. The foraminous former 38 is surrounded at the sides and top by perforated platens 26, 27, 28 slidable in chambers 23, 24, 25 and operated by rams 30, 31, 32 secured to the bed–plate 20 and cover plate 21. Racks 57 rigid with the rams mesh with pinions 53 56 on shafts 45 48 operatively connected by bevel gears 49, 50, 51 and a countershaft 52. The pulp valve A adapted for continuous circulation of the pulp comprises a seating 66, Fig. 5, secured to the wall of the chamber 25, a casing 65 supplied with pulp through a pipe 67 and a return pipe 68 through which the pulp may pass back to the source of supply when the plunger valve 70 closes the entrance to the chamber 25 as shown. The valve may be shifted by a handle 79 to close the return pipe 68 and allow the full capacity of the inlet pipe 67 to discharge into the chambers 25, 24, 23. After the shell has been formed and the platens 26, 27, 28 retracted the supporting platen 33 is freed from locking connection with the bed plate 20 by retracting bars 34 from grooves 340 in the bed plate, the bars 34 being linked to crank plates 35, Fig. 4, linked to a plate 36 operated by a lever 37. A three–way valve 89 is then turned to permit the hydraulic ram 86 carrying the supporting platen 33 to descend, the water from the cylinder escaping through a pipe 90 to the waste main 44. During the descent a stripper 39 on which the formed shell B rests engages ledges 103 on opposite frames 102, Fig. 8, the ram with the platen 33 and foraminous former 38 continuing to descend, and as it reaches its lowest position a pawl 170, Fig. 11, on the platen engages a lever 174 to turn a valve 147, starting 'the transferring mechanism. As soon as the former 38 has descended clear of the path of movement of the stripper 39 the operator lays a wooden rack C on the shell B, which has been moulded bottom upwards. The valve 147 supplies water from the hydraulic pressure main to a cylinder 141 in which reciprocates a ram 140 connected with parallel radius levers 95, 96 pivoted to beams 100 carrying pivotally at 104 the frames 102. Normally the lever 95 rests against an abutment 106 and at the start of the swinging movement the arm 112, Fig. 8, of a dog 107 pivoted at the lower corner of the frame 102 leaves a stop 115 allowing it to be turned by a spring 114 to clamp the stripper 39 to the frame 102. A link 110 connects the dog 107 to a similar dog 109 at the other side of the frame which is thus also operated to clamp the stripper 39. As the swinging movement continues a lever 122 pivoted to the frame 102 is turned by a swinging abutment 127 into a horizontal position operating through links 121 dogs 116, 118 having blades 125 to clamp the wooden rack C to the shell B. In the clamping position the lever 122 and links 121 are in dead–centre position. Rigid with the trunnion 104 of the frame 102 is a three–armed element 130 the arms of which successively engage abutments 131, 132 on the standard 99 to rotate the frames 102 with their load through 180 at the end of the swinging movement. A stop 134 on the support or truck 133 acts on the left–hand lever 121 to release the dogs 116, 118, depositing the rack C and shell on the support. The motion of the radius arms 95, 96 is then reversed, the valve 147 being turned to reverse the ram 140 by a link 155 pivoted to an arm 154 rigid with the shaft 97 of the radius arm 95. In the return movement the element 130 reverses the frame 102, the lever 122 swings the abutment 127 about its pivot and the stop 115 finally releases the dogs 107, 109. The valve 89 is then turned to raise the supporting platen 33 which in its upward movement picks up the stripper 39 from the ledges 103 and when returned to the normal position is locked by operating the lever 37. The return movement of the radius arms also closes the valve 147 by a link 156 pivoted to the arm 154. During the upward movement of the platen 33 the pawl 170 swings past the lever 174 of the valve 147. The reversing valve 147 is always turned in the same direction, the links 155, 156 being provided with pawls 149, 150 acting on a ratchet wheel 148 rigid with the valve plug and the lever 174 being duplicated at the opposite side, at 174<a>. To continue the swing of the radius arms 95, 96 when the ports in the valve 147 have been closed, the movement of the slotted lever 164 connected to the ram stem 160 is transmitted to the shaft 97 through springs 168 between extensions 167 of the lever 164 and a

projecting lug 166 on the shaft 97. The springs 168 also cushion the parts at the ends of the travel. To prevent rocking of the frame 102, a leaf spring on the beam 100 bears against the frame. The truck or support 133 may be transferred to a drying kiln. The rams 30, 31, 32 are returned –to starting position by a counterweight 60 on a cable 59 secured to a sheave 58 on one of the gear shafts.

0) DE102007022498A1 – SHIP E.G. FERRY SHIP, YACHT I.E. SPEED YACHT, O...

79) Family number: 42513721 (DE102007022498A1) © PatBase

Title: SHIP E.G. FERRY SHIP, YACHT I.E. SPEED YACHT, OR BOAT I.E. RECREATIONAL BOAT, DESIGN FOR E.G. TOWING KITE DRIVE, HAS TWO BOOMS ARRANGED EITHER ALTERNATIVELY OR EQUILATERALLY, WHERE BOOMS ARE TEMPORARILY CONNECTABLE WITH EACH OTHER IN PAIR

Priority: DE200710022498 20070514

Family:

Publication number	Publication date	Application number	Application date
DE102007022498 A1	20081120	DE200710022498	20070514

Probable Assignee: MEYER FLORIAN

Assignee(s):(std)**:** MEYER FLORIAN

International class (IPC 8–9)**:** B63H19/00 B63H9/04 (Advanced/Invention); B63H19/00 B63H9/00 (Core/Invention)

CPC: B63B1/10 B63B2001/102 B63B2001/205 B63H9/0685

European class: B63B1/10 B63H9/06E L63B1/10A L63B1/20M1

Classification Explorer

Cited documents: DE10142447, AT272127 B,

Forward Citations: EP2298637,

Abstract:
The design has two booms arranged either alternatively or equilaterally, where the booms are temporarily connectable with each other in a pair as well as variable. Multiple sliding guides are fastened between the booms and a hull side, where the sliding guides are alternatively regulatable in a potential manner. The two booms are elongated and located opposite to a boom hull. A kite e.g. towing kite, is connected in a top deck of an e.g. ferry ship, in a distant height and range with a rope, where the rope is specifically adjustable in the length and force.

0) FR1465990A – PROCEDE ET DISPOSITIF POUR LA FABRICATION DE SA...

80) Family number: 22000350 (FR1465990A) © PatBase

Title: PROCEDE ET DISPOSITIF POUR LA FABRICATION DE SACS A POIGNEES METHOD AND DEVICE FOR PRODUCING A BAG HANDLES (Machine translation)

Priority: FR19660047412 19660127

Family:

Publication number	Publication date	Application number	Application date
FR1465990 A	19670113	FR19660047412	19660127

Probable Assignee: WINDMOELLER AND HOELSCHER

Assignee(s):(std): WINDMOELLER AND HOELSCHER

Assignee(s): WINDMOLLER AND HOLSCHER

International class (IPC 8–9): A45C3/04 B29C65/02 B29C65/22 B29C65/74 B31B19/86 (Advanced/Invention); A45C3/00 B29C65/02 B29C65/18 B29C65/74 B31B19/00 (Core/Invention)

International class (IPC 1–7): B29C24/00

CPC: B29C65/222 B29C65/226 B29C65/228 B29C66/47 A45C3/04 B29C65/02 B29C65/74 B29C66/1122 B29C66/80 B29L2031/463 B29L2031/7128 B31B2219/9077 B29C66/818 B29C66/474 B29C66/4312 B29C66/83221 B29C66/0042

European class: A45C3/04 B29C65/02 B29C65/22 B29C65/74 B29C66/1122 B29C66/43 B29C66/47 B29C66/80 B31B19/86 L29L31/46B L29L31/7128 L31B219/90K1

Classification Explorer

Forward Citations: FR2807367, EP1145826,

Abstract:
Source: FR1465990A 1 Procede pour la fabrication de sacs a provisions en materiau soudable avec une paire de poignees fixees par soudage a l'extremite ouverte et un joint de soudure fermant le fond, caracterise en ce qu'une feuille en gaine continue en materiau soudable se deplace en avant suivant un mouvement de preference intermittent et recoit des lignes de perforation transversales dans les zones prevues pour les orifices de remplissage des sacs, en ce qu'ensuite des poignees sont fixees par soudage sur la feuille en gaine des deux cotes de celle–ci, de telle sorte que, dans chaque poignee, l'element de prehension se trouve, par rapport a l'emplacement de soudage, de l'autre cote de la ligne de perforations correspondante, en ce qu'ensuite le premier segment de feuille en gaine est separe par dechirement le long des lignes de perforations et en ce qu'enfin le nouvel orifice de gaine qui en resulte et qui n'est plus recouvert par les elements de prehension des poignees est ferme par soudage. 20 Dispositif adapte a la mise en oeuvre d'un tel procede caracterise par un dispositif d'avancement de feuille travaillant par intermittence, un dispositif de perforation transversale, deux dispositifs d'alimentation en poignees, disposes derriere le dispositif de perforation transversale dans le sens de deplacement de la feuille, places respectivement de part et d'autre de la feuille et mettant en place chacun une poignee de chaque paire, un dispositif de soudage pour la fixation par soudage des poignees comportant une plaque de contre–pression maintenue a l'interieur de la feuille en gaine et deux outils de serrage venant s'appliquer de part et d'autre contre la feuille, un dispositif de soudage pour fermeture par soudage de l'orifice, de la feuille en gaine et un dispositif d'evacuation pour separer de la feuille, par dechirement, les sacs a provisions finis successifs et en assurer l'acheminement ulterieur. 3" Un tel dispositif, remarquable, en outre, par les points suivants, pris isolement ou en combinaison a. Les dispositifs d'alimentation en poignees se composent de magasins a poignees avec poussoirs automatiques b. Chacun des dispositifs d'alimentation en poignees se compose d'une roue en forme de roue a chaine, a mouvement intermittent, assurant l'avancement d'une bande formee de poignees raccordees les unes aux autres par de minces barrettes de raccordement, et une lame destinee a separer de la bande la poignee a fixer par soudage est associee a chacun des outils de serrage mobiles. 40 Dispositif de soudage faisant partie d'un tel ensemble, destine a fixer par soudage des pieces en materiau thermoplastique sur la face exterieure de feuilles en gaine de materiau thermoplastique, avec une plaque de contre–pression maintenue fixe a l'interieur de la feuille en gaine et au moins un outil de serrage venant s'appliquer de l'exterieur contre la feuille en gaine et contre la piece a fixer par soudage, caracterise en ce que la plaque de contre–pression renferme une tringle de soudage et en ce qu'il est prevu a l'outil ou aux outils de serrage deux aiguilles reliees chacune a un pole d'une source de courant de chauffage qui, apres avoir perce la feuille en gaine, penetrent dans des douilles de contact de forme voulue prevues dans la plaque de contre–pression. 50 A titre de nouveaux produits industriels, les sacs a poignees obtenus par la mise en oeuvre du procede et des dispositifs decrits. 1 Process for the manufacture of bags has provisions in weldable material with a pair of handles fixed by welding the open end and a solder joint closing the bottom, characterizes in a continuous tubular film material weldable moves forward in a movement of intermittent preference and receives transverse lines of perforation in the holes provided for in bag filling areas that then the handles are fixed by welding to the leaf sheath on both sides of thereof, so that in each handle, the handle is located, relative to the

place of welding, the other side of that line of perforations, in that subsequently the first segment leaf sheath is separated by tearing along the perforation lines and finally the new sheath port that resulted, and which is not covered by the elements of gripping the handles are closed by welding. 20 device adapts to the implementation of such a process characterized by a sheet feeding device working intermittently, a device cross perforation, two feeders handles, which run behind the device in the direction transverse perforation of movement of the sheet, places respectively on both sides of the sheet and setting up each a handful of each pair, a welding device for attachment by welding handles with plate against pressure maintained at the interior of the tubular film and both clamping tools being applied to both sides against the foil, a welding device for welding the closure orifice of the tubular film and a discharge device for separate sheet, by tearing the bags has finished successive provisions and ensure delivery LATER. 3 "Such a device, remarkable, moreover, by the following, taken alone or in combination.'s Supply handles devices consist of stores with automatic push handles b. Each of the feeders are handles consists of a wheel−shaped wheel chain, has intermittent movement, ensuring the progress of a trained band handles connected to each other by thin terminal strips, and destiny blade separate the handle of the band is fixed by welding is associated with each of the movable clamping tools. welding device 40 as part of such an assembly, intended to fix by welding parts in thermoplastic material on the outer surface of leaves sheath thermoplastic material with a against pressure plate held fixed in the interior of the leaf sheath and at least one clamping tool which is applied from the outside against the leaf sheath and against the piece to be fixed by welding, in that characterizes the against pressure plate includes a rod−welding and in that it is provided on the tool or tools needles each clamping both connected to one pole of a current source for heating, which, after having pierced the sheet sheath, penetrate into sockets contact form provided for in the desired plate against pressure. 50A as new industrial products, bags, handles obtained by the implementation of the process and described devices.

0) US2754780A – SEWING MACHINES

81) Family number: 30945336 (US2754780A) © PatBase

Title: SEWING MACHINES

Priority: 19511130 US19520322876 19521128

Family:

Publication number	Publication date	Application number	Application date
CH305084 A	19550215		19521129
GB751953 A	19560704	GB19510028197	19511130
US2754780 A	19560717	US19520322876	19521128

Probable Assignee: G E JONES AND SONS MACHINE PARTS

Assignee(s):(std)**:** BECKWITH HOLMES HIGGIN FRANCIS ; FRANCIS BECKWITH HOLMES HIGGIN ; G E JONES AND SONS MACHINE PARTS ; HOLMES HIGGIN FRANCIS BECKWITH

Assignee(s): G E JONES AND SONS MACHINE PARTS LIMITED ; G E JONES AND SONS MACHINE PARTS LTD

Inventor(s):(std)**:** BECKWITH HOLMES HIGGIN FRANCIS ; FRANCIS BECKWITH HOLMES HIGGIN ; LTD G E JONES SONS MACHINE PAR

Inventor(s): G E JONES AND SONS MACHINE PARTS LTD ; HOLMES HIGGIN FRANCIS BECKWITH

International class (IPC 8–9): D05B39/00 (Advanced/Invention); D05B65/00 (Advanced/Non–invention); D05B39/00 (Core/Invention); D05B65/00 (Core/Non–invention)

International class (IPC 1–7): D05B19/00 D05B33/00

CPC: D05B39/00 D05B65/00 D05D2209/04

European class: D05B39/00 N05B65/00 N05D209/04

US class: 112/118 112/270 112/470.09

Classification Explorer

Cited documents: US2609769 A, US2572635 A, US1942128 A, BE500092 A,

Forward Citations: US3828703, US3216380, US3174447, US3097617, US3084640,

Abstract:
Source: GB751953A 751,953. Sewing–machines. JONES and SONS (MACHINE PARTS), Ltd., G. E., and HUGGIN, F. B. HOLMES–. Dec. 1, 1952 [Nov. 30, 1951], No. 28197/51. Class 112. [Also in Groups XXIV and XXXV] The work is held on a carriage which is reciprocated, by a rotary cam, on a primary carriage moved along a guide by a rotary cam against the force of restoring means, the two carriages moving in mutually perpendicular paths and the two cams rotating uni–directionally in unison, each cam being formed in two separate relativelyadjustable halves so that the length of the effective portion may be varied. Means are provided for actuating the stitch–forming devices, and for controlling and cutting the threads at the end of an operation. The work may be trimmed during sewing. In the machine shown, for stitching together layers of material to form a collar, a clamp C, Fig. 4 (rear view), of the kind described in Specification 734,835, formed in the shape of the collar, is closed on the layers of material to be sewn and is then attached by locating–pins 90 and electromagnets 91 to a carriage 12 mounted on rollers between upper and lower rails 14 of a second carriage 11 which is guided on a fixed vertical rail 8 by means of a roller 16a engaging the rear face of the rail and a pair of grooved rollers engaging the front corner an anchorage 57, the pulleys 54, 56 being mounted in a block 41 sliding on a rail 42 provided with a follower roller 40 acted on by a cam 23; the anchorage 57 is formed by a lever which bears against an adjustable stop 60. The cam–shaft is driven through change–speed gears, to vary the rate of feed of the work, by an electric motor which also drives the other parts of the machine, and it also carries a cam 25 which imparts horizontal movements to the carriage 12 by means of mechanism 76, 80, 82 against the force of a spring 74 acting on a linkage 67, 69, 70 connecting the two carriages. The cams are removable from the shaft for interchanging with others of different form, and are secured by a hand–nut 31 and a locating–pin; in order to provide for stitching lines of similar form but different overall dimensions, each cam may be formed in two relatively–adjustable parts, such as 23a, 23b in Fig. 21, which shows the block 41 provided with two follower rollers 40a, 40b, for actuation successively by the two cam parts, the roller 40b being adjustable on the block 41 to suit the varying step between the two cam parts. A horizontal needle–bar is reciprocated in fixed guides by a crank on a shaft connected through an electromagnetic clutch with a shaft on the input side of the gearbox driving

the cams; a shaft 139, Fig. 4, connected by bevel gearing with the needle–bar shaft, carries a loop–taker 140 to co–operate with the needle in forming lock–stitches. Thread passes to the needle between two discs of a tension device pressed together by a spring in the usual way, and over take–up pins carried between two discs on the end of the needle–bar shaft; the flat end of a solenoid–actuated lever lies between the spring and the adjacent disc of the tension device, whereby the tension is released when the machine stops. The needle of the rail. The carriage 11 is urged upwards by a weight attached to it by chains passing over pulleys, and is moved downwards as required by a chain 50 passing over pulleys 51... 56 to and locking threads are cut at the end of a stitching operation by scissors comprising two blades 197, Fig. 18, formed on the upper end of a vertical lever 195 mounted on the carriage 12 and two pivoted blades 200, 202 biased to the open position by a spring 211; the movement of the carriage 12 near the end of the stitching carries the lever 195 into contact with a fixed member whereby the lever is rocked against the action of a spring to bring a nose 209 on the blade 200 into engagement with a lug on the work–clamp C, whereby the blade is given a closing movement which is also transmitted to the blade 202 by interengaging parts on the two blades. Operation of the machine is started by reversal of a manual switch which energizes a clutch in the main drive to start the movement of the cams 23, 25, whereupon a pin on one of the cams allows a mercury switch 158, Fig. 4, to reverse, thus energizing the needle–driving clutch and the magnets 91 securing the workclamp to the carriage. At the end of the stitching operation the carriage 11 engages the manual switch to restore it to its initial position, thus disconnecting the driving motor and energizing a brake to stop the motor; the pin on the cam restores the mercury switch 158, de–energizing the needle–driving clutch and the clampsecuring magnets and energizing the tensionrelease solenoid and an eddy–current brake (see Group XXXV) which stops the mechanism with the needle clear of the work and with the cam 23 clear of its follower roller so that the carriage 11 is allowed to return to its upper position under the action of its counterweight. In a modified arrangement of the machine, the layers of material are fed in continuous lengths, passing together over a roller at the top of the frame, this roller being movable endwise to allow for the lateral movement of the carriage 12; the work–clamp is permanently secured to the carriage, and its hand closing–levers are dispensed with, the magnets 91 being used to close it instead. According to the Provisional Specification, the cams may be actuated through an intermittent drive, so that the work is moved only when the needle is clear of it; the work may be fixed and the stitch–forming devices mounted on the carriage; the needle may be actuated by a cam from which the follower may be retracted, against a spring by a solenoid energized at the end of the stitching to carry the needle clear of the work, this solenoid being de–energized by insertion of the clamp into the carriage for a new operation; a number of switches may be arranged around the cams for actuation by a member on the latter to start and stop stitching in order to produce several disconnected sets of stitches in the work; the cam–follower which is not required to be effective at a given time may be retracted mechanically or electromagnetically under control of the cams; the needle carriage may have attached to it a trimming knife acting at each needle stroke to cut the work at an adjustable distance from the line of stitching; the workcarriage may be arranged in an inclined or horizontal plane; for a long line of stitching several cams operating successively may be used to avoid the need for very large cams, and the cams for transverse movement may move more slowly than the others so as to have the same effective length.

0) GB2221499A – BUOYANT ACCOMMODATION AND POWER GENERATING STRU...

82) Family number: 6535556 (GB2221499A) © PatBase

Title: Buoyant accommodation and power generating structure

Priority: GB19880018506 19880804

Family:

Publication number	Publication date	Application number	Application date
GB2221499 A1	19900207	GB19880018506	19880804
GB8818506 A0	19880907	GB19880018506	19880804
GB8822396 A0	19881026	GB19880022396	19880923
GB8901060 A0	19890315	GB19890001060	19890118

Probable Assignee: HERPAY DR ZOLTAN

Assignee(s):(std)**:** HERPAY DR ZOLTAN ; HERPAY Z ; HERPAY ZOLTAN

Assignee(s): DR ZOLTAN HERPAY

Inventor(s):(std)**:** HERPAY R ZOLTAN

Inventor(s): R ZOLTAN HERPAY

International class (IPC 8–9): F03B13/18 F03B17/06 (Advanced/Invention); F03B13/00 F03B17/00 (Core/Invention)

International class (IPC 1–7): F03B13/00

CPC: F03B13/181 F03B17/062 Y02E10/28 Y02E10/38

European class: F03B13/18B2 F03B17/06C Y02E10/28 Y02E10/38

Classification Explorer

Abstract:
Source: GB2221499A A buoyant structure comprises an anchored stator SRC surrounded by a rotatable ring of buoyant wings (SSW, SHW WW, DSW,DBW, BFW and BW, Fig. 2). Water flow acting upon the wings causes the ring to rotate thereby generating power. The structure is stated to function as a city and is serviced by floating roads NFR, SFR. Each road FR (Figure 1) is provided with breakwaters and wave power generators 13. The roads and structure can be used to span a stretch of water. Various functional details are disclosed.

0) US4811824A – HUB CLUTCH

83) Family number: 17122813 (US4811824A) © PatBase

Title: HUB CLUTCH

Priority: AU19870076763 19870811 JP19860151749U 19861002 JP19870015127U 19870204 JP19860188295 19860811

Family:

Publication number	Publication date	Application number	Application date
AU198776763 A1	19880218	AU19870076763	19870811
AU198930759 A1	19890615	AU19890030759	19890224
AU609048 B2	19910426	AU19870076763	19870811
AU609258 B2	19910426	AU19890030759	19890224
DE3726398 A1	19880310	DE19873726398	19870807
DE3726398 C2	19930121	DE19873726398	19870807
FR2602561 A1	19880212	FR19870011427	19870811
FR2602561 B1	19921218	FR19870011427	19870811
JP1732537 C3	19930217	JP19860188295	19860811
JP1888393 Y	19920723	JP19860151749U	19861002
JP1999316 Y	19940826	JP19870015127U	19870204
JP3013061 Y2	19910326	JP19860151749U	19861002
JP4017807 B4	19920326	JP19860188295	19860811
JP5014899 Y2	19930420	JP19870015127U	19870204
JP63043831 A2	19880224	JP19860188295	19860811
JP63057124 U1	19880416	JP19860151749U	19861002
JP63122134 U1	19880809	JP19870015127U	19870204
US4811824 A	19890314	US19870084082	19870811

Probable Assignee: TOCHIGI FUJI SANGYO KK

Assignee(s):(std)**:** TOCHIGI FUJI IND CO LTD ; TOCHIGI FUJI SANGYO KK

Assignee(s): TOCHIGI FUJI SANGYO KABUSHIKI KAISHA ; TOCHIGI FUJI SANGYO K K ; TOCHIGI FUJI SANGYO K K TOCHIGI JP

Inventor(s):(std)**:** KURIHARA SAKUO ; SAKUO KURIHARA

Inventor(s): KURIHARA SAKUO TOCHIGI JP

Agent(s): DAVIES COLLISON CAVE; DAVIES COLLISON CAVE PTY LTD

International class (IPC 8–9)**:** B60B27/04 B60K17/35 B60K23/08 F16D11/00 F16D11/04 F16D11/14 F16D41/22 F16D43/02 (Advanced/Invention); B60B27/00 B60K17/35 B60K23/08 F16D11/00 F16D41/00 F16D43/00 (Core/Invention)

International class (IPC 1–7)**:** B60B27/04 B60K17/02 B60K17/34 B60K17/354 B60K23/08 F16D11/00 F16D11/04 F16D41/22 F16D43/00 F16D43/02 F16D43/20 F16D43/21

CPC: Y10T403/10 B60K17/3515 F16D11/14 F16D43/02 F16D2011/008

European class: B60K17/35C F16D11/14 F16D43/02 R16D11/00D

US class: 192/35 192/54.2 192/67R 192/69.4 192/69.43 192/83 192/93A 192/95 403/1

Classification Explorer

Cited documents: US4718527 A, US4621717 A, US4620622 A, US4538714 A, US4438836 A, US4420069 A, US4343386 A, US4327821 A, US4291791 A, US4287972 A, US4282959 A, US4281749 A, US4269294 A, US4266646 A, US4238014 A, US4223772 A, US4007820 A, US3753479 A, US3442361 A, US3414096 A, US3124377 A, US2884101 A, US2684140 A, JP52077956 A2, EP0192341 A1,

Forward Citations: WO14172274, US9656548, US9649933, US9546696, US9511923, US9382951, US9182012, US8740021, US6607049, US6572508, US5908080, US5597058, US5520272, US5465819, US5394967, US4928804, US2014020490, US2012118917,

FR2610377, DE3803161, DE3803161, CN105283685, CN104895957, CN104895957, CN102518693, AU610967,

Abstract:
Source: US4811824A A hub clutch used for a four−wheel driving free−wheel device in which, when a knob for manual operation and mounted on a casing is set to an automatic position, a pawl portion of a retainer becomes disengaged with a cam surface defined by a boss portion of the knob so that the device operates in the automatic condition, while when the knob is rotated in a manual lock direction, the pawl portion is engaged by the cam surface of the knob and is cammed to a lock position. When the pawl portion is in the lock position, the device assumes a manually locked state so that a drive gear and a clutch ring are maintained in an engaged condition with each other and stationary system members are separated from rotating system members. Accordingly, no contact force is applied to stationary system members when in the manually locked state.

0) FR1255814A – COMPTEUR DE STATIONNEMENT PARKING METER (MAC...

84) Family number: 20929150 (FR1255814A) © PatBase

Title: COMPTEUR DE STATIONNEMENT PARKING METER (Machine translation)

Priority: FR19600825885 19600430

Family:

Publication number	Publication date	Application number	Application date
FR1255814 A	19610310	FR19600825885	19600430

Inventor(s):(std)**:** PAIN MICHEL

International class (IPC 8–9)**:** G04C3/04 G04F8/00 G07C1/30 (Advanced/Invention); G04C3/00 G04F8/00 G07C1/00 (Core/Invention)

International class (IPC 1–7)**:** G04C3/04 G04F9/02

CPC: G04C3/04 G04F8/003 G07C1/30

European class: G04C3/04 G04F8/00B G07C1/30

Classification Explorer

Abstract:
Source: FR1255814A (Claim 1) 1. Compteur de stationnement caracterise par des dispositifs tels que mecanisme d'horlogerie relie a un totalisateur, ces dispositifs pouvant etre mis en fonctionnement a l'instant desire de maniere a indiquer le temps pendant lequel un vehicule a ete en stationnement depuis l'instant ou on a place le compteur sur ce vehicule.

Machine translation: (Claim 1) 1. Parking meter characterized by features such as clock mechanism connects a totalizer, these devices can be operated at the instant of desire so as to indicate the time during which a vehicle was parked for the moment or it a square meter on this car.

85) Family number: 30161462 (US2002018009A) © PatBase

Title: System and method of preventing aircraft wing damage

Priority: US20000203564P 20000511 US20010854028 20010511 US20020245909 20020915 US20020394160P 20020701 US20030612225 20030701 US20030612221 20030701 US20070700704 20070130 US20030612686 20030701 US20040909106 20040730 US20030612777 20030701

Family:

Publication number	Publication date	Application number	Application date
US2002018009 AA	20020214	US20010854028	20010511
US2004004559 AA	20040108	US20030612777	20030701
US2004012613 AA	20040122	US20030612686	20030701
US2004056779 AA	20040325	US20030612225	20030701
US2005007257 AA	20050113	US20040909106	20040730
US2007140095 AA	20070621	US20070700704	20070130
US6486798 BB	20021126	US20010854028	20010511
US6963293 BA	20051108	US20020245909	20020915
US7198341 BA	20070403	US20030612221	20030701

Probable Assignee: RASTAR CORP

Assignee(s):(std)**:** RAST RODGER H ; RASTAR CORP

Inventor(s):(std)**:** RAST RODGER H

Inventor(s): RAST RODGER

Agent(s): RODGER H RAST; RASTAR CORP; RODGER H

International class (IPC 8–9)**:** B41J3/00 B63B22/16 B64D47/04 B65D1/02 B65D5/54 G02B27/01 G06F3/00 G06F3/01 G06F3/02 G06F3/023 G06F3/033 G06F3/048 G06T5/00 G08G5/06 G09B21/00 G09G5/00 G11B27/10 G11B7/24 H04N7/14 (Advanced/Invention); H04N1/10 H04N1/193 (Advanced/Non–invention); B41J3/00 B63B22/00 B64D47/00 B65D1/02 B65D5/54 G02B27/01 G06F3/00 G06F3/01 G06F3/02 G06F3/023 G06F3/033 G06F3/048 G06T5/00 G08G5/00 G09B21/00 G09G5/00 G11B27/10 G11B7/24 H04N7/14 (Core/Invention); H04N1/10 H04N1/191 (Core/Non–invention)

International class (IPC 1–7)**:** B64D47/06 G06T11/60 G08B5/22 G08G3/00 G08G5/04 H03K17/94 H03M11/00 H04N7/14

CPC: B64D47/04 G08G5/0021 G08G5/065 G02B27/017 B41J3/4071 B41J3/4076 G09F3/00 B63B22/16 B63B22/163 B63B22/166 G11B27/105 H04N7/147 H04N21/4223 H04N21/4622 H04N21/47205 H04N21/4788 G06F3/002 G06F3/012 G06F3/0202 G06F3/021 G06F3/0219 G06F3/0233 G06F3/03549 G06F3/04892 G09B21/002 G09B21/006 H04N1/1017 H04N1/193 H04N2201/0422

European class: B41J3/407C B41J3/407N B63B22/16B B64D47/04 B65D1/02D3 B65D5/54 G02B27/01C G06F3/00B G06F3/00B8D G06F3/01B2 G06F3/023A4 G06F3/023A5 G06F3/023M G06F3/02A G06F3/02A3 G06F3/02A5 G06F3/033Z8D4 G06F3/0354T G06F3/0489C G08G5/00B2 G08G5/06E G09B21/00B2 G09B21/00B4 G09F3/00 G11B27/10A1 H04N21/4223 H04N21/462S H04N21/472E H04N21/4788 H04N7/14A3 T04N1/10F2 T04N1/193 T04N201/04B9

US class: 340/435 340/815.45 340/815.450P 340/932.2 340/945 340/946 340/958 340/961 340/981 340/983 340/983S 340/985 341/22 341/22S 341/34 341/34P 345/179 345/632 345/632P 347/4 348/14.01 348/14.010S 348/E7.081 348/E70.81S 362/470 369/275.2 G9B/27.019 G9B/27.019S

Classification Explorer

Cited documents: US6994459 BB, US6963293 BA, US6912313 BB, US6908702 BB, US6798834 BA, US6756695 BB, US6753830 BB, US6525668 BA, US6486798 BB, US6439752 BA, US6400285 BA, US6278382 BA, US6011493 A, US5982299 A, US5824978 A, US5740267 A, US5719568 A, US5315296 A, US5311175 A, US5065687 A, US4916445 A, US4717991 A, US4527158 A, US4495549 A, US4367514 A, US4352023 A, US4151051 A, US3235838 A, US2003107760 AA, US2003037335 AA, US2003004772

AA, US2002198732 AA,

Forward Citations: WO16015089, WO14179164, WO14047630, WO14047630, WO13096572, WO11151811, WO11095660, WO10141043, WO09075648, WO07117470, WO07117470, WO07087016, WO07061913, WO06123333, WO06123332, WO06121939, WO06121939, WO06082266, USD778753, USD778752, USD706208, USD564111, USD561235, US9677893, US9677738, US9669944, US9659336, US9656400, US9639722, US9624900, US9606234, US9591264, US9582987, US9581997, US9581692, US9575174, US9568355, US9566911, US9560843, US9560309, US9550453, US9518830, US9503685, US9489086, US9472109, US9471063, US9469416, US9454270, US9431189, US9407524, US9400593, US9390424, US9367097, US9350183, US9322908, US9313379, US9288088, US9282287, US9262800, US9246960, US9243950, US9239288, US9229101, US9227732, US9210377, US9207675, US9207319, US9203243, US9154893, US9135830, US9134338, US9129460, US9129159, US9110590, US9110499, US9108709, US9104260, US9098998, US9098083, US9092033, US9091762, US9090341, US9090326, US9082299, US9069390, US9068838, US9067565, US9052717, US9050527, US9035600, US9013507, US8992225, US8983768, US8982944, US8977250, US8976709, US8963702, US8958942, US8956023, US8956022, US8928463, US8890717, US8890673, US8823739, US8820683, US8803710, US8762866, US8736680, US8698016, US8694020, US8692655, US8665138, US8659439, US8643603, US8630768, US8624953, US8620354, US8599368, US8583511, US8566984, US8564456, US8553501, US8552834, US8521828, US8521601, US8517579, US8514181, US8493323, US8489213, US8487995, US8475162, US8473835, US8469019, US8424048, US8423487, US8419434, US8419433, US8358211, US8342847, US8332661, US8323026, US8289191, US8264377, US8233838, US8233028, US8228364, US8223187, US8193768, US8175382, US8165282, US8139026, US8132629, US8123377, US8117695, US8104123, US8081214, US8078235, US8077179, US8044989, US8015725, US8006904, US8006406, US7996551, US7971368, US7952329, US7940024, US7932838, US7921577, US7882172, US7839293, US7835371, US7772802, US7755515, US7752980, US7706576, US7689913, US7602081, US7598901, US7579269, US7564476, US7549581, US7527198, US7526378, US7460150, US7457582, US7434970, US7419101, US7397932, US7394356, US7391338, US7357333, US7355302, US7350716, US7314296, US7248167, US7227567, US7187462, US6995662, US6963293, US6926199, US6897781, US6853313, US2017082455, US2017069324, US2016332729, US2016280368, US2016132318, US2016035193, US2016001705, US2015378361, US2015278969, US2015269847, US2015213721, US2015061375, US2014361887, US2014358009, US2014316586, US2014240150, US2014213359, US2014125476, US2013345906, US2013321193, US2013321192, US2013293396, US2013278445, US2013254665, US2013215722, US2013212694, US2013110323, US2013100688, US2013048793, US2013041526, US2013002823, US2012256765, US2012253555, US2012239205, US2012223961, US2012161697, US2012134236, US2012133729, US2012075192, US2012019444, US2012013272, US2011254725, US2011251982, US2011241926, US2011211810, US2011198997, US2011145739, US2011136476, US2011126823, US2011126822, US2011125976, US2011125708, US2011104488, US2011095896, US2011044605, US2011040655, US2010309971, US2010302072, US2010219988, US2010218405, US2010171705, US2010153850, US2010148967, US2010123599, US2010103628, US2010081452, US2010064371, US2010062754, US2010057229, US2010046241, US2010017818, US2010001863, US2009300845, US2009289804, US2009259689, US2009259688, US2009259687, US2009258332, US2009258331, US2009251530, US2009218985, US2009213218, US2009207248, US2009077592, US2009070476, US2009063084, US2009046157, US2009027479, US2008319561, US2008297323, US2008279467, US2008278325, US2008275630, US2008272915, US2008270230, US2008263889, US2008262670, US2008258931, US2008258679, US2008255722, US2008230610, US2008181376, US2008158012, US2008144610, US2008136895, US2008129116, US2008095443, US2008094258, US2008062011, US2008061978, US2008060216, US2008047160, US2008034321, US2008030360, US2008028633, US2008017426, US2007268824, US2007241918, US2007169267, US2007163472, US2007157376, US2007156337, US2007139181, US2007136694, US2007132664, US2007114223, US2007064525, US2007056871, US2007035664, US2007023210, US2007008322, US2006287829, US2006277462, US2006255123, US2006255122, US2006247831, US2006208925, US2006197538, US2006184295, US2006125786, US2006121893, US2006097858, US2006054693, US2006046707, US2006026626, US2006026255, US2006023685, US2005246078, US2005201112, US2005138857, US2005122727, US2005109828, US2005078947, US2005058435, US2005007257, US2004222902, US2004208499, US2004198081, US2004189475, US2004164958, US2004113815, US2004113791, KR101069675, KR100945065, JP5599598, JP2012507434, JP2010120631, JP2009532988, ITMO20130176, ES2376935, ES2257970, EP3095710, EP2859399, EP2701115, EP2669706, EP2669706, EP2549329, EP2549329, EP2187372, EP2019550, EP2008367, EP2008367, EP1983751, DE102005047332, CN105899337, CN104334453, CN104054115, CN102725750, CN102525781, CN102375545,

AU2007235464, AU2007231680,

Abstract:
Source: US2002018009A An apparatus and method for tracking aircraft wingtip position during taxi operations to prevent collisions with nearby obstructions. A patterned illumination source is attached proximal the wingtips to project a readily discernable target pattern in the direction of taxi travel. At least a portion of the target pattern is reflected off of any obstructions that lie in the straight−line direction of travel, such that the pilot can maneuver to avoid striking the obstruction. By way of example, the patterned illumination source comprises a laser module positioned with the navigation and/or strobe light of the aircraft that is configured to project a circular pattern in front of the wingtip. The device may be retrofitted to existing aircraft without additional wiring with the control of activation being selectable via power cycling of existing aircraft lighting controls.

0) EP1007320B1 – METHODS FOR MANUFACTURING MOLDED SHEETS HAVING ...

86) Family number: 33376296 (EP1007320B1) © PatBase

Title: METHODS FOR MANUFACTURING MOLDED SHEETS HAVING A HIGH STARCH CONTENT

Priority: US19960631676 19960409 WO1997US05794 19970409

Family:

Publication number	Publication date	Application number	Application date
AT299793 E	20050815	AT19970922292T	19970409
AU199728005 A1	19971029	AU19970028005	19970409
AU712982 B2	19991118	AU19970028005	19970409
BRPI9710428 A	19990817	BR1997PI10428	19970409
CA2248982 AA	19980915	CA19972248982	19970409
CA2248982 C	20020730	CA19972248982	19970409
DE69733779 D1	20050825	DE19976033779	19970409
DE69733779 T2	20060524	DE19976033779T	19970409
EP1007320 A1	20000614	EP19970922292	19970409
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Probable Assignee: E KHASHOGGI IND LLC

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Assignee(s): E KHASHOGGI IND LLC ; ONG SHAODE ; HODSON SIMON K ; ANDERSON PER J ; CHRISTENSEN BRUCE J ; E KHASHOGGI IND

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Agent(s): FISHER ADAMS KELLY; FISHER ADAMS KELLY PTY LTD; FISHER ADAMS KELLY CALLINANS; CASSAN MACLEAN

Designated states: AM AT AZ BE BY CH DE DK ES FI FR GB GR IE IT KE LI LU MC NL PT SD SE SZ

International class (IPC 8–9)**:** B05B11/00 B05C5/02 B27N3/00 B28B1/00 B28B1/52 B28B11/00 B28B23/00 B28B3/12 B28B3/20 B29C43/00 B29C43/06 B29C43/08 B29C43/22 B29C43/24 B29C43/34 B29C43/46 B29C44/04 B29C45/00 B29C47/00 B29C47/50 B29C47/52 B29C47/88 B29C49/00 B29C49/04 B29C49/06 B29C51/00 B29C51/04 B29C51/08 B29C51/10 B29C53/06 B29C53/58 B29C55/18 B29C67/24 B29C70/02 B29C70/50 B29C71/00 B29D7/01 B31B17/00 B32B13/02 B32B27/04 B32B27/20 B32B37/12 B32B37/14 B32B5/02 B32B5/18 B32B9/00 B65D43/16 B65D65/38 B65D65/46 C04B16/02 C04B26/00 C04B26/02 C04B26/28 C04B28/00 C04B40/00 C08J3/02 C08J5/04 C08J5/18 C08L1/28 C08L3/02 C08L5/12 E05D1/02 (Advanced/Invention); B05C5/02 B29C43/08 B29C43/22 B29C47/00 B29C47/88 B29C49/04 B29C51/08 B29C53/58 B29K1/00 B29L7/00 B32B37/12 C08J3/02 (Advanced/Non–invention)

International class (IPC 1–7)**:** B28B1/52 B28B23/00 B29C43/22 B29C43/24 B29C47/00 B29C47/88 B29C70/02 B29D7/01 B29K1/00 B29L7/00 C08J3/02 C08J5/04 C08L3/02

CPC: Y02W30/97 Y02W90/11 B32B37/144 B05B11/0037 B05B11/30 B05C5/0245 B27N3/002 B27N3/007 B28B1/00 B28B1/52 B28B3/126 B28B3/20 B28B11/00 B28B11/003 B28B23/00 B28B23/0081 B28B23/0087 B29C43/00 B29C43/003 B29C43/08 B29C43/22 B29C43/222 B29C43/24 B29C43/34 B29C43/46 B29C44/0407 B29C45/0013 B29C47/0004 B29C47/0014 B29C47/0021 B29C47/0023 B29C47/0033 B29C47/0054 B29C47/02 B29C47/50 B29C47/522 B29C49/0005 B29C49/0047 B29C49/04 B29C49/06 B29C49/063 B29C51/002 B29C51/04 B29C51/08 B29C51/082 B29C51/10 B29C53/063 B29C53/58 B29C55/18 B29C67/24 B29C67/242 B29C70/50 B29C71/0009 B29C2043/3433 B29C2043/463 B29C2791/006 B29C2795/007 B29K2001/00

B29K2003/00 B29K2005/00 B29K2089/00 B29K2105/06 B29K2105/12 B29K2105/16 B29K2995/006 B29L2024/00 B29L2031/608 B29L2031/712 B29L2031/7132 B31B2201/2612 B31B2217/082 B31D1/005 B32B5/02 B32B5/18 B32B9/00 B32B13/02 B32B27/04 B32B27/20 B32B37/00 B32B37/12 B65D43/162 B65D65/38 B65D65/466 B65D2565/385 C04B26/00 C04B26/02 C04B26/28 C08J5/18 C08J2303/02 C08J2323/02 C08L1/286 C08L3/02 C08L5/12 E05D1/02 E05Y2900/602 B29C47/8805 B29C47/00

European class: B05B11/00B5 B27N3/00B B27N3/00R B28B1/00 B28B1/52 B28B11/00 B28B11/00E B28B23/00 B28B23/00Z B28B23/00Z1 B28B3/12C B28B3/20 B29C43/00B B29C43/22 B29C43/22B B29C43/24 B29C43/34 B29C43/46 B29C44/04A B29C45/00E B29C47/00B B29C47/50 B29C47/52B B29C49/00B B29C49/06B2B B29C51/00B B29C51/04 B29C51/10 B29C53/06B B29C55/18 B29C67/24 B29C67/24C B29C70/50 B29C71/00C B31B1/32 B31B17/00 B31D1/00H1 B32B13/02 B32B27/04 B32B27/20 B32B37/00 B32B37/14B B32B5/02 B32B5/18 B32B9/00 B65D43/16B B65D65/38 B65D65/46C C04B26/00 C04B26/02 C04B26/28 C08J5/18 C08L1/28F C08L3/02 C08L5/12 E05D1/02 L05B11/30 L05C5/02E L29C43/00 L29C43/08 L29C43/34B L29C43/46 L29C43/46A2 L29C47/00J10 L29C47/00J5 L29C47/00J6 L29C47/00L7 L29C47/02 L29C49/00F L29C49/04 L29C49/06 L29C51/04 L29C51/08 L29C51/08B L29C51/10 L29C53/58 L29C791/00E4 L29C795/00D L29K1/00 L29K105/06 L29K105/12 L29K105/16 L29K3/00 L29K5/00 L29K89/00 L29K995/00F14B L29L24/00 L29L31/60C L29L31/712 L29L31/7132 L31B201/26A1A L31B217/08A L32B37/12 L65D565/38Y7 M08J303/02 M08J323/02 P05D1/02 P05Y900/602

Classification Explorer

Cited documents: WO9412328 A1, US5626954 A, US5508072 A, US5453310 A, US5385764 A,

Forward Citations: WO13177271, WO13177271, US7858684, TWI381018, KR101053549, KR100802316,

Abstract:
Source: EP1007320B1 (Claim 1) 1. A method for manufacturing a starch−bound sheet comprising the steps of:(a) mixing together water, ungelatinized starch granules, a cellulosic ether, a fibrous material, and optionally an inorganic aggregate filler to form a moldable mixture;(b) forming the moldable mixture into an initial green sheet by passing the mixture between at least one set of forming rollers (40) having a temperature such that a portion of the cellulosic ether thermally precipitates so as to reduce adhesion of the initial green sheet to the forming rollers upon gelatinization of the ungelatinized starch granules in step (c);(c) passing the initial green sheet between at least one set of rollers having a temperature such that at least a portion of the ungelatinized starch granules become gelatinized and in order to form an intermediate green sheet; and(d) heating the green sheet in order to remove a portion of the water from the intermediate green sheet in order to form a hardened sheet having a binding matrix including dried starch and cellulosic ether.

0) US2014178513A – NON IONIC/ELECTROLYTE, LIQUID/GASEOUS, MECHANIC...

87) Family number: 56783456 (US2014178513A) © PatBase

Title: NON IONIC/ELECTROLYTE, LIQUID/GASEOUS, MECHANICALLY REFINED/NANOPARTICLE DISPERSION BUILDING MATERIALS/HIGH WEAR–HEAT RESISTANT PART BRUSHES, WINDINGS, BATTERY CELLS, BRAKE PADS, DIE CAST MOLDING, REFRIGERATION, POLARIZED/INTEGRATED OPTICAL, SPECTROMETRIC PROCESSORS, CENTRAL PROCESSOR UNIT PROCESSORS, ELECTRONIC STORAGE MEDIA, ANALOGOUS SERIES/PARALLEL CIRCUIT GENERATORS/TRANSCEIVERS, PARTICULATE MATTER PM CARBONACEOUS–POLYAMIDE, CRYSTALLINE SILICA, AND CELLULOSIC FILAMENT EXTRACTION/MINERS SUIT

Priority: US20120726205 20121223 US20120726531 20121224

Family:

Publication number	Publication date	Application number	Application date
US2014178513 AA	20140626	US20120726531	20121224

Probable Assignee: MATTHEWS ROBERT RICHARD

Assignee(s):(std)**:** MATTHEWS ROBERT RICHARD

Inventor(s):(std)**:** MATTHEWS ROBERT RICHARD

International class (IPC 8–9): B29C47/00 (Advanced/Invention)

CPC: B29C47/0004 B29C47/54

US class: 425/6

Classification Explorer

Cited documents: US7736131 BA, US7306828 BB, US6875374 BA, US2013106020 AA, US2009269573 AA, US2009127743 AA, US2008286546 AA, US2005256248 AA, US2005181209 AA, US2004265489 AA, US2004150140 AA,

Forward Citations: US9699279, US9250014, US9212850, US9194627, US9074108, US2015168062, US2014223763, US2013169277,

Abstract:
Source: US2014178513A The variable hydraulic press and distillation reservoir process scientific formula non ionic or electrolyte mechanically refined and nanoparticle dispersion preform slurry extrusion with or without ionic suspension Preform slurry high wear–heat resistant parts electronic composite coils, windings, annealing, drawn, spun, coils, windings, wire, woven textile mesh, shielding, parts brushes, inductors, antinode couplers, electric rheostats, starters, motors, alternators, generators, ionic suspension enhanced composite coils, composite windings, spun wound coils and windings beryllium Be4, magnesium Mg12, copper Cu29 and carbon nanofoam C6, electronic parts capacitors, ionic suspension circuit battery cells, electronic parts rheostats, resistors, transformers, transducers, rectifiers, power supplies, or heat sinks Preform slurry high wear–heat resistant parts aerospace, automotive, and transportation brake calipers, rotors, pads, and bushings Preform slurry non ionic or electrolyte mechanically refined and nanoparticle high wear–heat resistant parts precision casting molds 2.5 phase die cast molding Building Materials fine concrete, mortar, brick, and tiles.

88) Family number: 54702926 (CA2818475A) © PatBase

Title: ULTIMATE MARTIAL ART TRAINING MANNEQUINS AND OTHERS

Priority: CA20132818475 20130617

Family:

Publication number	Publication date	Application number	Application date
CA2818475 AA	20130827	CA20132818475	20130617

Probable Assignee: WU WEIMIN

Assignee(s):(std)**:** WU WEIMIN

Inventor(s):(std)**:** WU WEIMIN

Agent(s): NA

International class (IPC 8–9): A63B69/34 (Advanced/Invention)

CPC: A63B69/34 A61M1/02 A63B37/0003 A63B2244/10 E02F7/005 A47K13/02 A61K35/14 A47C21/006 A61H1/005 A61H2201/1215 A61H2201/1633 A61H2205/083 A63B21/00181 A63B21/023 A63B21/0421 A63B21/0428 A63B21/0602 A63B21/072 A63B22/20 A63B23/0211 A63B23/03541 A63B23/1209 A47C3/18 A47C9/005 G21C9/00 G21F9/04 Y02E30/40 A63B21/4007 A63B21/4011 A63B21/4035 A63B21/4043

Classification Explorer

Abstract:
Source: CA2818475A I am the founder of the Ultimate Martial Art (UMA) which has upgraded the Mixed Martial Art (MMA) in many aspects, especially in the aspect of emotion control because only UMA has been qualified to completely free any UMA fighters from fear, anger, anticipation, nervousness, anxiety, stress, and other emotions–that often hinder MMA fighters from applying their skills effectively, let alone harnessing their maximal potential of both the mind and body– particularly during and prior to their fights, and also in the aspect of ultimate speed because only UMA has been qualified to so overcome the challenge and problem of becoming possible to hit the opponents/adversaries prior to their biological reaction time of about 1/2 of a second (consisting of 1/4 of a second needed to perceive a threat and 1/4 of a second needed to react to the threat) to the hits that any fighter mastering UMA can always hit opponents/adversaries prior to their biological reaction time capability to react to the hits. It is because the damaging kinetic energy = 1/2 x (the mass of the objected used) x (speed of the object used)2 that any increase of the speed of the object used with its mass unchanged can exponentially increase the damaging kinetic energy to be inflicted upon the target. Hence, UMA fighters effectively have become technically invincible over any MMA and other fighters of the same or similar weight categories. For example, because by and large the biological reaction time of most wild animals is faster than that of normal human beings, it is almost impossible for people to catch wild animals without assisting instruments even at a very close distance, considering that the reaction time of a gopher, say, is only about 1/10 of a second comparing with the reaction time of 1/2 of a second of a normal human. For another example, even one of the MMA top fighters and UFC current light–heavy weight champion Mr. Gorge St. Pierre had publicly admitted in magazines and TV news that he had been scared prior to one of his championship belt defending bouts against a challenger whose name may be spelt as Mr. Carlos Condit. This is because MMA has never ever been qualified to disencumber its MMA fighters from fear or other emotions, especially during and/or prior to fights. On contrast, only UMA has been qualified to enable its UMA fighters to apply, embody, and exhibit their human potential to the maximum by living, fighting, and performing devoid of fear, anger, anticipation, nervousness, anxiety, stress, or other emotions, especially during or prior to any fights. UMA had also completely cured my serious shoulder joint pains that cortisol injection by the doctor at Miramichi Hospital in the Province of New Brunswick in Canada had failed to cure, and physical therapist had also failed to cure, and medication had also failed to cure. And only UMA can sustain a person's constancy, consistency, desire, interest, motivation, and penchant for exercise for life while people pursuing any other systems of exercise often give up sooner or later. Many MMA fighters have lost their bouts to ground pound whenever and if their opponents/adversaries wrestle grapple them down and then atop pound them, just as the Russian fighter whose name is probably spelt as Mr. Fedor Elemencko had lost one of his bouts to Antonio "Bigfoot" Silver due to ground pound only because he is nescient of UMA. On the contrary, UMA fighters can take the advantage of being more stable underneath the opponents/adversaries, so that a UMA fighter can execute reversed ground pound against his or her opponents/adversaries upward while from underneath them by so rock shaking his or her own body in redundancy as to destabilize the opponents/adversaries atop in order to facilitate pound striking them. To more effectively train martial art fighters, I have invented life–like and various weight–and–size–category mannequins that resemble real individuals as much as possible, or a trainee's specific opponent or adversary, and that are used for the trainee to so drill strike as to effectively hone skills including punches, kicks, elbow strikes, knee strikes, wrestling, grappling, locks, submissions, take– downs, spinning strikes, etc. Ever since the invention of nuclear weapons, nuclear wastes have been threatening the human race as a whole. Furthermore, nuclear accidents have also actually demonstrated mankind the detrimental effect of nuclear wastes. Therefore, instead of hiding dangerous nuclear

wastes indefinitely in canisters to wait disasters to bear down on us, I have invented the De–radiation Processes both enabling any nuclear wastes to be transformed into harmless materials and enabling nations to de–radiate the already radiation–poisoned vast territories such as the ones in Japan's Evacuation Zone and Russia's Chernobyl. The Law of No Largest, or Smallest, or Any Other Absolute Limit established by me states that throughout the universe nothing can be the smallest or the largest. There is never either upper or lower physical limit to anything throughout the universe. There is perpetually something smaller than the smallest particle that can ever be found; there likewise is perpetually something larger than the largest bound and expanse that can ever be found. Therefore, Higgs Boson (or God particle) sought in the Hadron Collider in Switzerland, or any other particle can never ever be the smallest particle because there perpetually is something even smaller than the smallest particle that can ever be found according to this Law; therefore, any effort attempting to seek the smallest particle or the largest bound is but foolish wastes of life. The Law of Time Delusion established by me states that in fact time is but a delusion because there is no reality in any time. It is only because time is but a delusion that other animals live in perpetual non relativity with no concept or sense of time. And it is also only because time is but a delusion that the selfsame number of hours or any other periods of time to the selfsame person are felt and perceived differently whenever and if he or she falls asleep and whenever and if he or she is troubled. And it is also only because time is but a delusion different people can agree on an arbitrarily set or assigned time. Albert Einstein and a plethora of other scientists are absolutely wrong about the nature of time. Because time is but a delusion, any attempt to seek any form of time travel is foolishness, failure, and waste of life in the making. Time travel, Einstein's Rosen Bridge, wormhole, Higgs singlet, time travel portal, and any other form of time manipulation are absolutely impossible though people can always so fantasize, just as a lot of people would always waste lives fantasizing immortality though it is impossible. It is likely foolish for anyone to believe that the Nazi Bell could somehow manipulate time by spinning red mercury, etc because of the fact that time is but a delusion. And then the Law of Uniqueness likewise established by me states that, at the level and scale tending to either infinitely large or small and no matter how adamantly a person desires otherwise, everything throughout the universe must be and can only be unique; accordingly, there cannot be another planet or any other heavenly body which sustains lives in the way by which Earth does. There has not been, and is no, and will not be any life anywhere throughout the countless centillions of galaxies of the universe except Earth. The Law of Inevitable Randomness established by me states that only by involving randomness in one fashion or another rather than regulated or calibrated actions and/or processes any ultimate state can be attained. For example, in order to polish any mirror to its ultimate resolution possible, random polishing process must be implemented. To expand this law to other realms, according to this law Albert Einstein's Spooking Communication Theory is also a fraud because it is but random coincidence by which two distant objects sometimes exhibit entanglements, same behaviors, etc, not any dictating law or regularity. But Einstein had mistaken the random coincidence between two distance objects for the act of law or regularity. Furthermore, ultimately on the one hand anything must encompass an element of randomness; on the other hand, only randomness can cause anything or state to achieve the culmination thereof, much as only hand–polished or random–action–polished lens can attain the ultimate resolution of their sizes. And smooth surfaces can be achieved from randomly–distributed rough grits on sand papers. The Law of Uncertainty also established by me states that there perpetually exists an element of uncertainty in any human affairs (especially whenever and if relatively great interest becomes at stake), any phenomenon, and any existence. The quality of uncertainty is one of the integral qualities of all things in the universe where we exist. For example, albeit parasite faith predators Popes have always done their best to conceal their secrets from their donor faith victims for decades, these laws had not long ago dictated a unique butler of one of the Popes to have just divulged few unimportant Vatican secrets against all their ardent desires to hide the truth from their faith victims. Their unrevealed ultimate secret is that they are but deceit–based frauds whose ultimate effect and result are only to brainwash and defraud more and more faith victims off their money, materials, children, and–most important of all–the opportunities to ever enjoy any truly happy and fulfilled lives. And it is the noblest duty, obligation, and calling for me to wake up and save the human race from the spiritual plague of ubiquitous delusional faiths. I am proud of my selfless and fearless courage and action to expose the human race the truth about the deceptiveness and fraudulent nature of faith predators without being concerned about selfish interests or the harm to be done to me by those powerful faith predators. For another example, it is impossible to predict exactly when and where tornadoes will strike because the uncertainty in their being formed. It is because the inherent qualities of randomness and uncertainty that nothing in the universe can strictly conform to laws and regularity except probability. Though in fact there is no reincarnation in any shape or form, faith predators Dalai Lamas have successfully fooled and defrauded the human race into believing their falsified reincarnations from preceding Dalai Lamas in order to justify their theft of power and control lorded it over their faith victims, and they have also successfully radicalized some of their faith victims into committing self– murder by killing themselves ablaze, and then they have also successfully befooled and defrauded the Nobel Prize Committee off the Noble Prize of Peace though they are but frauds only dragging out existences from their delusional fakery of reincarnation that in fact does not exist. Instead of lying against true reality when things do not go their ways, people of any true honor and dignity should acknowledge and certify it as it is, especially whenever and if it goes against their personal desire or penchant. By and large faith predators are conniving and accomplished frauds who are highly skilled at adapting, embellishing, smoothing over, and amending their lies according to ever changing situations, circumstances, events, etc once their old lies become untenable or unconvincing. For example, whenever and if their faith victims' desperate prayers are of no avail or not fulfilled, they may adapt, embellish, smooth over, and amend their old lies into fresh ones that God works in mysterious ways beyond human's capacity to comprehend. But whenever and if their prayers coincide with the occurrences or happenings prayed for, they may then adapt, embellish, smooth over, and amend their old lies into different new ones that God does answer grant faith victims' prayers. The correct truth always is just as independent and unchangeable as space that is omnipresent in everything and everywhere but can never ever be altered or corrupted by anything or anywhere. A truly correct and hence functional belief system–the ultimate faith–is not only integral for any individual to live any suffering–free and hence happy and fulfilled life, but also integral for world peace. For example, the USA and some other countries have been wasting thousands of human lives of

American troops and trillions of US dollars killing people who have radicalize become terrorists exclusively by delusional faiths around the world, but they will always fail to kill them off because no one else has been qualified to solve the problem of terrorism and crime at their root causes. In reality, the ultimate root cause to both terrorism and crime is exclusively delusional faiths which are incorrect and hence dysfunctional belief systems. Any truly correct faith must function and work; otherwise, it must be and can only be fraud or error. Without the ultimate faith, these delusional faiths will always rear new and young terrorists and criminals that can never ever be killed off as long as these delusional faiths keep indoctrinating and brainwashing everyday normal people into becoming new terrorists and criminals. By striking lasting fear into the hearts of its victims, terrorism is the ultimate weapon of lasting devastating insecurity against its victims because–at the lowest costs for the terrorists–it can not only mangle its victims' sense of security, happiness, etc, but it also can bankrupt nations' and/or its victims' financial resources being wasted on chase killing something like ghosts. Conventional systems of government have only been qualified to attempt to retaliate and punish those who are responsible for criminal acts but have never ever been qualified to prevent ordinary people from radicalize becoming terrorists and/or criminals. Conventional Reward and Punishment Way of treating people has often failed because it has never ever been qualified to resolve issues at their root causes. For example, some years ago according to the news of Canadian Broadcasting Corporation, a Canadian father had taken away the X–Box video game system from his very own son with a high hand in an attempt to control and stop his son's video game addiction/obsession, but instead of having his video game addiction/obsession cured, his son had run away from home and ultimately ended in death. Apparently, this is a foolish and even deadly way to cultivate or educate children. For another example, the late USA singer and movie actress Miss Whitney Houston had been addicted to drugs prior to her death though she had attempted to save herself by attending conventional rehab centers and by resorting to being baptized by a famous faith predator in the real Jordan Rive into the popular conventional delusional faith of Christianity. Notwithstanding her genuine desire to attempt to extricate and redeem herself from suffering in her addiction she had never ever been able to salvage herself from her drug addiction which had ultimately contributed to her famous and sensational death at very young age. And there are countless such examples demonstrating the failures of conventional Reward and Punishment Systems and delusional faiths. In such or similar cases, only the ultimate faith has ever been qualified to cure and resolve any additions at their root causes. So long as the root cause rearing terrorists and/or criminals has not been eradicated by any correct and hence functioning belief system, it is impossible to kill them off no matter how much money of nations and how many human lives of the troops are wasted simply because it is impossible to kill off ordinary people who–exclusively by delusional faiths–have always been continuing being radicalized or self–radicalized to become terrorists and/or criminals. It is because the root cause to terrorism and crime is delusional faiths that they always linger so long as these delusional faiths are not superseded by the truly correct and hence functional belief system–the ultimate faith. In the long run, delusional faiths can but render all their faith victims' lives ruined, and their money ripped off, and above all their opportunities to have any fulfilled and happy lives stolen and deprived. Faith predators' any acts of "kindness" equate any pedophiles' acts ensnaring children with candies, etc, or equate any drug dealers' acts ensnaring their addicted customers with free drug samples. Their ultimate common aim is to harm and exploit their faith victims with deceptive "kindness" in aid. Delusional faiths are analogous to exquisite counterfeit goods. Though they can easily defraud and befool all victims ignorant of the goods into dumping money for their fakes, they cannot defraud or befool anyone of true qualification and insight. About 600 billions of US dollars are wasted every year in the USA on addiction related problems, such as addictions to morphine, Fentanyl, heroin, cocaine, nicotine, gambling, sex, video games, etc, and about 300 American addicts die each and every day in the USA alone. All these deaths and wastes only root in the misleading counseling and teaching of psychologists and other so–called addiction therapists because none of them has been qualified to resolve addictions at their roots. In fact, the only root cause to addictions is conventional delusional faiths and hence the addicts' incorrect perceptions, beliefs, choices, decisions, and living their lives by their state of mistaking apparent reality for true reality. Human lives with no correct faith are likened to floating debris adrift in the ocean with no aim and hence they can become radicalized in countless ways and corners at random. The noblest human life is the one that bestows upon others the true insight and wisdom for them to become qualified to enjoy fulfilled lives, not the ones that selfishly aggrandize and secure their own wealth, fame, power, social strata, mates, ego–extensions, vanity, and other selfish gratifications. Since the emergence of the human race on this planet, trillions of people have been falling faith victims to faith predators always disseminating their delusional and hence dysfunctional faiths. Delusional faiths have been inflicting the human species as worldwide pandemic spiritual plague from which billions of people have been enduring tremendously. Ultimately, all delusional faiths are racket–based and deceit–based frauds no matter how holy, sacred, divine, and sacrosanct their facades, veneers, pretenses, or make–believes are; hence, in one fashion or another they shall malfunction and/or foil to liberate or deliver any faith victims from their suffering. In reality, all the followers (faith victims) of any delusional faiths have been betraying their very own faith, allegiance, fealty, human dignity, and humanity for none other than lies, deceits, pretenses, and frauds. It is because the life compass of such faith victims always misleads them by delusional faiths into malfunctioning paths that all their beliefs and actions are harmful or sometimes even detrimental to themselves, their loved ones, and/or others in one way or another. Then why the trillions of people would always both dump their hard–amassed money and squander their limited lives in order to pursue delusional faiths and to bankroll the expansion of pandemic spiritual plague and the fraud racket of delusional faiths ensnaring, victimizing, ruining, and plaguing more and more unsuspecting and inscient people into fresh faith victims? This is mainly because of two factors. On the one hand, people experience sufferings as integral components of living: as, the gradual losing the unsalvageable youthful appearances, diseases and pains, losses of the treasured and the beloved, unavoidable interactions and/or associations with the repulsive against their will, failures to gain the craved, mind vexations, the powerlessness and hopelessness over inevitable and unstoppable aging and death, etc; on the other hand, they have been inscient as how to correctly liberate and emancipate themselves from their pains and/or sufferings. And hence their desperation arising from pains and/or sufferings propels them to clutch at a straw fantasized and hoped as potential to salvage and extricate themselves from these pains and/or sufferings, just as sex addicts or maniacs would trash their money on strippers with whom they fantasize sex though not

actually performing it. It is because of this perpetual state of desperately fantasizing and hoping for solutions and cures–to their pains and/or sufferings–which can never ever be actually materialized or realized by any conventional faiths due to their deceitful and sham premises, forms, substances, and accidents that the trillions of people having been continuing dumping their money and squandering their limited lives for those delusional faiths. Delusional faiths are but the states of constantly breaking promises. It is because all conventional faiths are but, ultimately, delusions that it is never ever possible for them to deliver what they always promise except their continuing defrauding, victimizing, and exploiting their faith victims off their money, properties, and even their innocent in–between children. It is because trillions of people for thousands of years have always been accustomed to compulsively lying that there is reincarnation, soul, ghost, God, or other supreme beings that they have brainwashed themselves into losing sense and sanity which may enable them to distinguish lies from the truth, just as the people of North Korea are brainwashed into their delusional faith that they are certain to win a new Korean war against the USA and South Korea though their actual military power proves the contrary. Actually North Korean people's lives would become meaningful for North Korea to lose a new war, so that these brainwashed people can become able to wake up into lives of sanity with fewer delusional faiths. Though those people's delusional faiths can serve them as honest lies, unintended frauds, mistaken–for–wisdom stupidity, etc, ultimately their delusional faiths must malfunction and fizzle out in one way or another in being unable to liberate themselves from pains or sufferings. The difference between faith predators and robbers is that the former steal from people by lies, persuasions, pretenses, make–believes, etc; the latter steal from people by telling the truth yet by violence. The only way to avoid falling faith victims to the former is to live the correct faith–the ultimate faith which is the trailblazer of correct belief system and spirituality for the humankind; the only way to avoid falling victims to the latter is to establish unbreachable security. Those faith predators' acts of kindness: as, wash kissing faith victims' feet, etc are but pretenses and shows designed to draw in their faith victims deeper and deeper: any predators can pretend to be kind and merciful to their victims. On the other hand, anyone living the ultimate faith is even qualified to unconditionally forgive and be kind to the most hated person whom no other individual on the planet is able to forgive. In reality, Jesus Christ had never ever been resurrected because his corpse was probably cannibalized by his faith victims at the time; therefore, even today at communions his faith victims still share eat bread and drink wine to symbolically mimic the cannibalization of Jesus Christ. His faith victims must fraudulently claim his resurrection in order to conceal the repulsive act of the cannibalism of Jesus Christ and to continue batten on newly preyed–on faith victims by brainwashing them and pretending holy, though at that time the act of cannibalism was not considered as repulsive as it is today. And his so–called healing power actually is selfsame as internal energy (termed chi, qi, or taich'i in China) whose control can be acquired by anyone who practices esoteric arcanum. The ultimate motive for the faith predators to always lie that he had been resurrected is so that they can continue defrauding their faith victims off their money and properties, and even exploiting the in–between innocent children of the faith victims. The most evident of the truth is that truly correct faith must work and function in delivering any followers from their sufferings; otherwise, all faiths and their proponents must be and can only be delusional and hence dysfunctional frauds. All conventional faiths/belief systems with their delusional and hence dysfunctional faiths have always been predicated on the diffusions of lies, frauds, deceits, misinformation, deceptions, make–believes, and brainwashing that are devised to batten on, defraud, and abuse their parishioners, other followers, their very own innocent children, and other faith victims. Ever since the split second on such a birthday when the human species had emerged onto Earth, people have killed and harmed one another to establish empires, wealth, power, predominance, social strata, fame, successes, etc for selfish aggrandizement; but none of such lifetime have been wisely spent because all conquerors and/or winners have died, much as all ordinary people and losers do. Therefore, all their cunning, brutal, and hell–for–leather rampages, campaigns, maneuvers, intrigues, duplicities, chicaneries, deceptions, escapades, etc eventually have been but foolish and meaningless dissipations of lifespan in vain at the pursuing for anything but that which can last. Furthermore, with their delusional and hence dysfunctional faiths endless faith predators have been defrauding, deceiving, brainwashing, victimizing, and inflicting billions of innocent people dragging their innocent children along in respect to the authentic and genuine truth and true reality of universe containing life, mind, and other existences. And as the faith frauds these faith predators have defrauded, batten on, and exploited these misled innocent faith victims and the victims' children off their money, properties, innocence, and opportunities for true happiness. Even as recent as December 2012, delusional faiths in the country of India of multiple dysfunctional faiths had driven many Indian men into gang–raping and/or murdering women in their country in the most uncivilized manner. Moreover, according to CTV news on or about 22 April 2013, the delusional faiths in India have even rendered some men in India kidnap raping and killing their fellow citizen girl of only five years old. All people's any uncivilized conducts and inner sufferings can only ultimately root in delusional faiths because only their deceptive faiths, beliefs, and hence mindsets drive them into their behaviors of foolish way of life. Conventional faiths are delusional and hence dysfunctional, just as the wrong medication; on contrast, just as the correct medication, the correct and hence functioning belief system–the ultimate faith–never ever malfunction under any circumstances or situations. Perpetually motivated and controlled by their lifelong laziness, ignorance, and inability in making any honest living; and hence by their lifetime subsequent compulsion and greed to batten on, take advantage of, and victimize their fellow inscient human beings, faith predators plaguing humankind with their delusional and hence dysfunctional faiths have always been defrauding, victimizing, and brainwashing countless faith victims and even their innocent in–between children into believing that the universe and its existences have been created by a Big Bang singularity, God, or other supreme beings; into believing killing many tigers, sharks, bears, etc only to eat their penises, fins, pawls, etc to hallucinate attaining virility, longevity, etc; into insist claiming that they have been abducted by aliens or witnessed aliens; into lying that they have experienced deaths only to have returned from their near death experiences; into believing that the Earth is hollow with aliens living inside; into believing that the world would end on a certain day though I know that it is impossible to accurately predict future events with certainty from the perspective of the totality of the universe; into believing that lives have been integrated with and associated with recyclable souls, afterlives, reincarnations, hells, heavens, ghosts, selves, egos, and innumerable other delusional beliefs and concepts; into even committing mass suicides as the 39 brainwashed faith victims of the Heaven's Gate cult in California of the USA had actually dumped their

very own lives together; into becoming suicide killers as the 19 brainwashed hijackers' delusional faith had engineered their act of 9/11 Event, etc; into lying and canonizing someone's coincidental events as interceding miracles, etc; and–above all–into forever mistaking apparent reality for true reality, and hence acting on living, suffering, and squandering their entire lives in the self–deceit of such a state of mistaking apparent reality for true reality. And some years ago at a 1996 press conference NASA had even deceived and defrauded our human species for enthusiasm and government founding by having fraudulently claimed that a piece of rock–containing evidence of life and arriving from Mars–had been found on Earth, but in fact it can never ever be probable for any life to ever exist or to have ever existed anywhere else throughout the entire universe. And it can never ever be probable for anyone to find any evidence of life on Mars or anywhere else except Earth. In the history, churches used to employ the trickery of crying statues, lactating statues, magnetic force levitated chariots, fake sounds of thunders, etc in order to intimidate and defraud their faith victims into dumping their hard–earned money, properties, etc for their delusional and hence dysfunctional faiths. Of course, all these faith predators plaguing their faith victims can for life box themselves in delusional faiths and blind themselves from true reality, but by so doing they can never ever become qualified to tap into their human potential to the maxima. And one of the most practical potentials is to enjoy lifelong true happiness, peace, etc. It is because faith predators and their faith victims have lied so much with their ingrained delusional faiths that their deceptive mindset gradually strikes root in their entire being so much so that they can only redeem and salvage themselves with indomitable resolve and effort to seek the truly correct belief system–the ultimate faith. Ultimately, it is because it is impossible for any delusional faiths to function except perpetually fantasizing and dreaming about extricating, delivering, or redeeming anyone from pains and/or sufferings (such as stress, anxieties, compulsion, depression, PTSD, mind vexation, insomnia, obesity, addiction, vainness, emptiness of aim, anger, figment, vanity, powerlessness and hopelessness over the inevitable and unstoppable aging and death, etc) that certainly the faith predators plaguing their faith victims and even their innocent in–between children choose to become diehard frauds till the end of life by enduring them, living them, and boxing themselves up with them, much as billions of their ancestors had already suffered and died in ignorance. But while they are alive it is impossible for them to lie away their inner sufferings, just as no patients suffering from mental retardation can lie and pretend enjoying any life of intellectual or joy. About 7 March 2013 a doctor on Dr. Oz TV show has just deceived the world public with his delusional theory and book: women are more intelligent than men. He has shored up his delusional theory with his claim of thousands of brain scans. But in reality, it cannot be more obvious to me that the deceptiveness of his delusional theory ultimately roots in the fact that intelligence is inherently invisibile, and that intelligence is more than the physical brains. To qualify or quantify invisible intelligence with visible brain scans is bound to fail. In addition, he is totally ignorant about the human internal energy (termed chi, qi, or taich'i in China) that is the main driving force and energy in any living beings despite of its invisibility. The invisible can be more powerful than the visible: though radiation is invisible, it can kill any living creatures on Earth. The only ground why more men are incarcerated than women are is not that men are less intelligent than women, but that conventional men have always been indoctrinated and brainwashed by mainstream yet delusional faiths so that they have never ever lived the truly correct and hence functional faith securing mind freedom including emotional freedom. The flux intensity and induction distribution of the internal energy in the human body and outside human body can be most easily felt by me or anyone else who has mastered the manipulation of his or her internal energy. As I had felt for days, any true masters of internal energy can also feel what I had felt for days as an invisible belt of about 5 cm wide of internal energy had flow pulled down from the crown of my head to my face, down along my chest, and then down along my abdomen, and then back up from my lower back, and up from my upper back, and up from the back of my neck, and then back to the crown of my head. This pivotal experience of watershed juncture in internal energy practice is termed as opening up small circle (in Chinese, Datong Xiaozhoutian). And the internal energy can be stored and accumulated in the region about 5 cm below the belly button (in Chinese, Dantian). And internal energy if radiated by any master can be very easily felt by anyone else. Though ft is invisible to the naked eyes, the internal energy is visible via infrared camera, etc. In fact, women are never more intelligent than men. This has been repeatedly demonstrated by the facts that most advancements for human civilization have been contributed by men instead of women, and most Nobel Prize laureates have been men instead of women. It is but 100 percent stupidity for any doctors or any scientists to determine human intelligence by brain scans simply because human intelligence is invisible. And it is also but 100 percent stupidity for anyone to claim that women are more intelligent than men for any reason because the fact is not so. In addition, Dr. Oz had also misled the world as to the optimal way to treat migraine. The optimal way to cure migraine is to practice the manipulation of internal energy instead of medication, etc, unlike his misleading the world. After anyone acquires even some extent of control of internal energy and if and whenever he or she experiences headache or migraine, all he or she needs to do is to sit still for about 10 minutes to allow the internal energy to flow reset itself, and then the headache or migraine always disappears after such a sitting session of stillness. Therefore, the optimal way to cure headache and migraine is not medication but is to acquire certain extent of freedom and control of one's internal energy by practicing manipulating the internal energy so as to let the body's very own already existing internal energy cure the body itself. My internal energy at about 10 minutes of sitting session of stillness has always consistently cured my any headaches whenever and if they occur; therefore, I have never ever ingested any medication for headache or migraine in my life. On the other hand, for decades, Dr. Phip with his TV shows, other psychologists, Oprah Winfrey OWN shows, etc have always been misleading and deceiving the whole world into believing that anger, addictions, and many other human sufferings root in what happens externally to a subject. It is because their beliefs and faiths are predicated on falsehood, fraud, and delusional faiths that their audience and believers have continued suffering. But in fact, it cannot be more evident to me that any anger, addictions, and any other human sufferings do and only can internally root in faiths, beliefs, perceptions, information, knowledge, conventions, etc that ultimately are incorrect and hence dysfunctional, considering that no one living the truly correct and hence functional faith–the ultimate faith– suffers no matter whatever he or she is subjected to, and considering the fact that the selfsame occurrences, circumstances, situations, events, etc do not drive or cause anyone else to experience the same except the subject. These public misleaders also detrimentally advise divorcing and breaking couples to cut off communications by restraining orders, etc; hence, they have

actually deteriorated these couples' situations and even have brewed murders in some cases. In reality, the Principle of Defusing Hostile Tension by Civilized Communication established by me states that it is because divorces/break−ups between couples are one of the greatest, drastic, and sudden shifts in humans relationships, interdependences, and emotions that they are best to be done by secured gradual divorces/break−ups where the couples can still communicate in any secured settings−such as a police station or a court house where the tendency of violence is usually stifled−so as to gradually become accustomed to their new lives detached from their accustomed interdependence and bond already foster grown in each others until they feel confident that their divorces/break−ups will not end up in abuse, violence, or even murder. Moreover, the Principle of Defusing Enmity by Civilized Communication also established by me states that enmity, hostility, animosity, hate, and other antagonistic emotions are best deescalated by civilized communication. Therefore, hostile countries can prevent wars by pre−active and productive communication. Even sham communication is far better than no communication. These public misleaders and psychologists have also been further misleading and deceiving the world into believing that PTSD, stress, etc root in the activating events, situations, circumstances, etc; but in reality, they exclusively root in people's delusional faiths−the state of mistaking apparent reality for true reality and hence acting on apparent reality instead of true reality. In fact, conventional love is fraud because it is predicated upon the deception that the quality and/or reason of love originate from the side of a subject receiving love instead of observers giving love. Why so? The fact is that different people often love and dislike the same subject simultaneously. If the quality of loving or disliking had rooted in the subject, all different observers must love or dislike the selfsame subject in one accord. In fact, true love must be a subjective conscious or unconscious choice from the side of an observer giving love instead of any subject receiving love. Therefore, conventional love is misguided self and mutual deception and discrimination rooting in delusional faiths and hence wrong perceptions. As a result, over 50 percent couples actually end up in family disharmonies and/or breakups. There has never ever been true love in conventional sphere, domain, and realm because conventional people always mistake self and/or mutual deception for true love. Moreover, conventional lovers always mistake for love their good feelings induced by hormones like dopamine and endorphin and so on, just as drug addicts always mistake for happiness their brain excitements induced by electrochemical brain stimuli induced by drugs so that they would sell their dignity and everything else for deceptive happiness−drugs. To summarize, conventional people are accustomed to deceiving themselves into mistaking for love and happiness their fleeting brain excitements induced by hormones like adrenalin, endorphin, dopamine, etc. Only by living the ultimate faith anyone can become qualified to attain and enjoy true lifelong love and happiness−mind freedom including emotion freedom and omniscience in the expanse of true reality beyond apparent reality. Only the correct knowledge, insight, and faith about mind, life, and universe can be qualified, on all terms for anyone, to harness and/or manifest−to the ultimate maxima−the human potential of the mind and/or the body; otherwise, all talents, knowledge, knowing, faculties, etc are perpetually limited and confined within the spheres of apparent reality without ever becoming qualified to be expanded to, upgraded into, or evolved into true reality transcending apparent reality. Only by living true reality guided by the ultimate faith (the truly correct and hence functioning faith/belief system) anyone can become qualified for life to enjoy mind freedom−including emotional freedom, etc−and omniscience in the sphere of true reality beyond apparent reality, resulting in becoming qualified to harness to the maxima of his or her human potential of both the body and mind. To live true reality is selfsame as to live genuine 'Virtual paradise/heaven" without the requirement of deaths that must be required for all people plagued by conventional and mainstream delusional religion/belief/faith systems to fantasize their delusional paradise, heaven, resurrection, reincarnation, etc. Had these inventions not come to fruition, and so long as the human race can still endure the living conditions on this planet, people will continue enduring countless faith predators that will continue defrauding, brainwashing, victimizing billions of faith victims with their delusional and hence dysfunctional faiths, as since the emergence of humankind on this planet they have always battened on their faith victims throughout the world and even have sexually exploited/molested the innocent children of their faith victims in none other than the places of worship. The places of worship are also sometimes used as their bases for other crime: as, some faith predators have actually been charged for selling child pornography, etc in none other than the places of worship. My qualification cannot manifest it clearer that the effective ways and strategies to prevent or reduce the sufferings of innocent lives from continuing being misled, brainwashed, victimized, and/or harmed are to live the correct faith−the correct belief system. As a member of true integrity and righteousness of the human species, we are stumbling across one another on the universal yet against−our−will−journey of aging towards inevitable death instincts, I am behooved and honor−bound to provide the humankind with these inventions to upgrade the human thought, culture, intellect, intelligence, knowledge, vision, sphere, perception, faith, and capability in totality about the universe, mind, life, etc−so as to dispel the worldwide spiritual plague and precipices of delusional faiths, misled beliefs, misled perceptions, misled preconceptions, misled information, misled knowledge, misled science, etc that have been deluding, victimizing, and/or afflicting the humanity since its emergency tens of thousands of years ago. Only in so doing, said deceits, frauds, whoppers, delusions, etc against humankind can be so lifted and dispelled that mankind will no longer suffer in ignorance, delusion, deceit, pseudo−science, etc. Therefore, these inventions are of unprecedented and historic significance, practicality, and value since they can help to prevent future billions of innocent human beings from continuously being defrauded, brainwashed, victimized, and/or harmed by faith predators with their delusional and hence dysfunctional faiths, and they revolutionize and upgrade the human thought, culture, intellect, intelligence, knowledge, vision, sphere, perception, faith, and capability in totality about the universe, mind, life, and other existences. In conclusion, it is impossible to eradicate human sufferings by delusional faiths because only the correct knowledge, insight, and faith about universe including mind, life, and all other existences can deliver true happiness, peace, joy, etc. Delusional faiths can only draw their faith victims in and then inevitably inflict upon them unending sufferings and hopeless deceptions no matter where they are or who they are: even if they are princes, princesses, etc their sufferings and deceptions can only be embellished with more deceptive facades. No sufferings can convalesce with delusional faiths in aid, no matter whichever popular kahuna faith predators have disseminated them. Delusional faiths can only plague and sink their faith victims into deeper and deeper snares and precipices of deception and suffering in the long run. Only the truly correct and hence functional belief system−the ultimate faith−can be qualified to deliver any believers

mind freedom (the ultimate happiness) and omniscience in the sphere of true reality beyond apparent reality. Some inventions that qualify to materialize and bring to fruition the rarest opportunities which can correct and upgrade humankind's thought, culture, intellect, intelligence, knowledge, vision, sphere, perception, faith, and capability in totality about the universe, mind, life, and other existences are to be articulated in the specification hereinbelow.

0) FI7085A – ANORDNING VID S.K. SPAR–UR A DEVICE AT THE S.C...

89) Family number: 39296753 (FI7085A) © PatBase

Title: Anordning vid s.k. spar–ur A device at the s.c. spar–ur (Machine translation)

Family:

Publication number	Publication date	Application number	Application date
FI7085 A	19181024		00000000

Inventor(s):(std)**:** ROSING BULL FREDRIK

Inventor(s): BULL FREDRIK ROSING

International class (IPC 8–9): G07F5/00 (Advanced/Invention); G07F5/00 (Core/Invention)

International class (IPC 1–7): G07F5/00

Classification Explorer

Abstract:
Source: FI7085A 1. via automater foer 8.k. spar–ur den anordningen, att tva skidor (7,6), av vilka den ena aer foerbunden med urets uppdrag– ningsinraetning, inboerdes aero foerbundna genom tvass med varandra ut–vaexlande tandhjul, vilkas tandantal–bestgmroer det antal owvrid– nin,s:ar, den ena–skivan (ss) raaste,/roera, innan en med tvae taender foersedd spaerrarm (15) kan ingripa i–tva>iak (9ilO) i sagda nkivor och stoppa uppdragningen, vilken spaerrarm kan utloesan genom ett i en ficka pa den andra skivan (7) inlagt mynt, som vid nkivane vriss– t) ning stoeter mot spaerrarmen och loesgoer densarema fran haken (9»10). 1 via the car mate for 8.k. spar–ur of the apparatus in that the tva skidor (7.6), av vilka the ena is connected to the urets Uppdrag–ningsinraetning, mutually Aro tva ss By means of example, are connected to one another, alternately ut tandhjul, lively tandantal–bestgmroer det plurality of owvrid's, s: ar,–ena of the slab (beta) grated, / move in, Inna I am provided with two teeth for each provided spaerrarm (15) can be ingripa i–tva> IAK (9ilO) in said nkivor Science Stoppa uppdragningen, Vilken spaerrarm national utloesan By means of that i | I ficka pa the second lower plate (7) Voting inlagt, which, when nkivane Colors ss – t) ning stoeter against spaerrarmen Science loesgoer densarema fran Haken (9 "10).

0) RU2143029C – TRACK SWEEPER

90) Family number: 14810441 (RU2143029C) © PatBase

Title: TRACK SWEEPER

Priority: RU19970116803 19970929

Family:

Publication number	Publication date	Application number	Application date
RU2143029 C1	19991220	RU19970116803	19970929
RU97116803 A	19990627	RU19970116803	19970929

Probable Assignee: I SKIJ I PI MEDNOJ PROMY UNIPR

Assignee(s):(std)**:** I SKIJ I PI MEDNOJ PROMY UNIPR ; OTKRYTOE AKTSIONERNOE OBSHCHES

Assignee(s): OTKRYTOE AKTSIONERNOE OBSHCHESTVO URAL'SKIJ NAUCHNO–ISSLEDOVATEL'SKIJ I PROEKTNYJ INSTITUT MEDNOJ PROMYSHLENNOSTI "UNIPROMED'" ; O ISSLEDOVATEL SKIJ I PROEKTNYJ INST MEDNOJ PR

Inventor(s):(std)**:** KHABIBULIN B V ; LAPTIEV I K ; KHAZIAKHMETOV R M ; KHABIBULIN BV ; CHIZHOV E A

Inventor(s): CHIZHOV E.A. ; KHAZIAKHMETOV R.M. ; LAPTIEV I.K.

International class (IPC 8–9): B61D15/00 E01H8/00 (Advanced/Invention); B61D15/00 E01H8/00 (Core/Invention)

International class (IPC 1–7): B61D15/00 E01H8/00

Classification Explorer

Forward Citations: CN104878715, CN104878715, CN102912758, CN102912758, CN102912757, CN102912757, CN102900048, CN102900048,

Abstract:
Source: RU2143029C

FIELD: railway transport; track machines. SUBSTANCE: proposed sweeper has mounted equipment and its control systems. Machine is made on base of truck on rear driving shafts of which rail way wheels are installed. Front part of base chassis is connected with two–axle railway bogie on which platform is mounted. Platform is furnished with blades installed for turning in vertical plane, and manipulator for loading and unloading operations. Automatic coupler, rotary auger snow remover and manipulator for loading and unloading operations are mounted on rear part of chassis. Brush gear is installed in wheel space. EFFECT: enlarged range of railway cleaning machines. 20 cl, 3 dwg

0) US2003005634A – METHOD FOR PRODUCING CLEAN ENERGY FROM COAL

91) Family number: 27985880 (US2003005634A) © PatBase

Title: METHOD FOR PRODUCING CLEAN ENERGY FROM COAL

Priority: US20010901554 20010709 WO2002US21099 20020708 WO2002US21099 20040108

Family:

Publication number	Publication date	Application number	Application date
AU2002320263 AA	20030129	AU20020320263	20020708
AU2002320263 BB	20070308	AU20020320263	20020708
BRPI0210955 A	20040608	BR2002PI10955	20020708
CA2452617 AA	20030123	CA20022452617	20020708
CN100467578 C	20090311	CN20028017419	20020708
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CO5550492 A2	20050831	CO20040002782	20040116
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HU0401457 AB	20041028	HU20040001457	20020708
IN00104KN2004 A	20060331	IN2004KN00104	20040128
IN228398 B	20090206	IN2004KN00104	20040128
JP2004534903 T2	20041118	JP20030512344T	20020708
KR100817684 B1	20080327	KR20047000230	20020708
KR20040015790 A	20040219	KR20047000230	20020708
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RU2287010 C2	20061110	RU20040102394	20020708
UA77679 C2	20040615	UA20040200878	20020708
US2003005634 AA	20030109	US20010901554	20010709
US6911058 BB	20050628	US20010901554	20010709
WO03006585 A1	20030123	WO2002US21099	20020708
YU704 A	20060817	YU20040000007	20020708
ZA200400170 A	20050608	ZA20040000170	20040109

Probable Assignee: CALDERON SYNGAS CO

Assignee(s):(std)**:** CALDERON ALBERT ; CALDERON ENERGY CO OF BOW ; CALDERON SYNGAS CO ; LAUBIS TERRY JAMES ; KALDERON SINGEHZ KOMPANI ; CALDERON SYNGAS CO AN OHI

Assignee(s): CALDERON SYNGAS CO BOWLING GREEN ; CALDERON SYNGAS CO AN OHIO CORP ; CALDERON ENERGY CO OF BOWLING GREEN INC

Inventor(s):(std)**:** ALBERT CALDERON ; CALDERON ALBERT ; JAMES LAUBIS TERRY ; KALDERON ALBERT ; LAUBIS TERRY JAMES ; LAUBIS TERY JAMES ; LOBIS TERRI DZHEJMS ; TERRY JAMES LAUBIS

Agent(s): SHELSTON IP PTY LTD; SHELSTON IP; MACRAE AND CO; MARSHALL AND MELHORN LLC

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW

International class (IPC 8–9): C01B3/02 C10J3/00 C10J3/02 C10J3/08 C10J3/16 C10J3/26 C10J3/46 (Advanced/Invention); C10J3/08 (Advanced/Non–invention);

C01B3/00 C10J3/00 C10J3/02 C10J3/46 (Core/Invention)

International class (IPC 1–7): C01J3/08 C10J3/00 C10J3/02 C10J3/08 C10J3/16 C10J3/46

CPC: C10J3/723 C10J3/08 C10J3/16 C10J3/26 C10J2200/15 C10J2200/154 C10J2200/156 C10J2300/0909 C10J2300/0916 C10J2300/092 C10J2300/093 C10J2300/0943 C10J2300/0946 C10J2300/0959 C10J2300/0973 C10J2300/1223 C10J2300/1634 C10J2300/1659 C10J2300/1665 C10J2300/1671 C10J2300/1861 C10J2300/1884 C10J2300/1892 C10K1/024 C10K1/026 C10K3/008 Y02E50/18 Y02E50/32 Y02P20/129 Y02P20/145

European class: C10J3/08 C10J3/16 C10J3/26 C10J3/72C C10K1/02D C10K1/02F M10J200/15 M10J200/15D M10J200/15F M10J300/09B4 M10J300/09D12 M10J300/09D14 M10J300/09D2 M10J300/09D2B M10J300/09D6 M10J300/09F14 M10J300/09F4 M10J300/12F M10J300/16D2D M10J300/16F4B M10J300/16F4F M10J300/16K M10J300/18M M10J300/18M6 M10J300/18M8 Y02E20/18 Y02E50/18 Y02E50/32

US class: 110/65R 202/118 252/373 48/101 48/101S 48/144 48/144S 48/197 48/197.00R 48/197FM 48/197R 48/199 48/199.00RS 48/199FM 48/199R 48/202 48/203 48/203S 48/206 48/210 48/210P 48/219 48/219S 48/77 48/77S 60/39.02 60/39.12 60/39.182

Classification Explorer

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Forward Citations: WO14163586, WO13120901, WO13085635, WO09105441, WO08144416, WO08131209, WO08004070, WO07089254, US9631151, US9528057, US9481616, US9410095, US9365784, US9121606, US8882493, US8814963, US8801815, US8690977, US8624069, US8480771, US8376034, US8349046, US8343242, US8156662, US8153027, US8142530, US8142528, US8100991, US8002033, US7988754, US7981835, US7833315, US7776279, US7600479, US7514052, US7381387, US7374736, US7249564, US7185494, US7181916, US6981456, US6895875, US2016068772, US2014305043, US2014059930, US2014004471, US2013330240, US2013042615, US2013032510, US2011289845, US2011005747, US2010330441, US2010276641, US2010224369, US2010178624, US2010151293, US2010139116, US2010113267, US2010036181, US2010031668, US2009317320, US2009260286, US2009211444, US2009188449, US2009093555, US2009078397, US2009018222, US2009018221, US2009014689, US2008295405, US2007175096, US2007119099, US2006288706, US2006123706, US2006021554, US2005274307, US2005158223, US2005147549, US2005103243, US2005036926, RU2583785, RU2553289, KR101628661, EP1873229, CN105176585, CN104736680, CN104245897, CN104245897, CN102732325,

Abstract:
Source: US2003005634A A method for producing clean energy from coal by feeding the coal in a reactor which is sealed to the atmosphere and moving the coal in the reactor while injecting oxygen to combust a portion of the coal in a substoichiometric mode to devolatilize the coal and yield a pressurized hydrogen rich raw gas which contains coal–derived cancer causing distillates and hydrocarbons together with a hot char. The distillates and the hydrocarbons are cracked to result in a cracked gas of essentially 2H2 and 1CO which after desulfurization becomes an ideal synthesis gas that can be synthesized to a liquid fuel for heating and transportation as an alternate to petroleum. The hot char is gasified in an air blown gasifier to produce a fuel gas and a molten slag which are jointly directed out of the gasifier through a common port which is maintained open for the free flow of both. The fuel gas and the molten slag separate from each other by flowing both gas and slag through a molten bath in a submerged manner in order to effectively scrub the fuel gas in the molten bath while it bubbles out of the bath. After separation the fuel gas is treated for sulfur removal and is in condition for use as an efficient gas turbine fuel for power generation by virtue of its mass, while producing very low NOx emissions when combusted. This fuel gas can also be used for raising steam and for clean burning in industrial heating. The method is capable of making coke and/or activated carbon.

0) FI6553A – ANORDNINGAR VID MASKINER FOER LINDNING AV MATER...

92) Family number: 39296366 (FI6553A) © PatBase

Title: Anordningar vid maskiner foer lindning av material i vaevform till runda packor eller rullar

Family:

Publication number	Publication date	Application number	Application date
FI6553 A	19170118		00000000

Probable Assignee: CAMERON MACHINE CO

Assignee(s):(std)**:** CAMERON MACHINE CO

Assignee(s): CAMERON MACHINE COMPANY

International class(IPC 1–7)**:** B65H17/00

Abstract:
Source: FI6553A 1. En raaskin ar anifvet sia foer upplindning af Material till rul– lor øller tmntar, liannstacknad daeraf, att upplindninsaxeln drifvea af en rai af ku–hjul, af hvlika en kar ett aied nisn–la ariaar» tapplausr 3–d.íaei:ian.fa,llande rotationaeentrun, aedan de oefria uppbaeras af niimda anear, hvarvid det sista aer fist vid upplindninssaxeln under det att det ioerjtniianda kuaeshjulet drifvess af ett slas alidaïiordninue foer– ndsrlii iiastiliet, beroende pa di–ifoetem hoss materialet pk upplind– ninsaxeln. 1 I raaskin ar anifvet SIA for upplindning af Material till roll lor oeller tmntar, liannstacknad daeraf, att upplindninsaxeln drifvea af en af track such hjul, af hvlika I ett aied NiSn kar–la ariaar »tapplausr 3–d.iai: ian. fa, llande rotationaeentrun, Aedan de oefria uppbaeras af niimda anear, hvarvid det Sista AER fist at the upplindninssaxeln under det att det ioerjtniianda kuaeshjulet drifve f ss SLAS alidaiiordninue for ett–ndsrlii iiastiliet, beroende pa di–ifoetem ho ss The material upplind small and medium–ninsaxeln.

0) IN03873DN2006A – WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND M...

93) Family number: 41776743 (IN03873DN2006A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND METHOD FOR THEIR PREPARATION

Family:

Publication number	Publication date	Application number	Application date
IN03873DN2006 A	20070803	IN2006DN03873	20060705

Probable Assignee: GENERAL ELECTRIC CO

Assignee(s): GENERAL ELECTRIC CO

Inventor(s): MYERS RANDALL TODD ; PARIKH CHETAN JAYANTILAL ; SURIANO JOSEPH ANTHONY ; WANG HUA

International class (IPC 1–7): B32B27/08

Abstract:
Source: IN03873DN2006A Disclosed is a multilayer article assembly comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) an uncured thermoset or uncured cyclic oligomer substrate layer, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for preparing said multilayer article assembly.

- **search:** SS3 FT=(claw* or blade* or spike* or grip*) and wheel* and (mud* or snow* or ice*) and (car or automobile or truck) (Results 1022)
- **search:** SS4 FT=(claw* or blade* or spike* or grip*) and wheel* and (mud* or snow* or ice*) and (car or automobile or truck) and automat* (Results 241)
- List: SS4 1–50 (FT=(claw* or blade* or spike* or grip*) and wheel* and (mud* or snow* or ice*) and (car or automobile or truck) and automat*) (Results 241)

0) US2014306799A – VEHICLE INTRUDER ALERT DETECTION AND INDICATION...

1) Family number: 57599680 (US2014306799A) © PatBase

Title: VEHICLE INTRUDER ALERT DETECTION AND INDICATION

Priority:

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Family:

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Probable Assignee: AUTOCONNECT HOLDINGS LLC

Assignee(s):(std)**:** AUTOCONNECT HOLDINGS LLC ; FLEXTRONICS AP LLC ; RICCI CHRISTOPHER P

Inventor(s):(std)**:** CHINCISAN OCTAVIAN ; FONG GARY ; LENNOX GENTLE THAINE ; LINDON BRENT R ; RICCI CHRISTOPHER P ; WILSON TADD F ; YUSUPOV ALISHER ; YUSUPOV ALISHER I

Agent(s): RUPPRECHT KAY; SHERIDAN ROSS PC; MARSH FISCHMANN AND BREYFOGLE LLP; ROBERT G; LENNOX GENTLE THAINE; BUCKLEY RAQUEL F; REINHARDT DEAN N; VICK JASON H; ZELENKA RICHARD E; BUCKLEY TIMOTHY E; WILSON TADD F; SWARTZ DOUGLAS W

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60C1/00 B60K28/00 B60K35/00 B60N2/02 B60Q1/00 B60Q7/00 B60Q9/00 B60R16/037 B60R22/00 B60R25/00 B60R25/01 B60R25/10 B60R25/25 B60W10/00 B60W40/08 B60W40/09 B60W50/08 B60W50/10 B60W50/14 G01C21/00 G01C21/20 G01C21/26 G01C21/34 G01C21/36 G01L13/00 G05B15/02 G05D1/00 G05D1/02 G05D23/19 G05D3/00 G06F15/177 G06F17/00 G06F17/28 G06F17/30 G06F21/00 G06F21/31 G06F21/32 G06F3/01 G06F3/0481 G06F3/0482 G06F3/0484 G06F7/00 G06F9/445 G06K9/00 G06K9/62 G06Q10/00 G06Q10/02 G06Q10/10 G06Q20/14 G06Q30/00 G06Q30/02 G06Q30/06 G06Q50/30 G07C5/00 G07C5/02 G07C5/08 G07C9/00 G08B13/196 G08B21/02 G08B23/00 G08B25/01 G08B29/18 G08G1/00 G08G1/01 G08G1/0965 G08G1/0968 G08G1/16 G10L13/00 H04L29/06 H04L29/08 H04N21/214 H04N21/218 H04N21/2225 H04N21/226 H04N21/239 H04N21/258 H04N21/414 H04N21/436 H04N21/4363 H04N21/454 H04N21/475 H04N21/6408 H04N21/643 H04N7/16 H04N7/18 H04W36/00 H04W36/32 H04W36/34 H04W4/00 H04W4/04 H04W4/12 H04W4/20 H04W4/22 H04W48/02 H04W48/04 H04W68/12 H04W76/02 H04W8/08 H04W84/00 H04W84/18 (Advanced/Invention); B60Q1/52 B60W40/08 B60W50/00 G01C21/26 G01C22/00 G06F19/00 G06F3/01 G06F3/0488 G06G7/70 G08B1/08 G08B21/06 G08B25/01 G08B29/18 G08G1/00 G08G1/09 G08G1/0967 H04N7/18 H04W12/06 H04W12/08 H04W4/20 H04W84/00 (Advanced/Non–invention)

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US class: 1/1 340/425.5 340/457 340/5.8 340/5.83 340/573.1 340/901 340/902 370/329 370/338 382/103 382/118 455/66.1 700/276 701/1 701/102 701/117 701/2 701/25 701/301 701/33.1 701/33.4 701/34.4 701/36 701/400 701/41 701/424 701/425 701/431 701/45 701/48 701/49 701/537 701/540 701/70 702/19 704/3 705/13 705/14.62 705/26.8 705/302 705/5 707/736 707/771 709/217 715/702 715/744 717/173 725/28 725/75 726/6

Classification Explorer

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Abstract:
Source: US2014306799A Methods and systems for a detecting an intruder near or within a vehicle are disclosed. Specifically, a method to detect and identify a person near or within a vehicle as an authorized or an unauthorized user is provided. In the event an unauthorized user is detected within a vehicle, the system may take a number of actions. In one embodiment, the actions comprise providing notice to one or more authorized users of the vehicle, disabling the vehicle, notifying emergency personnel or police, and emitting a visual or audio alarm.

0) US2014265431A – METHOD AND APPARATUS FOR MINIMIZING DRAG–INDUCE...

2) Family number: 56778292 (US2014265431A) © PatBase

Title: METHOD AND APPARATUS FOR MINIMIZING DRAG–INDUCED FORCES ON A WHEELED VEHICLE

Priority: US20120745357P 20121221 US20130799005 20130313 US20150727828 20150601 US20150727823 20150601 US20150727832 20150601 US20140479699 20140908 WO2013US70498 20131118 US20150727835 20150601

Family:

Publication number	Publication date	Application number	Application date
AR092382 AA	20150422	AR2013P105010	20131220
AU2013364096 AA	20140626	AU20130364096	20131118
AU2013364096 BB	20161124	AU20130364096	20131118
CA2932830 AA	20160603	CA20132932830	20131118
CO15168266 A2	20160531	CO20150168266	20150721
CO7620758 A2	20160531	CO20150168266	20150721
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EP2934908 A4	20170419	EP20130866049	20131118
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TW201425098 A	20140701	TW20130112500	20130409
US2014265431 AA	20140918	US20130799005	20130313
US2015258847 AA	20150917	US20150727823	20150601
US2015258848 AA	20150917	US20150727835	20150601
US2015258849 AA	20150917	US20150727828	20150601
US2015258859 AA	20150917	US20150727832	20150601
US2016068015 AA	20160310	US20140479699	20140908
US9290041 BB	20160322	US20150727828	20150601
WO14099197 A1	20140626	WO2013US70498	20131118

Probable Assignee: MAGEE GARTH

Assignee(s):(std)**:** MAGEE GARTH ; MAGEE GARTH L

Assignee(s): GARTH L MAGEE

Inventor(s):(std)**:** GARTH L MAGEE ; MAGEE GARTH L

Agent(s): WATERMARK PATENT AND TRADE MARKS ATTORNEYS; WATERMARK INTELLECTUAL PROPERTY PTY LTD; NORTON ROSE FULBRIGHT CANADA LLP SENCRL SRL; CARLOS REINALDO OLARTE GARCIA; CARLOS R OLARTE GARCIA; VIERING JENTSCHURA AND PARTNER PATENT U RECHTSANWAELTE

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60A21/02 B60B1/00 B60B1/02 B60B1/04 B60B1/06 B60B21/00 B60B21/02 B60B3/00 B60B3/08 B60B3/10 B60B7/00 B60C11/03 B60C11/04 B60C11/11 B60R19/00 B62D25/18 B62D35/00 (Advanced/Invention); B60B3/00 (Advanced/Non–invention)

CPC: B60B7/0066 B60C11/0302 B60B3/02 B60B3/08 B60C19/00 B60C11/03 B60B7/0006 B60B1/003 B60B1/02 B60B1/041 B60B1/06 B60Y2200/13 B60C11/0327 B60C11/11 B60C2011/0337 B60B3/007 B60B2900/1216 B60B3/10 B60B3/00 B60B7/00 B60C11/0306 B62D25/18 B60B1/0261 Y10T29/49492 B62D35/00 B60B1/0246 B60C2200/10 B60C2200/14 Y02T10/88

US class: 1/1 152/209.1 29/894.3 296/180.1 301/104 301/37.41 301/55 301/64.101 301/64.201

Cited documents: WO9857812 A1, USD673494 S1, USD634249 S1, USD612781 S1, USD500003 S1, USD460942 S1, USD451877 S1, USD396441 S1, USD377158 S1, USD323306 S1, USD103351 S1, US8256826 BB, US7997640 BA, US7775540 BB, US7641238 BB, US7520534 BB, US7364220 BB, US7322592 BB, US6974178 BB, US6913323 BB, US6554370 BB, US6446994 BA, US6325462 BA, US6231129 BA, US622997 A, US6086161 A, US6017076 A, US5853216 A, US5779323 A, US5775454 A, US5377734 A, US5350221 A, US5348328 A, US5332295 A, US5246275 A, US521587 A, US5096264 A, US5080444 A, US5061013 A, US4930844 A, US4919490 A, US4913256 A, US4813583 A, US4773663 A, US4655497 A, US4640541 A, US451206 A, US449220 A, US4486046 A, US4411443 A, US4326728 A, US4262953 A, US4027836 A, US3884527 A, US3579408 A, US3549205 A, US3101163 A, US2460349 A, US2016068015 AA, US2014265431 AA, US2012312609 AA, US2012061989 AA, US2011080019 AA, US2011074129 AA, US2010327625 AA, US2010231028 AA, US2010164245 AA, US2010066123 AA, US2009236902 AA, US2008296962 AA, US2008284237 AA, US2008150314 AA, US2007151644 AA, US2007126254 AA, US2005173971 AA, US2005029032 AA, US1506098 A, US1502759 A, US1027806 A, DE8912607 U,

DE202007007708 U1

DE102006038182 A1

Forward Citations: US9567016, US2015258847,

Abstract:
Source: US2014265431A An aerodynamically optimized drag−reduction means and method for optimal minimization of the drag−induced resistive forces upon a terrestrial vehicle wheel, where the drag−induced resistive moments on wheel surfaces pivoting about the point of ground contact are reduced, and the vehicle propulsive forces needed to countervail the resistive forces on the wheel are reduced. The drag reduction means includes: a streamlined wheel cover positioned on a vehicle to shield the faster moving upper wheel surfaces from headwinds; a streamlined wind−deflecting fairing positioned on a vehicle to shield the faster moving upper wheel surfaces from headwinds; an engine exhaust pipe diposed on a vehicle whereby exhaust gases deflect headwinds to shield the faster moving upper wheel surfaces of an automotive wheel; an automotive spoked wheel having streamlined oval−shaped wheel spokes arranged in one or more rows for greater axial strength; a streamlined tailfin rotatably attached to a wheel spoke, which thereby may pivot about the spoke in response to varying crosswinds; and a tire having streamlined tread blocks arranged in an aerodynamic pattern.

0) US2004144001A – PLOW MOUNTING APPARATUS AND METHOD

3) Family number: 30742121 (US2004144001A) © PatBase

Title: PLOW MOUNTING APPARATUS AND METHOD

Priority: CA20042455637 20040121 CA20042653801 20040121 CA20042654856 20040121
US20040790431 20040301 US20040925858 20040825 US20030442275P 20030124
US20030638642 20030811 CA20092455637 20090320 CA20092455637 20090311

Family:

Publication number	Publication date	Application number	Application date
CA2455637 AA	20040724	CA20042455637	20040121
CA2455637 C	20090512	CA20042455637	20040121
CA2653801 AA	20040724	CA20042653801	20040121
CA2653801 C	20110531	CA20042653801	20040121
CA2654856 AA	20040724	CA20042654856	20040121
CA2654856 C	20110607	CA20042654856	20040121
EP1443150 A2	20040804	EP20040000980	20040119
EP1443150 A3	20051116	EP20040000980	20040119
US2004144001 AA	20040729	US20030638642	20030811
US2005000120 AA	20050106	US20040790431	20040301
US2005144814 AA	20050707	US20040925858	20040825
US7114270 BB	20061003	US20030638642	20030811
US7290359 BB	20071106	US20040790431	20040301
US7353628 BB	20080408	US20040925858	20040825

Probable Assignee: MEYER PRODUCTS LLC

Assignee(s):(std): BERKMAN LOUIS CO ; LOUIS BERKMAN CO ; LOUIS BERKMAN CO A CORP O ; LOUIS BERKMAN WINTER PRODUCTS ; POTAK ROBERT L ; MEYER PRODUCTS LLC

Assignee(s): LOUIS BERKMAN WINTER PRODUCTS CO ; PNC BANK NATIONAL ASSOCIATION ; LOUIS BERKMAN CO A OF STA CORP ; LOUIS BERKMAN CO A OF STATE OF OHIO CORP ; LOUIS BERKMAN REALTY CO

Inventor(s):(std): POTAK ROBERT L

Inventor(s): POTAK ROBERT

Agent(s): GOWLING LAFLEUR HENDERSON LLP; RIDOUT AND MAYBEE LLP; TIMOTHY D SMITH BROUSE MCDOWELL; ROBERT V VICKERS ESQ FAY SHARPE FAGAN MINNICH AND MCKEE LLP; TIMOTHY D; BROUSE; ROGER D; MCDOWELL BROUSE; EMERSON ROGER; BENNETT TIMOTHY; ROGER; TIMOTHY

Designated states: AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LI LU MC NL PT RO SE SI SK TR

International class (IPC 8–9): B60R9/06 E01H1/00 E01H5/04 E01H5/06 (Advanced/Invention); B60R9/00 E01H1/00 E01H5/04 (Core/Invention)

International class (IPC 1–7): B60R9/06 E01H1/00 E01H5/04 E01H5/06

CPC: B60R9/06 E01H1/00 E01H5/06 E01H5/066

European class: B60R9/06 E01H1/00 E01H5/06 E01H5/06D2

US class: 172/272 172/817 37/231 37/234 37/236

Classification Explorer

Cited documents: US7114270 BB, US6964121 BB, US6957505 BA, US6711837 BB, US6711837 BA, US6594923 BA, US6504306 BB, US6354024 BA, US6323759 BA, US6240659 BA, US6209231 BA, US6163985 A, US6151808 A, US6138388 A, US6050008 A, US6044579 A, US5987785 A, US5960569 A, US5909960 A, US5904296 A, US5901476 A, US5832637 A, US5743339 A, US5415235 A, US5361519 A, US5346018 A, US5242258 A, US5136795 A, US5082065 A, US5081775 A, US5050321 A, US4976054 A,

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Forward Citations: WO17053837, WO13142248, US9267305, US8935862, US8875419, US8832974, US8763715, US8511049, US8505673, US8499477, US8127471, US8069590, US8065822, US8061063, US8037625, US8006413, US7992327, US7963052, US7954262, US7934328, US7841110, US7841109, US7836613, US7784199, US7743534, US7735247, US7735245, US7707753, US7703222, US7681335, US7676964, US7676963, US7676962, US7669353, US7658021, US7631442, US7627965, US7603798, US7565756, US7513069, US7472499, US7353628, US2013248211, US2011067274, US2010223819, US2010025058, US2009308623, US2009307943, US2009307942, US2009307941, US2009307940, US2009307938, US2009307937, US2009307935, US2008292435, US2008271349, US2008201994, US2008073090, US2008072464, US2008000660, US2007256334, US2007214683, US2007151127, US2007051021, US2005144814, RU2573364,

Abstract:
Source: US2004144001A A plow mounting assembly is provided for removably attaching a plow blade to the front end of a vehicle. The plow mounting assembly includes a frame assembly semi−permanently connected to a front end of an associated vehicle. A blade assembly includes a plow blade and a grasping assembly in a closed position removably connected to the frame assembly.

0) US2005120715A – HEAT ENERGY RECAPTURE AND RECYCLE AND ITS NEW A...

4) Family number: 30545299 (US2005120715A) © PatBase

Title: HEAT ENERGY RECAPTURE AND RECYCLE AND ITS NEW APPLICATIONS

Priority:

CA20022397847	20020812	CA20022404410	20020920	PH20040000148	20040325
US19880255719	19881013	US19860820082	19860121	US19840631321	19840719
US19880177599	19880405	US19880255657	19881013	US19840631322	19840719
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Family:

Publication number	Publication date	Application number	Application date
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WO06078315 C1	20061102	WO2005US26793	20050727

Probable Assignee: CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATION TRUST

Assignee(s):(std): CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATION TRUST ; CHRISTION SCHOOL OF TECHNOLOGY ; LABRADOR GAUDENCIO A ; LABRADOR GAUDENCIO AQUINO ; GAUDENCIO LABRADOR ; LABRADOR GAUDENCIO ; CHRISTIAN SCHOOL OF TECHNOLOGY

Assignee(s): CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATI ; CHRISTION SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATI ; CHRISTION SCHOOL OF TECHNOLOGY CHARITABLE FOUNDATION TRUST

Inventor(s):(std): LABRADOR GAUDENCIO AQUINO ; LABRADOR GAUDENCIO A ; CHRISTIAN SCHOOL OF TECHNOLOGY

Inventor(s): GAUDENCIO AQUINO LABRADOR ; LABRADOR GAUDENCIO ; CHRISTIAN SCHOOL OF TECHNOLOGY CHARITABLE

Agent(s):

ROGER SYN AND CO PATENT AND TRADE MARK ATTORNEYS; FURMAN AND KALLIO; OYEN WIGGS GREEN AND MUTALA LLP; GAUDENCIO AQUINO LABRADOR

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KM KP KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B01D61/10 B63B1/10 B63B1/12 B63B35/00 B63B35/44 B63B39/06 B63B43/06 B63G1/00 B63G8/30 B63H19/02 B63H9/06 B63H9/10 B63J3/00 B64C31/04 B64C31/06 E02B3/06 F01K13/00 F01K23/10 F01K27/00 F02C1/00 F02C1/05 F02G5/00 F03B13/18 F03D11/04 F03D5/00 F03D5/04 F03G7/00 F24F5/00 F24F6/14 F28D5/00 (Advanced/Invention); B63B1/24 B63J1/00 F24F1/00 (Advanced/Non–invention); B01D61/02 B63B1/00 B63B35/00 B63B35/44 B63B43/00 B63H9/00 B63J3/00 E02B3/06 F01K23/10 F01K27/00 F02C1/00 F02G5/00 F03B13/00 F03D5/00 F03G7/00 (Core/Invention)

International class (IPC 1–7): B01D61/10 B63B17/00 B63B35/00 B63B7/00 F01K23/10 F03D5/02 F03D5/04 F03G7/00 F04B35/00 F24F6/14 F28D5/00

CPC: B63H9/06 B63H9/1021 F05D2260/212 F01K27/00 F02C1/05 F03G7/00 Y02T50/672 Y02T50/676 B63B1/121 Y02W10/33 Y02W10/37 B63B1/107 B63B1/24 B63B39/06 B63B2039/067 B63G1/00 B63G8/30 B63H19/02 B63J1/00 C02F1/04 F05B2240/40 Y02T70/59 B63B35/00 B63B43/06 B63J3/00 E02B3/062 E02B2017/0091 F03B13/182 F03D5/04 F24F5/0035 F24F6/14 Y02B10/30 Y02B10/50 Y02E10/38 F03D13/20 F28D5/00 B01D61/10 B63B35/44 B63B2035/446 B63B2035/4466 B64C31/04 B64C31/06 F03D5/00 F05B2240/921 F05B2240/922 F24F2001/0088 Y02B30/545 Y02E10/70 Y02E10/728 B63H9/10 F05B2210/18

European class: B01D61/10 B63B1/10C B63B1/12B B63B35/00 B63B35/44 B63B39/06 B63B43/06 B63G1/00 B63G8/30 B63H19/02 B63H9/06 B63H9/10 B63H9/10C B63J3/00 B64C31/04 B64C31/06 E02B3/06B F01K27/00 F02C1/05 F03B13/18B2D F03D11/04 F03D5/00 F03D5/04 F03G7/00 F24F5/00C7 F24F6/14 F28D5/00 L63B1/24 L63B35/44 L63B35/44E7 L63B35/44E9 L63B39/06R L63B43/06 L63H9/10 L63J1/00 L63J3/00 M02F1/04 P02B17/00M R05B210/18 R05B240/40 R05B240/921 R05B240/922 R05B240/931 R05B260/212 R24F1/00G1 Y02B10/30 Y02B10/50 Y02B30/14 Y02B30/54D Y02E10/38 Y02E10/70 Y02E10/72L Y02E10/72N Y02E20/18 Y02T50/67B2 Y02T50/67F2 Y02T70/59

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Abstract:
Source: US2005120715A What has been created is a plurality and a variety of processes and a variety of devices correspondingly supportive to each process, wherein, a new partnership between; (1) a heat absorbing radiator compressed air pipes/tubes and (2) a gas turbine engine or a reciprocating piston engine,–is used to recapture and reconvert the, otherwise wasted, heat energies expelled by engines, by factories, by smelting plants, by distillation plants, by chillers/coolers/freezers, by cooking ovens, by lamps/stoves, by trash burners, and the heat energies created by the solar heat on the desert/ocean water,–into electric power and finally into hydrogen–deuterium fuel,–by having the engine's tailpipes submerged in cold compressed air inside the heat absorbing radiator pipes in reverse air flow, to further drive and re–drive the same engine; wherein, in order to capture fusion heat energy the hydrogen bomb is detonated in the deep ocean to catch the flames by the water and the hot water is used to energize the compressed air inside the heat absorbing radiator pipes; wherein, in order to produce fusion energy, an abundant electric arc is passed across liquid deuterium or across gaseous deuterium by the electro–plasma torch and sparkplug in the internal combustion engine, and by detonating a dynamite inside a liquid deuterium; wherein diamond is produced by placing carbon inside the hydrogen bomb; and wherein, deuterium fusion flame is used first in smelting glass to large sizes before running an engine.

0) US2779942A – TACK DRIVING MECHANISMS

5) Family number: 29884837 (US2779942A) © PatBase

Title: Tack driving mechanisms

Priority: US19510255673 19511109 US19540468074 19541110 US19550481998 19550117 US19550482291 19550117 US19550482290 19550117 US19550482224 19550117 US19550482289 19550117

Family:

Publication number	Publication date	Application number	Application date
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US2779942 A	19570205	US19550482291	19550117
US2828494 A	19580401	US19550482290	19550117
US2846702 A	19580812	US19550481998	19550117
US2868164 A	19590113	US19550482224	19550117
US2878474 A	19590324	US19550482289	19550117
US2907424 A	19591006	US19540468074	19541110

Probable Assignee: UNITED SHOE MACHINERY CORP

Assignee(s):(std)**:** UNITED SHOE MACHINERY CORP

Inventor(s):(std)**:** EDWARD QUINN

Inventor(s): QUINN EDWARD

International class (IPC 8–9)**:** A43D11/00 A43D11/12 A43D15/00 A43D21/12 A43D31/04 A43D71/00 A43D75/00 A43D81/00 F16D43/26 (Advanced/Invention); A43D11/00 A43D15/00 A43D31/00 A43D81/00 (Core/Invention)

International class (IPC 1–7)**:** A43D117/00 A43D21/12 A43D3/12 A43D71/00 A43D75/00 F16D43/20

CPC: A43D11/00 A43D15/00 A43D31/04 A43D81/00 F16D43/26 A43D11/12 A43D71/00 A43D21/127 A43D75/00

European class: A43D11/00 A43D11/12 A43D15/00 A43D21/12W A43D31/04 A43D71/00 A43D75/00 A43D81/00 F16D43/26

US class: 118/421 118/503 12/1.00R 12/1.00W 12/10.2 12/12.3 12/14.3 12/14.5 12/1R 12/1W 12/61A 192/24 192/33R 193/40 221/94 227/117 414/731 414/740 53/389.1

Classification Explorer

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Forward Citations: WO9623430, US8015727, US5678269, US4965896, US3618565, US3130430, US3130429, US3096531, US2965909, US2005102854, DE1485943,

Abstract:
Source: US2779942A (Claim 1) 1. In a shoe machine, the combination of a tack driver, means for actuating the tack driver, an arrester for preventing the actuation of the driver, a tack drum for supplying the driver, an actuator for rotating the tack drum, operating connections from the actuator to the drum including an element which is retractable in order to break said operating connections, a hand lever, and connections fro_n the hand lever which operate first to retract said element thereby to render the dr−um iiibperative and second to advance the arrester into jo onerative position thereby to prevent the actuation of the tack di−,'ver.

6) Family number: 41621242 (US2008071429A) © PatBase

Title: SYSTEMS AND METHODS OF REMOTELY CONTROLLING A MATERIALS HANDLING VEHICLE

Priority:

AU20070300299	20070914	AU20090322218	20091204	AU20110202248	20110516
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Family:

Publication number	Publication date	Application number	Application date
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Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9)**:** B60L11/00 B60R21/0132 B60R25/00 B60T8/17 B60W10/04 B60W10/20 B60W30/08 B60W30/09 B60W50/08 B62B5/06 B62D1/02 B62D15/02 B62D6/00 B66C13/18 B66C13/40 B66F17/00 B66F9/00 B66F9/06 B66F9/075 B66F9/20 B66F9/24 G01S13/00 G05B11/01 G05B19/00 G05D1/00 G05D1/02 G05D1/08 G05D13/62 G05D3/00 G05G7/00 G06F17/00 G06F19/00 G06F3/01 G06F7/00 G06F7/70 G06G7/00 G06G7/76 G06Q10/08 G06Q50/10 G07C5/00 G07C9/00 G08B1/08 G08B29/00 G08C17/02 H01Q9/04 H04B5/00 H04L17/02 H04L29/00 H04Q9/02 H04W56/00 H04W76/02 (Advanced/Invention); G05D1/02 G05G1/02 G07C9/00 G08C17/02 (Advanced/Non–invention); B60R21/0132 B62D6/00 G05B19/00 G06F17/00 G06F19/00 G06F7/00 G08C17/00 H04B5/00 H04L17/00 H04Q9/02 (Core/Invention); G05B19/00 (Core/Non–invention)

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KR20110112375, KR101657324, KR101603554, ITMI20121976, ITMI20101885, GB2536709, FR3038115, EP3173371, EP3173370, EP3170787, EP3168183, EP3165422, EP3162754, EP3118707, EP2905668, EP2897017, EP2889713, EP2866114, EP2866113, EP2851331, EP2840561, EP2824522, EP2678748, EP2639790, EP2533121, EP2533119, EP2392538, EP2169506, EP2169504, DE102015120686, DE102015119958, DE102015119736, DE102015111611, DE102015101381, DE102013110456, DE102010022678, DE102008025632, CN105658507, CN105565212, CN105501277, CN104914860, CN104515520, CN104515520, CN104483969, CN104470602, CN104137525, CN103941736, CN103941736, CN103926929, CN103782247, CN103782247, CN103502901, CN103392157, CN103392157, CN103043355, CN103043355, CN102530728, CN102515062, CN102306321, AU2016102118, AU2015207833, AU2014338685, AU2014268191, AU2014268190, AU2014203775, AU2012321124, AU2012220819, AU2012207168, AU2009348925,

Abstract:
Source: US2008071429A A supplemental control system for a materials handling vehicle comprises a wearable control device, and a corresponding receiver on the materials handling vehicle. The wearable control device is donned by an operator interacting with the materials handling vehicle, and comprises a wireless transmitter and a travel control communicably coupled to the wireless transmitter. Actuation of the travel control causes the wireless transmitter to transmit a first type signal designating a request to advance the vehicle in a first direction. The receiver is supported by the vehicle for receiving transmissions from the wireless transmitter. A traction control of the vehicle is responsive to a receipt of the first type signal by the receiver to cause the vehicle to advance.

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7) Family number: 19924388 (US1733092A) © PatBase

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International class (IPC 8–9): B24B5/18 (Advanced/Invention); B24B5/00 (Core/Invention)

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CPC: B24B5/18

European class: B24B5/18

US class: 125/11.15 451/142 451/335

Classification Explorer

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Abstract:
Source: US1733092A “llmt is claimed is: 1. In n, centerless _QTIll€lS1` the combination of at grinding Wheel and zz 1'egulz\ti1x§ wheel movable relatively one tcwemrcl and ilfrom the other; a Work support; and autoinatic znenm: constructed and ar1'ar|ged to can–se tim Wlmels: to approach each other with progreffsive deceleration :mil than come to rest– for an appreciable period with zz definite space interval between tl1eiu,und then io :sepurale the Wlzerglfi mpi diy. 2, ln 21 Qenterlcss grinclrw the ccmbinatisii of fl grinding wheel; sz regulating Wheel: 21 Work support; work feedimpj and ejeftingf rriecilzmism; meeluuiism for r,‘elati\'eljss fsliifting said Wheels one toward and from the other to perform successive grinding cycles; is motor' (}(71'1H{‘Ci_(l to drive said giiudiiig wheel; and a second motor connected To drive said regulatirig wheel and also to n,P1u:1te said feed and ejection mean# and :mid sf1i!’t» ing; 111£'£UIE in 1'€(JLl1'l'€lli} eyelic time relation with each other. 3. In a _lt;.iCIlfC1'iCSS grinder thc Combination of :L grinding Wheel; :ii 1‘(%§Ili2LfIIlg Wlieelg ft Work Support; work feeding and ejeetiiig mechanism; niaclmnisiii 'i"o1‘ relatively shitting said wheels one toward and from The other to PCI'i.O!'i!l successive grimlmg cvvl_lt;–S; zz _motor connected to drive said grinding wheel; a Second motor connected to drive said regirliitiiig Wheel :md also to actuate Said feed and ejection means and said shifting immnc in Y`eCLH`1`(EHi, cyielie time rehilimi wiél each other; and Speed ratio cliangring means iuicrpose–fl in the drive from the second motor renstruoted and ;1rmnged to permit adjustment ot the speed of the regulating Wheel relatively to the rate of cyclic action of the feed, ejection and shifting mechauisxus. 4. The combination with a centerless grinder including a. grinding wheel, 21 regulating wheel and an work support, of work blank feeding means serving to feed 11 Work blank into position between the wheels; u finished–Work ejeetiug means; au actuating member removably mounted in the umcliine to permit removal and inte1'eh:\i1g'e with other different but functionally similzir :tctuating members, said member being constructed and arranged to aictiiate said feeding means and said ejecting iuezms, in a time relation determined by the design of said member; and means for driving said actuating liiember. 5. The combination with 21 centerless grinder including aL grinding \vl1eel7 a regulating Wheel, and a work support between said wheels, of means for producing at relative movement of said wheels and support, whereby it work piece sustained by said Work support between said wheels will be progressively reduced siiriultaneously throughout its length by Said grinding wheel; B, feed device constructed and arranged to feed a Work blank to Said support; Work ejector _lt;`O11St1`l\CtC'(l and arrziligenl to eject ri, [l}llSll(3/il work piece frmu said support; and actiiatiug means serving to actuate said feed device, then cause said relative iiiovement and then actuute said ejector. 6. The combination with :L centerless grinder including EL grinding wheel, a regulating wheel, and si work support between said Wheels, of means for producing zz, relative movement of said wheels and support, whereby ai. Work piece sustained by said Work support between said wheels will be progressively reduced simultaneously throughout its length by said grinding Wheel; ai feed device constructed and ar~ ranged to feed a work blank to said support; a Work ejector constructed and arranged to eject at finished work piece from said support; an interchungealile multiple cami serving to actuate said feed device, then cause said relative IHOVC1TlCl1t, and then aetuete said ejector; and inezms for driving sim cam. 7. The couibinaition with :L ccnterless grinder of the type Lu which the grinding and regulating wheels may be moved 'relatively one toward the other during the grinding operation and then retracted, of Work blank feeding means serving to feed n, Work blank into position between the wheels; si Hnished work ejection means; QL single actuating member constructed and arranged to cause said relative motion of the wheels and to :ictmi1.e :mid feeding; means and ejection means in time relation; and meane for driving said actuating; member. 8. The combination with 51 centcrless grinder of the type in which grinding :md regulating wheels are moved relatively one ‘Ts V95 ion E311 G0 G5 toward the other during the grinding eperiition and time wil–:»_lt;~i_lt;_lt;l¢ of work blsink feediiiig n=e:zi::~ itiwifiiig; in ssfeed ii iverlz l)il‘,lll{ into jioiiilion between the sviirolei; ii linisiied work ejection iiierxnsg :in netiietifig ineinbei– removiibly moiinterl in the ii'\;ieiii;;c= to permit z'_lt;–nzoval and l?1i.'()l(‘li£!F\§{E¥ with oiiliei' 4lill'(?\`Gi\1i but iiineiirztirviiv aiiiiiilur zu:– timting 1I1_l1ll3Ci`S, sfiid ineinbei' being _lt;–_lt;:n~ Strneted :md IL1`['¢H1L§(?(l to sense eaid relivtive inotion of the vflieele and to }ll7llllHfiU said _l`eei'?in;; ZIXQFXZES ond eje_lt;rl.ie:i afierm. in ii, time relzitien d_lt;_gt;teriiiii;_lt;_lt;l by Lbs: :'ie~;i_C_\i'i ci? will 1ns‘ini;er; :ind ?§'l(\¢f}iH for _lt;§i'i\.fin,;§ said sielaisiting meinber. 9. In il centerle:=s grinder, the combination

oi' si grinding wlieel; inefuis for driving said Wheel; Work Sl.l{!:;)€_gt;l‘l,; vrorlc blank feeding lll0”li1f‘i opeznliie to feed :L work blank to :mid e\i§,_gt;j;ez‘i\; ejeetizigy nienni; opfwzible to eject :L Hnished piece from said E–§1`l]J§lO,l`i1§ und :1 regulating Wheel llliiii Lumprising :L carriage lifavime' inouiiteil tliereim regulating wlieel, a. inetor, and driving eonnorttinns between said molior :ind suid regulzzting wheel and between fanid nioliii' and said feeding and ejeeting means. 10. In si eeriiwless grinder. the _lt;;i22nbin:1.– tiei: ol’ ai g;'ii:di,n;§ wriieel ; inesns for drii ing amid wln=_lt;_gt;l ; ai work seiippmt ; worlz blank :icedinig nimzne opL‘i';ible to fred 21 Work blank to said :;i:pj»_lt;»1'L; ejeeting ineiuis operable to eja–ei u finished piece fi–enisiiid_ Support.; and Ci l'(‘§§ilii.\fiI1g wheel unit eeinprising ii. eerriiige l'z_o.`\'iiig iimiinled i‘ixe1;'erni ri, i'e;;§ulziting ivlieel, cur;–i:,\;;o–nliiftiiig iiirziiis, at single aetiiziting izwiiiize–sr for ar;t\1u\izi§a'e:ii=i feeding and ejectingf ITl!`2`ll'lS :ind mid eairrizige–sliifting iueans, in lime 1‘f_gt;l;sti_lt;_gt;z;. ti. iinrtm‘, :ind _lt;;l1‘i\`ing eoniieeiiozxs .l`a'–:un mid motor to Said iwgiilaitiiig Wheel :md in :amid :ir~ru:ii;ing ]1lGl'XllJ€1`, in a eexiiaai–l~_:_gt;¢:. izrinder, the eoiiibinziiiezv, oi 11 gi–iziiiirzg xviieelg means for driving e:1i_lt;.i\\'l\e_lt;_gt;li; fi. \v_lt;n~l_lt;; 5i\i1')`j)()1`l; work olfxni–: feedil1§_§ll'1_lt;_)R11Ei ojiemble io feed o work blank to _;;;i_d s1i|ii_gt;:=:~i ; eje–:‘tii;ig1n_lt;3ul1:¢ oj_gt;i\r:i'ole to ejeet 11 lif:i~»'li~d Qiief–zz §i`~i)l1l rwisl F1l`liIl)f)1`t; and ii i'll§llll.EiIl]`lQf vriievl unit er_gt;iujn'i=;ing zi earriiige l=:ii–_'ing imsisntefl tlioreuii 11 reriiilsfing wliecxl, euri–izige–eliifiinii murine. ii Single 2!C`i1l£1fi11§l' ii':\:;1il._gt;er for :;_lt;éi,i|:itin§I said feeding :ind ejecting ii'i_lt;.~i:i'is and :laid Cl!i`l'l.il§§Q–fEl1l`I:ifll'1L‘§ nieuzisi in' Liinv rel_gt;ili_lt;_gt;n, fi ineler., variable speed ',ll'i\`i¢|€.i' :‘_lt;'_gt;r\;1_lt;:_lt;;tir_gt;ns i|'_lt;\ni said motor to said l'l‘f,’l1IIlYlli5§ wfieel and indeperideiiélj' variable driving; _lt;–:_gt;nn_lt;ee1;ion:3 lfrfnn Paid iiteter to swirl :i_lt;_gt;‘1=;1€ing inember. 12. Trulia CCl1l,_lt;?!"l€‘5S grinder tlir; _lt;`_lt;_gt;l1ll._gt;iii2!ilOi1 ot ii bziwg :1 gyriziding wlieei. mounted thereon; :i \voi'k diippert liililimed on said bane; ii i1'ier:li:\!iiSi'n 'For femli 1151 ivorlt blanks to said xvfirllc faiiz_gt;},»_lt;»1~l,: :in ejeeting ine(–lmnism for 1`O!1l4i‘.'ll\f§ iinislied Work Vroin mir! Work supjif}!’ii ii. c–nrriage supported by Said bose and inrvffible tliercon in si direction t:'nns\fe|'s1e to the axis ef llie grinding wheel; n 1‘e§niletin;T ivlieel ll']f\L!!iiiL‘Ci to rotate in Said r:zii'i‘if!ge wifli ilu jier'inii»,_gt;issv oprwosed tn the i_gt;erij»bery ri i' said grinding ivlieel; moior inountied on Szud eizirizige; ii. vfirinblar speed drive tr:iin lwlweeiv said motor and said regulating wheel; and ineirlienisin ll;\Cl‘Yll()l–i on said cfm:– 1‘ifi_s;'e and aetinzteil by :said nmtor and serving to nmve said em'–riege toward and from ihe grinding wheel, and to :minute said blankfeediiig and Work–ejeeting ineelmnisms in iinierelrition. 13. In si eenterless grinder the combination of ai base ; a grindin wheel niounted thereon ; si regulating; wheel; zz. carriage in which said 1'e;;;ulaiing Wheel is niounted; ai support upon wliifsb said carriage is inminted, Snid _gt;;i|j;_gt;j_gt;ort being 111O\'_`Ll)l}' mounted upon mid base; :i work Support carried by said siipjvort; means for shifting sind Carriage; and il pair oi? eliiiiips, one of which serves to lock :mid 5;i|pj_gt;or(; to said bnee, und the other el' wliieli s_lt;_lt;=rves4 to leel: said support to said in rrizisirs. lin Zl cenierless grinder the combination oi' fi brine; fi Q1`ll]fl`lD§l` Wheel mounted !]\ei'emi; n mvinber Sliduble on Said base towsird and fiiT(i111 Said §?fl'lT!(vli!'1g wheel; fi Work ::upeV_gt;_lt;_gt;:'t mounied rm said member; a carriage sliflable on #aid member toward and from maid ;_!x',ii;fii1i§J; wheel; n. regulziting wheel mounted on said Cf`L1`]`if!Q€; and zz single il`i_\'l’i`{4l\'1Q!` ineniis operable alternatively at the will of the operator' to shift :said member and ezwringe iogetiier relatively to said lense. or to shift said carriage relsitively to said :neinber and base. in 51 e_lt;=nlerless grinder the eonibinulion of ii base ; o fyrinding Wheel mounted thereon ; member f_lt;lid:ii.»le on siuid base toward and i’rmn said grinding ivlieel; 21 working support mounted on said inf_gt;inber; 51 carriage slidable on #mid nieinbez– toward and from said ;\'i'indin;2; Wheel; £1 regiilatiiiff wlivel mounted on mid _lt;1:1i‘i'iu;;e; niezma for locking said member :ngaiiist movement on said base; means for loelziiig' said carriage against 1Il_lt;)TkF1!lU]`ll` on said member; :ind traverssing mezins :i ating between said lmee and C2)Y'1'lF4fl`C. 16, ln si eenterless grinder the combine.– tion oi ai base; fi grinding Wheel mounted tlierecin; a ineinbei' slidable on said base to– \\'§1.\'\'| and from Said grinding Wheel; n. work sitpport mounted on said ineinber; a eurrizxgre slidable on said meinber towzird and Hein said gigrinding wheel; ineuns for locking said C211`l'l§1§`G to sziid lneinber; niezius for locking; said ioeinber to said base; a regulating' \\'ilssi0l and motor connected to drive the seine, both menntfril mi said ezii–risige; :ind irieelniiiiisiii for shifting said earrisige i–elalivolj' to amid bane arranged to be actuated ln' said motor. 17. In zz uenterless grinder the eornbimition of it bose; ri grinding Wheel mounted To J _lt;1 0 M) (IQ thereon; a member slidable on said base toward and from said grinding Wheel; a Work support mounted on said ineinberg a carriage slidable on said nieinloer toward and from said grinding wheel; means for locking said carriage to said ineniher; nieuns for locking said menilier to said base; a regulating Wheel and £L}llOtO1`COI1l1€C`t(LLi to drive the sa1no,lJoth niornited on said carriage; and Incchanisni for shifting said carriage relatively to said base coninrising' in inzmaallv rotatable screw swiveled on the base, means for locking said screw against rotation, a nut engaging said screw and swiveled on said carriage, and means actuated by said motor and arranged to rotate said nut. IS. In a Centerless grinder the combination of a base; a grinding Wheel mounted thereon; a niemloer slidable on said base toward and from said grinding wheel; 3, Work support mounted on said ineinber; a carriage slidable on said ineinher toward and from said grinding Wheel; means for locking said carriage to said member; means for locking said inemher to said base; a regulating Wheel and a motor connected to drive the saine, both mounted on said carriage; and nieehanisin for shifting said carriage comprising a ooaoting screw and nut one swiveled in the base and rnannally operable, the other swiveled in the carriage, connections 'For driving by said motor the member swiveled in the carriage and means operable to lock the other meinher against rotation. 19. In s centerless grinder the cmnliination of a grinding Wheel; means for driving said Wheel; a worlc support; and a regulating wheel unit Comprising a slidable carriage, a regulating wheel, a driving motor therefor, both mounted on said carriage, and niecha~ nisin operated by said inotor for shifting said oarriage. 20. In a centerless grinder the combination ot a grinding Wheel; means for driving said Wheel; a Work support; and a regulating wheel unit comprising a slidable carriage, with fi regulating wheel, driving motor therefor, variable speed transinission between said motor and wheel, all mounted on said Carriage, inechanisin for shifting said carriage and means for actuating said nieclianisin from said motor. Ql. In a centerlcss grinder, the eornbination at a grinding Wheel; means for driving said Wheel; a work support; and a regulating Wheel unit comprising a carriage, with a regulating Wheel, driving inotor therefor, variable speed transmission between said inotor and wheel all mounted on said carriage, and moans for supporting said Car'rir.ge with said wheel skewed relatively to said grinding Wheel. In a centeriess grinder the combination of a grinding Wheel;

means for driving said Wheel; a Work support; a regulating wheel unit comprising a carriage, a rog11lat~ ing Wheel, and a driving motor therefor, both mounted on said carriage; and a reinovable inclined support for Said carriage. 23. In a centerless grinder the coinhination of a grinding Wheel; means for driving said wheel; a Work support; a– regulating Wheel unit comprising a carriage, a regulating wheel, and a driving motor therefor, 'both mounted on said Carriage; and means for guiding said carriage toward and [ruin said grinding wheel and for imparting a definite angle of skew to the regulating Wheel relatively to the grinding Wheel. 24. In a Centerless grinder the combination of a base, a grinding wheel, a carriage in ` which said grinding Wheel is Inountod to ro~ tate, said carriage being mounted on said base and being shiltahle thereon in the direction of the axis ol said grinding Wheel; means for driving said wheel while said carriage inoves on said base; a nieohanisin for shifting said carriage back and Forth; a second carriage rnounterl on said base and guided thereon in a direction transverse to the motion of the lirst Carriaife ' 'L revulatinv' wheel inounted in' fl 7 K PJ D said second carriage in opposed relation to said grinding wheel, the inoveinents of said second carriage serving to shift said regulating wheel toward and from said grinding Wheel; a inotor mounted on said second car~ riage; and driving connections between said motor and said control wheel. 25. In a eenterless grinder the combination of a base; a grinding Wheel niounted thereon; a control Wheel opposed to said grinding Wheel; and ineans for fixing the angle ot skew of said control wheel comprising a. laterally inclined niember upon which said control wheel is reniovably mounted and which is itself removably mounted on said base. 26. In a oenterless grinder the Cuuibiuation of a grinding Wheel and a regulating Wheel both inounted in bearings; a main base supporting the bearings of one wheel; and an intercliangoable interinediate base interposed between said base and tliolieariugs of the other Wheel and serving to fix the angular relation of said wheels. V 27. In a centerless grinder the combination of a grinding wheel and a regulating Wheel both mounted in hearings; a main base supporting the bearings ot one Wheel; an interchangeable intermediate base interposed between said base and the l_gt;earin,–:gs of the other wheel and serving to tix the angular relation 01' said wheels; and a Worl; support 1`L10Lll1f6_lt;]. on said intermediate base and removable therewith. QS. In a eenterloss grinder the combination of a grinding wheel and a regulating wheel both mounted in bearings; a main base supporting the bearings of one Wheel; an interchangeable intermediate base interposed hetween said base and the bearings of the other as ics Wheel and serving to Liz; the zinguiiir relation of said wheels, said inie1'|11e_lt;,liate base being adjustable l\o'»\=ai'_lt;i and |f1'_lt;_gt;i1i the first Wheel :incl the bczariligs of the other wheel being acijustable on said iiiterizrierliaue base 't»o\viird and :from said first wheel. 29. The combination with an centerless ,2`1`§i11Lii]'lg nmchiiic having ai work support, of il, blallk–feeding lueciizlnisnl comp1'isin,q ax magazine tube; n c:u'1'ier movable between two positions, in one of which it receives zz blank from said tube and in the other of which it presents said blank azdjziceui, said work support; and Huial, pressure means emitrolled by the movements of suinl ciu'1ssie1' and operative when the latter is positioned mlim cent said work support to disciizwge a Work blank therefrom unto said supiaorn. 30.ss The combiiiation with ax. centerless grincling' machine ililvlillg él Work rsupport, of u biaiiicfeecling 111(%H1i)C1`IIlOV§lbiC to and from fx, position ailjacent, said su|Jpm“t in which ii; serves to feed u work blank to said eupporb; au ejector operable to remove sm I i uishecl 'i\'o1'i_lt; piece from said suppori ulfuig a path :i pproxiinuteiy coiucidelin with the path Gi' e1'1t1'a11–:ze oif the Work biuuk from said feeding meiuber; :md automatic means iL1'l'L`II]f{_lt;!(i to move said member mvay from S2Li£`iSl1D`|3Ol`i.– and to {L(2`ZU~ atc said ejector. $14 The combiuaiioll with ai uenterinss {l1`1}1f.ier including an grinding wileel, a reguiiltlpg Wheel and fi Work silpporiz, of ai Work ssfeeding meluber vzolistriicted and fll`1'_l!1,Q_”€{i to be moved into and out of pmxilnity to mid support and to deposit 11 work blzuik i;hei'_lt;'0n when adjacent thereto; u l;O]Tli_gt;i11{?(i swp aiicl ejector iinlapiied to arrest the eiitering pieve fliI1d_1`('!i1il1D lt in grinding pneitioii; mul ;mf0_ matic means arrmiged first to move said member 011% Of proximity to said supporti and then te shift said stop and ejector to 'Fei–ce the finished work piece out on the side gt which it entered. ' 432. Ip ll eenturiess grinder the combination Ol; H. grinding Wheel; u, reg1i,li:itiz1;;' Wheel; a W(_gt;l'k Silpport; Work :feeding and Qjggfinfr %11€Ci'lH1:HSIl'l; inociizlnisin for rolzitivelif siiifi; lug grind Wheels, one towzird and ffbm the other, tg pcrferin successive grinciing; cycles; Il1e:1ns_'lo1' dmvizigg said ivheels, said feecliiiw :uid ejeiatinp; 1nec degrees 11:11iisn1, and said shifiing mechanism in 1`EC\l1`i`€1]t cyclic time 1'_ilLiii()ll with ouch oihcr; find men 115 for individimlly varying the speed of said Wheels and for i\1~ dividusmlly Vuryiiig the time Tale of operation of Said fQ(ZfiiT1§_f and ejecbing mecliiaiiism and said Siiiftiingf mechanism rciutiveiv to the speeds of said Wheels unci relatively to each oiiiier. 33. In zippzulmiis of the chuwcter described, in combination, Fl ,grinding Wheel mlaptefi to be rotated at relatively high Speed, zz regulating wheel adapted to be rotated at i'o]ai;iv_lt;=]y low speed anfl in in direction to present an operative surface traveling in a chrectiou relative to that of the griudinfr wheel to control the i'o\,n(.ioii of the work, means for guiding worl: of]'OU.I1(_i section into and out of operative relation to said two wheels, and iueiuis for L_iEiiV_1`i1I§',' a Work piece to said. guiding; means from sm poi_uL displaced from sniii guixliiig menus; to permit Inovement of the Wori; piece into operative relation to said two Wheels; and for thereafter giving the wo1'Il piece ai relzrograde movement along: said ggiiiniiug means. $31. l ri ::,ppai'z1i11s of the ciiumcier clesciibed, in lJ»T)1lli)i;'1{iiiIOi`\, ai, gviudiiig Wheel aduptefl to ix; i'eE;;£e;,i :it in relatively high speed, a regib iaaiiliigf mfieei :uliipted to be i'_lt;xi':xited at ZL relativeij' low speed, said Wheels being rotzitecl in r}ii~_lt;i|:i,icn'|e lu }'1i'ese111; zzdviucent opeimbive 5l1]`~ lizmes tL'a\\'eii;ig in ripposite Ciirectiolls, 21 Work sxliyiioféz ex{1u31_lt;1|ir1g beiivueii said two Wheels mri iL{,lTi§]f§ :1 wovk Sl`I1)1FO1'Lli11§ surface in~ |:»i_i11eLi i:';\m1'Li the reguizxiing Wheel, stop .Lua iii; Q€i_uiiti;;g 1H()\'_lt;§11i(¥]lf oil £1 work piece in mi axial ciirazulion along; smifi Work support, :auf ;i;e:znsf 'fur p_lt;i5;iti0nin,Q' work piece on said 5;;cii_ur=~,i Sui–iziue oi said work sumnort uri! in _lt;;p_lt;;:`ai1ive 1`I`éiiLi7i()11 io said regiiiating wi1e;:i, maid reigguialing wheel and said work Hi vpporii izgiwg rciateii to each oihci' so iihiit s;:i,i_lt;I i'e:3ia]111,i:'1;§ whmxi exerts ai feeding thrust ui mo'fe the War!–1 aXizi.U_y into operaéive reinLfuu 1.0 ?i\e grinding Wheel and against said Hfflii iiirzfziis. 35. £11 z;]_gt;V{'_gt;:zi~:xifiis of Lhe oiizxL'z:u(;er rlescribed, cn;iii;ivzs\1i§_lt;Jii7 a grinding Wheel roiated at I1 rciutivuiy iiiggil Speed, 21 regulating wiieel `|`OfiI.i,€Li at an Teiaiivuly low speed and in a direction in present an opemiive sui~i'ucc Timiveliiig in 21 direction relative to that, of the :»]:e1':1€,i\'e smi'i;ue of said grinding wheel to control #he I`0i1H\ii(}Tl of round wo:–lr, si work supprirt hxqving zi Wori; supporting S11 |'fn,ce» in~ eiiixzzil Lc_gt;'Pm1'1i[the rrguifitiiig Wheel, ai iiiagaizixis for holding fi, Supply of work pieces, iizzazmss for iiitvomiiicizig an i]1fiiVi(iUi1i Work piece fini; said iixugjaiairm into o;p:_gt;z';1,|.iV_lt;: rc– ,nziiriii Lf; Hiiill \\`Ol`i{ supjwort and

said reguizziiiiig wiicaii s–mid roguiaiting Wheel and Work §1,ip];_gt;ui‘i– being relaienl to ouch otiiei– so ihnt Hie ;~e;;~uiuLing wheel feeds the Wsrii axially airing said Work support, wiiereby said 1'e_Liiati1ig_lt;x'11eel feeds Lhe Wovk piece into opss :=1`;'Li,ive reinkion to said grimiiiigg wheel, and mvzms for moving Q gromiil work piece out of _lt;_gt;l_gt;ci':i,1'iv:2 1‘Ci£li`iO1i to Said two Wheels, SG. in appz1rn.t11s of the cimmcter de– :5_lt;:;'ii_gt;evi, in combinsitioii, a grimling wheei 1'o~ i11liYD,(_i at ii \'eliiti\/eiy high speed, 21 regiiinitiiig Wiiml 1'('Xi'§li0'I_i at ii i‘ci;1ti veiy low speed and in fx fliwclifrii to present, im Oper–iitive :s1u'[2Lue i'1`{`1\'_lt;`£],iD;Q§ in a, direction relative to that oi: the ogg;–c–rativb siivfnce of said grinding wheel to ceiimmi Um 1‘0i,2`LLi()i1 of round \\f'u1'k, zz \vc,u'k support having ai wfarli siipporiving sLii~iif:~,Ce inclined toward the regulating Wheel, means mounting one of said wheels For inowmczii; toward or away from the olher, said inclined surface of said work support, causing a Work piece te be held against the surface of the regulating wheel when one of Said wheels is moved away ‘?roni the other and said Work support and mid regulating Wheel being rel» atively inclined so as to cause the regulating wheel to ellcct axial nnpveincnt olf a w_lt;n'k piece, ejiecting inezms positioned in the line of axial inoveniezit of said work piece for limiting the movement thereof, and actuating nieans eerviug to cause inoveinent of one wheel away from the other, thereby to permit poeitioning of the Work piece on said support., then move one Wheel toward the other, and upon subsequent inovenieiit of one Wheel away frruii the ether to actuatc said ejector means. 37. in apparatus of the character described, in combination, a grinding Wheel rotated at :L i'ela2.ively high speed, ii regulating Wheel rotaieil all a relatively low speed and in a direetion to present an operative surface traveling in a. direction relative to that of the izperative surface of said grinding wheel to control the rotation of round worlg, 21 work support for holding Work in operative relation to said two wheels, means for delivering fa work piece to said work support for subs–eqiient operation thereon by said two Wheels, means tor eiecting a werl; piece, and means. having' separate connections with and causing said posiuirming means and said ejecting means to operate in predeieririincd tiinsd relation. XS. ln apparatiis of the character duscribed, in coinhinaticzx, a grinding Wheel rotated at a relatively high speed, fl regulating Wheel rotated at a relatively low speed and in si, mlirectien to present an operative Surface traveling in a direction relative to that elf the operative surface of said grinding Wheel to contre] the rotation of round work, a Work support for holding xvorli in ojgerative rela» tion said two wheels, means for Withdrawing one Wheel From the other in recurring scquenee, means for positioning a Work piece on said Work support, ineans for ejeeining a Work piece froni said werlf support, and means having: separate connections with and operating; said wheel–'withdrawing means and said work–poeitioning means and said Workejecizin means in timed relation. 39. In apparatus of the character described, in combination, a grinding wheel rotated at a relatively high speed, a regulating wheel rotated at a relatively low speed and in za, direction to present an _lt;:pei‘ai,ive surface traveling in a direction relative to that of the operative :sui'l'aee of said grinding wheel to control the rotation ot round wbrk, a work support, having a work supportinfg surface inclined toward the regulating Wheel, one of said Wheels being shaped with respect to the other to Zlform a tapered W0='k–wceivixig and grinding tliroat, means for positioning a Work piece on said inclined surface of said Work support and into open ative relation to said regulating Wheel, said regulating Wheel and said work support being relatively inclined to cause the 1'egulut_lt; ing Wheel to move the Work piece axially in a direction lroin the larger end ol' said ta~ pered grinding throat toward the 1'1_1‘]fO\'\T9l‘ end, a stop for limiting; the movement of the work piece along Said work support, and moans for moving one wheel away ,i'i–run the ether to release the Work from the grip of the wheels. V ill). In apparatus of the character described, in combination, a– grinding Wheel rotated at a relatively high sgced, a regulating wheel rotated all a 1‘elal,ively low speed and in a direction to presient an operative surfaee traveling in a direction relative to that of the ope1'ai;ive suri`ace of said grinding wheel to control the rotation of round work. a work support having a Work supporting surface inclined toward the regulating Wheel, one of said wheels being shaped wilh respect to the other to form a tapered \vorlz–receiving and grinding throat, Ineane :tor positiulv ing a work piece on said inclined surface of said Work support and into operuti ve relation to said regulating wheel, said regulating Wheel and said work support being relatively inclined to cause the regulating wheel to me cc the Work piece axially in a direction train the larger end of said tapered grinding throat toward the 1'1i1,T`]`0VVQ1‘ end, ejecting means positioned in the path of movement of the W_lt;_gt;rl~: piece along said work support and adapted to limit thc inovcmcnt ot the Work piece, and means for actuating said Wnrlr–pogitiening means and said ejeciing means in timed re~ lation, ell. In apparatus of the character _lt;;le~ scribed, in combination, a grinding wheel retatcd at a relatively high speed, a regulating wheel rotated at a relatively low speed and in a, direction to present an operative surface traveling in a direction relative to that ef. the operative surface ot said grinding wheel to conirol the rotatinn of round Work, a Werk :support having a work–supporting surface inclined toward the regulating Wheel, one of said wheels being shaped with respect to ihe other to form a tapered \V0l'l_lt;–1‘€C{£iVi?l§;f and griniliiig throat, means for positioning a work piece on said inclined sin~l`a_lt;_gt;e oi’ said Work support and into operative relation to said regulating Wheel, said regulating Wheel and said Work support being relatively inclined to cause the regulating Wheel to mme the Work piece axially in a directioii lrmii the larger end of said tapered grinding threat toward the narrower end, cjecting nieans sitioned in the path of inevexnent 03 the work piece along said work support and adaprecl po– U _lt;_gt; EG o li io limit the moveinent of the work piece, iufmiisi i'or moving one wheel toward and avfay troan the other, and inuanis tor actuating siaicl \\’Ul'ii'–1103itlO1_\l1léL' means and said Wl1l3t5l~1l`lO‘/l11§§ ineiazn; and said ejeeting means in timed relation, »l2. li; :ipperatus of the cliaracter des:ui‘il_gt;ed, in eoinliination, :L bane, a ggrinding wlieirl rotated at zi relatively high S1)l?O1'l., a rogjiilatiiipj Wheel i'ot:ifod at a irlalisfely lov: rig;–eerl and in ai, rlirecztion to presient an oper~ iitive :5i,1i"t;u:c traveling in a di rention relzttive to tliat 1; t the oper:iti‘,'e surface of said ggrinfling wlieel to control the rotation ct round \rorlz, a work support for holding; work in oiieraitire iniatioii to euid two Wheels, a incinlier slidable on said base toward and from said grinding wheel, eaid work fnippe–rt lieing inounte–Ll upon said nieinher, a nirxinlier by xrhiuli said regulating Wheel rotatably :_gt;n,ppoi‘te:l, srnid las–it–nientioiieil ineinlier lw» fngr sliclaol–3 on said Sret–iuention–firl inemlaer toward and from said grEii_lt;'llng vfliexfli anef–li~ ariifé‘in adapted in i'eciiz'rin5g sequeiufe to :=:hi'tt siairl eocond–niontioned nieinlier und the regulating; wlioel carried i§l1ft1`€:l_)}' iowai‘fl and uirny from said grinding; wheel, and ineszns opei'alJle» at will for locking; said two muffin– bers; 1;o;`§e1;lier, thereby ro canoe i,iO'.'r2nit‘ii€ or :mid ivorlc support with said regiilaling whiicl, or to loclc said SC_lt;i0Il\l~i11Gl1flOll(‘(l ineniljier to said base, thereby to online iu_lt;_gt;‘:eincnt ot' :mid regulating

Wheel to be aleo relative to Said \\'orl_lt; support. 43. In apparzitus of the character dcseribed, in coinliination, a haue, a gniziiliiifi; wheel rotated at a relatiifely high speed, a regulating wheel rotated at– a 1'elz1ti\'ely len' speed and in a L:li.1`i}l,'i'i_lJ¥`l to prea–:ent an operattive :==ur'l'ncc traveling in a direction rela~ tive to that of the operative surtacc of Said grinding wheel to control llie rotation ot round work, u Work Support 'tor liolilinij work in operalive relation to solid tivo wlieels, si, nieniber slidable on said bane, zz second niernher slidable on said base, one of said nieinliers lining slidable in a direction trainsvorsely to the axis of il Work piece, nioafis rotatalily mounting sfftirl Q'r.indiug Wheel upon one ol' said ineinliers, inezinfs rotatably mounting :said i–egulaliing wheel upon the other of sziir! ineinlicrs, means lliifltlllliillff said Work support upon one of snifil ineziiliwsir, and xneizns :i_lt;il:1ptc_lt;l in i'e;~urrin;1 neriiief–:ice to shift one of said ineznljiers. 44. In apparatus olss the character doscrilved, in cfzinliinattion, ai griixiliiig wlieel ro~ tated at a relxitively high sqieerl, a regliiatizig wlieel i"_lt;:l.:i.te_lt;l at ii i'elativel_v lon' speed and in a dizieeti on to present an operative sziu–l's,eo traveling in ii ili1'c_lt;,'tion relative to that of the operative siirfiice of Said §_§l`ill_lt;llI}g \rln:~;rl_ to control the rotation of round work, a work siipporti having a Woi'k~suppr.rting siirfaee inclined toward the regulating Wlieel, a slidable meinlier supporting said work s;up~ port and said regulating Wheel for niovenient in a direction toward and uway from said g'i'inding wlieel, ineehanisni ailapted in reeurring cycles to inove said ineinlner toward and away from said grinding wheel, :said iu» clincd surface of said nforlz support; causing the Work liliereon to be maintained in Contact with the operative surface of said rep;ulat.ing wheel when the grinding Wheel :ind the Work :ire out of operative con tact. L!–5. In $L]Q1f)UiI'£L|.Llf5 of the character described, in coinliination, ri grinding wlieel rotated at a relatively high speed, a regul:it~ ing Wheel 1'Oill'iICll at fi. relatively lonss speed and in a direction to presenr an operative surface tra'.'elinp§ in a direction relative to tlizi li of the operative surface ot said Q,i'in_lt;liiig ivliecl to control the rotation of round Work, a Work :support liavirig a worl_lt;,»supporting surface inclined toniziiwl the regulating irlieel, a slidable ineinher supporting said n'orl_lt; support :uid said reggulatiug Wheel for ili(?\`CZl1CIlt in :ii direction toivaiil and away f"oin mid griiitliiigg wheel, iiieclienisni adapted in recurring cycles to move said nienilier toward :mil uwajv from said grinding wheel, maid inclined surface of said Work support titllikflflef the worl; thereon to be inaintained in conlanzi \,ri5£'li the operative surface of said regnuiting wheel when the grinding Wlivawl and the 'ivoi–li are out of operative contact, s–:aid \'.'o;~l_lt; support and sai d regulating Wheel lining; related to each other so that the reguialiii 'ivlicel urges the ivorli in an axial direc~ tion along said Work support, means for rociprocatingf said grinding wheel in a ilirecl tion leiig.liwis;e ni the work, and ineans forming ni stop for limiting axial movement of the work. 46. In apparatus of the character _lt;`!e~ scribed, in coniliination, :iv grizidiiig wheel rotated at a relatively high speed, a rcgulat~ ing wheel rotat;ex,l at a relatively low speefl und in ri. tlirection to present an operatiife :nirfaec traveling in a, ilirocrion relative to that of the operative siirfafzo of said grinding Wheel to control the rotation of round work, a wort: support having a \\'(._gt;!'i{~?§'|]f)}?£'JI.`§– ing surface inclined toward the regulating wheel, a slidable meinber supporting said work Support and said regulating wheel lfnz' inoveinent in a direction toward and away from said grinding wheel, meclianifsiii adapted in recurring cycles to more said ineinlier toward and away ironi said grinding xvheel, said inclined surface of Said work support causing the Work thereon to be maintained in contaet; with the operative surface of rufd 1'e;;fului;ing wheel when the grintliiig wheel and the work are Out– of operative contact, said Work support and Sai d regulating wheel being related to each other so that the regrir l,flt1]'1§§ Wheel urges the Work in an axial direc~ tion along said work support, ojecting moans positioned in the path of axial movement of the Work, and means Operating in timed relation to the movement of said regulating wfhegl and work support for actuating said ejectmg means. 47.]l1 grinding apparatus, in colnblnationf EL grinding throat aclapted for simultaneous grinding and rotating action upon Work of round Section and colnprisiug three means, Que of which means is in the form of a grind~ 111g wheel adzzprefl to be rotated at ; relutively high speed, another of said means being in the form of :L 1'cgu]s1Ling Wheel adapted to be rotated at u relati\'e1y low speed and in :L direction to present an operative surface traveling in a direction relative to that of the operative griI1ding Wheel surface to control the rotation of the work, and the third of which rueans includes a]H('Zl1lb{€1' for holding Work of round section in operative relation to said two Wheels, and fluid pressure nlezzns for effecting 1X1()V()lYlC1'lt of fb Work piece relative to said grinding throat. /18. In apparatus of the character described, in combinsltiou, a grinding Wheel rotated at a relatively high speed, u l'0gLl12Lti11g wheel rotated at a relatively low speed Lo control the 1'OL€lliOD of the Work, tha portion of the work surface coniacled by the regulating Wheel movi 11 g the same. Clirection as the operative surface of the regulating wheel and the grinding wheel being rotz1\i,ud su uhm its operative surface moves past, and in the smnc direction as, the portion of the work surface being gl'0\ll1d by Said g1'ill(1iHQ,` \Y]_\(3€]_, a, work support for hoiuling work in operative relation to Sui d two wheels and with which a peripheral portion of the Work engages, means mounting said regulating Wheeland work support, on the one hand and said grinding wheel on the other hand to permit relative movement therebetween in directions Lo permit operative engagement and disengagelllent between said gri11d1x1g wheel and the work, uwchfuuism adapted upon operation to ciiect said relative movement, and means for operating said mechanism to cause said relative movement to take place in ex direction to effect gripping of the Work by the wheels for rotation by said rcg11laiing wheel and grinding by said grinding Wheel and then to cause said relative movement, to Lake place in El direction to effect disengagement between said grinding Wheel and the work, said Work support and said regu~ lutiug wheel being related to Said grinding wheel so as to ulaintain operative Contact between the Work and said regulatillg wheel when said grinding wheel and the Work me out of engagement. 49. In grinding appamtus, in combination, a grinding throat adapted for eimultaneoug grinding and rotating action upon work oi round section and comprising three means, one of which means is in the `fO1'll1 of a\ gyinding Wheel adapted to be rotated at :L relatively high speed, anolher of said means being in the form of a regulating Wheel adapted to be rotated at u, rehltively low speed and in a direction to present an operative surface traveling in 21. d§1`(!Cfi0ll wlativu to that of the opcraézive grinrling Wheel surface to control the roiznxion oif the work, and the third of which means includes il member for holding work of round section in operative relation to said two Wheels; 1NCL2hiU1iS1I1 for Uyclically changing the relation of che grinding throat to the Work and for effecbillg u, movement; of a Work piece relative to the grinding throat, and interchangealuie means for varying the pe1'imli¢:ii,y uf operation of said lncchzmisnl. 50. A ceuterless grinding machine compris~ ing an Work regulating Wheel and Q grinding whcc17 moans for rotating the regulating Wheel, slowly and the grinding Wheel rapidly

respecLi vely to rotate and grind the Work positioned tl\u1'cbeL\ve_11, 111921115 for suppo1'_,ing work of romul section bctwceyl s;zidwhee1s,u positively operated Jrecision 1m:s:h:u1§sn1 for moving one of the W eds cyolically towards the other wheel to grind the Work to il i)1'3dUL_]l1DiI16£l size and t11er0:1_7fte1' \Vi\11L'[!`£L\V ihe wheel, a separnte 1`H9Ch8.I`1iS1`I`l coustz~11_lt;'tscl and arranged to move Work picces separately and successive–` ly into operative relation to said Work supporting moans and to said reggulnting Wheel to zz position for grinding, and means for operating the work 1110 viug 1'HGL5h_lLliSl11i1l an uni £'o1'111– ly periodic and properiy timed 1`€1fl–H011 rel:–,~ iive to the _lt;:_y¢;]i_lt;; \\fhe®l movement effected by said wheel–moving 1116C}E2Ei\i_gt;1)1 so as to position a Work piece for grinding while the Wheels are sep mated. 51. A centerlcss grinding mznchinc comprising il work regulating Wheel and 21 grinding Wheel, means between said Wheels for supporting Work for free rotation, means for rotating the regulating Whacl and the grinding Wheel at speeds respectively to rotate and grind the work, a lnechfmisln constructed and arranged to move pieces of Work successively into operative relation to said work Supporting muans, power– operated means for moving one of the wheels tmvavfls and away from the other to effect rotation by the regulating Wheel and grinding by the grinding Wheel oif the Wovk to zu given size, lneans for reciprocating the grinding wheel axially during grinding, and means for operating the Work moving meclmuism Eu a, llniformly periodic and prpperly timed relatiou rclutivc to the wheel move~ IIIGH1(eifcctccl by said Wheel–moving 111321119 to position work for rotation and grinding by said wheels respectively and to permit discharge thereof. 52. A centerless grinding machine comprising Work FQ§;'L11HfE11Q wheel :md a grinding Wheel, menus adzxpted to support Work for free rotation bctwecu said Wheels, means for rotating the regulating Wheel and grinding' Wheel at speeds respectively to rotate and 1 3 me :rrind the worli. a wzrrlt ineviugg 1l1C1I11l)(fl"_lt;`lll!" structcd and ai'ra,ngo_lt;l to carry nfork pieces separately into operative relation to said WIWCYS and Said WMI; suppox–tin; means, and a cam operated nieeliauisnr tor i\nw2;ig saual member cyciieaily. _ ¢ 53. A grinding machine comprising a work regulating wheel and at grinding Wheel, means tor rotating the regulating wheel and grindingivheelat.speeds respectively to rotate and grind the work, a work supply source, a eyclieally operated Work moving meinher constructed and arranged to more worli pieces separately from said source to a position Sl.llJStlLlllllltlll_';' between said wheels. liuid pressure means for renioving a work piece troin Sai d meinber, and means opera tive when said member has moved a Work piece substantially between said Wheels tor making effective said fluid pressure means. 54, A grinding; machine comprising a work regulatiiig Wheel and a grinding wheel, means for rotating the regulating ivhcel and the grinding wheel at speeds respectively to retate and grind the work, a cam operated inechanisrn constructed and arranged, to more work relative to the ;{rinc;l_inq throat torined by Said Wheels, cam operzited means tor innvu ing one of the wheels towards and alwav from the other wheel, and means tor reciprocating the grinding wheel axially flus'in,w1 grinding. said work–in oving niefrhanism being operated in a uintormly periodic and properly timed relation relative to the wheel movement etlected by _said wheel–moving means. In Qrlnrlingg apparatirs, in eoinbinatifm, a_ Work regulating wheel rotatable at relatively low speed, a grinding wheel rotatable at relatively high speed, said wheels presentlflif ?1(lj41CGlll3 operative surfaces traveling in opposite directions, said regulating Wheel acting to rotate work of round section interposed between said two wheels, means for lioldmg work of round section between said tvfo Wheels, a member movable in the general direction tov/arcl said work–holding means and adapted to carry a tvorl; piece substantially _between said Wheels, and means tor reTnoving said work piece from said member and moving it into operative relation to said \VO1`l{~l`|Ol(lll1,Q means. 56. In grinding apparatus. in coinbina tion. a Work regulating Wheel rotatable at relatively low speed. a grinding Wheel rotatable at relatively high speed, said wheels presenting' adjacent operative surfaces traveling in opposite directions, Said regulating; wheel acting to rotate work of round seetion interposed between said two wheels. ineans 'tor holding Work of round section betvreen said Wheels, ai inagjaziixe for holding a supply of work pieces, means including a meinher movable in the general direction toward said Work–liolding means and adapted to receive work pieces one at a time from said magazine and move them individually between said wheels, and means for removing a work piece l'i–ein said member and eilcetingg its lnovement into operative relation to said work–holding' means. _ _ 57. In ;_gt;;rindin,;f apparatus, iu combination, a arin_lt;li_n;; throat adapted tor simultaneous griiiiiliiigg and rotating aetion unon work oft round section and comprising three means, one of wllieli mczzns is in the form of a. grindwvlieel adapted to be rotated at a relatively bi,4;'l\ speed, another ot said means being; in the form ot a regulatiiig Wheel adapted to be rotated at a relatively low speed and in a direction to present an operative surface traveling; in a direction relative to that of the operative Qrimlingr Wheel surface to eonLrol the rotation of the work, and the third oi' \vlii1'l1 means includes a member for holding wvork olf round section in operative rolation to said two Wheels; power driven means adapted in recurring sequence to change the ielatioii ot the ;_frin_lt;lin,fr throat to the Work, tliereby to permit insertion or removal of a vforlf piece with respect to the grinding throat; and intercliangeable means for varving the periodicity of operation of said power _lt;,l;'iven means. 53. In grinding apparatus, in combination, a §{l`ll](lll1i§§ throat adapted for simultaneous ggrifitling and rotating action upon work of round section and comprising three moans, one ot 'Which means is in the form of a grindin 'rlieel adapted to be rotated at a relatively high speed, another of said means being in the forni ot a rennlatinu wheel adapted to be rotated at a relatively low speed and in a flirection relative to that of the operative grinding Wheel surface to control the rotation of the viorlc, and the third of which means includes a member tor holding Work ot round section in operative relation to said two Wheels; power actuated means operatin,–;f reeurrently 'tor eontrolling the movement ot a work piece with respect to said grinclimr throat; and intereliangeable means for varyinfr the periodicity of operation of said power actuated means. 59. Tn grinding apparatus, in combination, a grinding throat adapted for simultaneous grinding and rotating; action upon Work of round section and COIY1]3l'lSl]1,Q` three means, one ot whirh means is in the form of a grinding Wheel adapted to be rotated at a relatively high speed, another of said means being in the itorm of a regulating wheel adapted to be rotated at at relatively low speed and in a direction to present an operative surface lZ`€!_\'Cll|\?Q' in a direetion relative to that of the operative grinding wheel surface to control the rotation of the Worln tlllfl U10 l"hl1'f1 ot \'.'liich means includes a member for holding work of round section in operative relafi() tion to said two wheels; a magazine for holding a supply of Work pieces; power driven means adapted in recurring sequence to effect movement of a work niece from said magazine into said grinding throat; and interchangeable means for varying the periodicity of

operation of said power driven means. 60. In apparatus of the character described, in combination, a frame, a grinding wheel and a regulating Wheel mounted on the frame in opposition to each other to provide a Workrccciving throat therebetween and to permitmovement of one wheel relative to the other to Vary the Width of the grinding throat, means tor feeding work into the grinding throat, means for ejecting Work from the grinding throat, means for varying the width of the grinding throat to permit feeding of work thcrcinto for subsequent operation thereon by said Wheels and for ejecting of the work from the throat, and a single cam member having portions for actuating the throat–varying means, the work–feedinfv means, and the work–ejecting means, in timed relation. 61. In a Grinding apparatus, in combination, a grinding throat including a grinding Wheel, a regulal ing wheel memloer for controlling the rotation ot work of round section, and a member for holding Work in operative relation to said wheels; a magazine; a movable carrier adapted in one position to receive a work piece from said magazine and in another position to present said work piece adjacent one of said grinding throat members; means operative substantially when said carrier has presented a Work piece adjacent one of said grinding throat members to give the Work piece a movement in a general direction lengthwise of one of said grinding throat members; an ejector operable to remove a finished Work piece from said grinding throat along a path substantially coincident with its path of entrance; and means for actuating said ejector and moving said carrier out of the path of the Work piece being ejected. GQ. In grinding apparatus, in combination, a grinding throat including a grinding Wheel, a regulating wheel member for controllingthe rotation of work of round section, and a member for holding work in operative relation to said wheels; a carrier pivotally mounted to swing about an axis such that movement of said carrier about its axis carries a Work piece to a position adjacent one of said grindin throat members; means for giving a Wor piece thus carried by said carrier a movement in a general direction lengthwise of one of said grinding throat members; an ejector operable to remove a finished work piece from said grinding throat along a path substantially coincident with its path of entrance; and mechanism for oscillating said carrier, actuating said Work piece–moving means, and actuating said ejoctor in timed relation. 63. In grinding apparatus, in combination, a grinding throat including a grinding Wheel, a regulating Wheel member for controlling the rotation of Work of round section, and a member for holding Work in operative relation to said wheels; a Work piece carrier; means mounting said carrier for oscillation about an axis such that a Work piece carried thereby is moved to a position adjacent one of said grindinfr throat members; means for supplying Worth pieces individually to said carrier; means for oscillating said carrier about its axis; and means operating in timed relation with said last–mentioned means for giving a work piece a movement in a general direct–ion lengthwise of one of said grinding throat members substantially when said carrier has positioned said Work piece with respect thereto. 64. In grinding apparatus, in combination, a grinding throat including a grinding Wheel, a regulating wheel member for controlling the rotation of Work of round section, and a member for holding work in operative relation to said wheels; a Work piece carrier; means mounting said carrier for oscillation about an axis such that–, upon movement of said carrier, the latter delivers a work piece to one of said grinding throat members from a. point displaced therefrom and in a position to permit movement of the work piece into said grinding throat; and means for oscillating said carrier. In testimony whereof I have signed my name to this specification

8) Family number: 31729407 (US2005133244A) © PatBase

Title: LIVE CONDUCTOR STRINGING AND SPLICING METHOD AND APPARATUS

Priority:

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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): F16C13/00 H01B7/00 H02G1/02 H02G1/04 H02G5/00 H02G5/06 H02G7/00 H02H7/06 (Advanced/Invention); H01B7/00 H02G1/02 (Core/Invention)

International class (IPC 1–7): H02G1/02 H02G7/00 H02H7/06

CPC: H02G1/02 H02G1/04

European class: H02G1/02 H02G1/04

US class: 174/59 174/59S 174/68.2 174/68.200P 307/147 307/147P 322/29 322/29S 385/96 385/96S

Classification Explorer

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Forward Citations: WO17027825, WO16164836, WO15164381, WO15131022, WO13148794, WO09049283, WO08138094, WO08138094, WO08124579, WO08085164, WO07140569, US9478952, US9246314, US9112338, US9048639, US8902559, US8766098, US8755664, US8684333, US8585020, US8573562, US8505878, US8471416, US8226069, US7977571, US7546680, US2015357802, US2015249325, US2014217245, US2012288250, US2012186853, US2010133490, US2009295235, US2009206305, US2009095522, US2008246010, US2008054235, US2007158093, JP5486120, EP3148023, EP2814126, EP2814125, EP2149180, EP2149180, CN103683097, CN103683097, CN103500964, CN103119292, CN103119292, CN102842867, CN101958519,

Abstract:
Source: US2005133244A A method and apparatus for handling and/or stringing energized conductor for a high voltage power line conductor for a high voltage power line is provided. The method includes bringing components and workers to the same electrical potential and transferring power from one contractor to another. Associated apparatus is also described.

0) EP1149038A1 – MEDIA STORAGE AND RECYCLING SYSTEM FOR AUTOMATE...

9) Family number: 33465918 (EP1149038A1) © PatBase

Title: MEDIA STORAGE AND RECYCLING SYSTEM FOR AUTOMATED BANKING MACHINE

Priority: US19980100758P 19980917 WO1999US20443 19990907

Family:

Publication number	Publication date	Application number	Application date
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Inventor(s): RICHARD J PHELPS ; RICHRD J PHELPS ; WILLIAM D BESKITT ; WILLIAM DANIEL BESKITT ; JEFFREY EASTMAN ; MICHAEL J HARTY

Agent(s): DIMOCK STRATTON LLP; CARLOS REINALDO OLARTE GARCIA; POTTER JULIAN MARK ET AL

Designated states: DE ES FR GB IT

International class (IPC 8–9): B65H29/06 B65H29/20 B65H29/38 B65H29/40 G07D11/00 G07D13/00 (Advanced/Invention)

International class (IPC 1–7): B05H29/38 B65H 39/10 B65H 5/22 B65H29/06 B65H29/38 B65H39/10 B65H5/22 G06F B65H29/00 G07D11/00 G07D13/00 G07F19/00

CPC: B65H29/06 B65H29/40 B65H83/025 B65H2301/42122 B65H2301/42142 B65H2301/42146 B65H2404/1114 B65H2404/651 B65H2404/655 B65H2404/657 B65H2701/1912 G07D11/0003 G07F19/202 G07F19/203

European class: B65H29/06 B65H29/40 B65H83/02C G07D11/00D G07F19/202 G07F19/203 L65H301/42122 L65H301/42142 L65H301/42146 L65H342/122 L65H404/1114 L65H404/651 L65H404/655 L65H404/657 L65H701/1912

Classification Explorer

Cited documents: US74926096, US5923413, US5803705 A, US5692740 A, JP7187468, JP7187468,

Abstract:
Source: EP1149038A1 A media storage system for an automated banking machine (10) inlcudes a flipper member (90, 178) which is rotationally movable to engage sheets. A gripper member (138, 182) is movably mounted relative to the flipper member. The flipper member further includes an arcuately extending slot (92, 180). The sheet extending in the slot is held in fixed engagement with the flipper member by the gripper member. Rotation of the flipper member to a releasing position causes the sheet to be engaged with a stop surface (160, 188) as the gripper member moves to release the sheet. Sheets released by the flipper member are positioned in a stack (94, 184). The flexible flap (160) engages each sheet after it has been released by the flipper member to conform the sheet to the stack. In alternative embodiments a flipper member (178) includes a picker portion (202). Picker portion is selectively operated to remove sheets from the stack.

0) US2001034583A – SPEEDOMETER FOR A MOVING SPORTSMAN

10) Family number: 29953458 (US2001034583A) © PatBase

Title: SPEEDOMETER FOR A MOVING SPORTSMAN

Priority:

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US19970867083 19970602 US20000256069P 20001215 US20000201544P 20000503
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Family:

Publication number	Publication date	Application number	Application date
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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZA ZM ZW

International class (IPC 8–9): A43B3/00 A43B5/06 A61B5/00 A61B5/024 A61B5/08 A61B5/103 A61B5/11 A61B5/145 A61B5/22 A61F5/14 A63B24/00 A63B71/06 A63C11/00 A63C5/06 A63F13/798 A63K3/00 G01B21/00 G01B21/16 G01B5/02 G01B5/10 G01B7/004 G01C17/38 G01C21/16 G01C22/00 G01C22/02 G01C5/00 G01C9/00 G01G19/44 G01G23/00 G01G23/37 G01G7/00 G01G9/00 G01K13/00 G01L1/00 G01L1/04 G01L1/16 G01L1/22 G01L3/24 G01L5/00 G01P1/12 G01P11/00 G01P13/00 G01P15/00 G01P15/02 G01P15/08 G01P15/18 G01P21/00 G01P3/00 G01P3/36 G01P3/42 G01P3/50 G01P3/62 G01P5/08

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International class (IPC 1-7): A63B71/06 G01C22/00 G01L1/00 G01L3/00 G01L3/24 G01L5/00 G01P11/00 G01P13/00 G01P3/00 G01P3/50 G01P5/00 G01P7/00 G01P9/00 G04F1/00 G04F10/00 G04F8/08 G06F11/00 G06F11/30 G06F11/32 G06F15/00 G06F17/00 G06F17/40 G06F19/00 G08C19/06 H04N17/00

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Abstract:
Source: US2001034583A The invention detects the loft time and/or speed of a vehicle, such as a sporting vehicle, during activities of moving and jumping. A loft sensor detects when the vehicle leaves the ground and when the vehicle returns to the ground. A microprocessor subsystem converts the sensed information to determine a loft time. A display shows the recorded loft time to a user of the system. In addition, a speed sensor can detect the vehicle's speed for selective display to the user. The invention is particularly well−suited to sporting activities such as snowboarding where users loft into the air on ski jumps and catch "air" time but have no quantitative measure of the actual time lapse in the air. Therefore, users in skiing can use invention to record, store, and playback selected information relating to their sporting day, including the total amount of "air" time for the day and information such as dead time, i.e., time not spent on the slopes.

0) US5385440A – LIFT TRUCK ACCESSORIES FOR STACKING AND MOVING ...

11) Family number: 11245442 (US5385440A) © PatBase

Title: Lift truck accessories for stacking and moving stacks of tires

Priority: US19920917779 19920721 US19930038144 19930326 US19960666829 19960619 US19950478905 19950607 US19940344240 19941123 US19940230079 19940420 WO1995US04955 19950420 WO1998US07758 19980416 US19970834442 19970416 WO1993US06473 19930709

Family:

Publication number	Publication date	Application number	Application date
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Probable Assignee: CASCADE CORP

Assignee(s):(std)**:** RABEN ; RABEN THOMAS M ; RAVEN THOMAS M ; THOMAS M RABEN

Assignee(s):	CASCADE CORP
Inventor(s):(std)	RABEN THOMAS M ; RAVEN THOMAS M
Inventor(s):	THOMAS M RABEN
Agent(s):	DAVIES COLLISON CAVE; DAVIES COLLISON CAVE PTY LTD; SPRUSON AND FERGUSON; ASPEN PHARMA PTY LTD; SMART AND BIGGAR
Designated states:	AL AM AT AU AZ BA BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CU CY CZ DE DK EE ES FI FR GA GB GE GH GM GN GR GW HU ID IE IL IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MC MD MG MK ML MN MR MW MX NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT UA UG US UZ VN YU ZW
International class (IPC 8–9):	B66F9/12 B66F9/18 (Advanced/Invention); B66F9/12 (Advanced/Non–invention)
International class (IPC 1–7):	B66F11/00 B66F9/075 B66F9/12 B66F9/18
CPC:	B62B2202/12 B66F9/18 B66F9/12
European class:	B66F9/12 B66F9/18 L62B202/12
US class:	414/426 414/607 414/608 414/618 414/623 414/662 414/664
Classification Explorer	
Cited documents:	US5713716 A, US5704755 A, US5478196 A, US5318314 A, US5230600 A, US5215427 A, US5156519 A, US5024575 A, US4961681 A, US4850789 A, US4699565 A, US4688981 A, US4538953 A, US4497606 A, US4403903 A, US4354795 A, US4325669 A, US4295772 A, US4189275 A, US3409156 A, US3118555 A, US3097009 A, US3084820 A, US2981429 A, US2959313 A, US2946407 A, US2929523 A, US2827190 A, US2772918 A, US2714463 A, US1506136 A, PL39303, PL39303, JP55021310 A2, GB956437 A, GB843768 A, GB723554 A, GB624461 A, GB2246552 A1, GB1229490 A, DE805166 A, DE2713348 A1, DE2240633 A1, CH337124 A, CH337124, AU2921184 A1,
Forward Citations:	WO09130295, WO08048437, WO04076332, US9610963, US9415984, US9139406, US9061719, US8596613, US8505691, US8162107, US8006751, US7985043, US7896603, US7588407, US7546869, US7360628, US7293607, US7156333, US6732871, US6543986, US6247887, US6186565, US2015239720, US2014161580, US2011297905, US2011182707, US2010312252, US2009297306, US2009245991, US2009191033, US2009139803, US2008286079, US2008101902, US2008089769, US2008060880, US2008038093, US2006011351, US2005035232, KR101627534, KR101104333, JP2011518737, FR2930491, FR2851240,

Abstract:
Source: US5385440A Lift truck accessories for stacking and moving stacks of tires are disclosed. The tire–stacking device includes an elongated platform upon which a plurality of tires may be placed side by side when the device is in its horizontal position. The tire–stacking device can be raised by the lifting apparatus of a lift truck from its horizontal position to a vertical position. When in its vertical position, the stack of tires is supported by a clamping arrangement that is attached to the base end of the tire–stacking device. A second embodiment of the invention is a tire transporter that is always maintained in a vertical position but includes a clamping arrangement which is similar to the tire–stacking device. The tire transporter is relatively shorter than the kite–stacking device and enables a lift truck operator to move stacks of tires through low–clearance areas such as under doorways as well as into and out of trucks.

0) US2005034763A – PEDESTAL HYDRANT

12) Family number: 31571335 (US2005034763A) © PatBase

Title: PEDESTAL HYDRANT

Priority:

EP20060850144 20061113 EP20090728436 20090331 JP20080556310 20061113
US20010294174P 20010529 JP20080556310T 20061113 EP20110164435 20061113
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US20050661668P 20050314 US20020146211 20020515 WO2006US60833 20061113
US20090469493 20090520 US20090577041 20091009 WO2009US38938 20090331

Family:

Publication number	Publication date	Application number	Application date
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CA2643165 C	20140211	CA20062643165	20061113
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WO07097819 A3	20080605	WO2006US60833	20061113	
WO09124039 A1	20091008	WO2009US38938	20090331	

Probable Assignee: CLEAN EMISSIONS TECHNOLOGIES INC

Assignee(s):(std)**:** PARKER PHILIP A ; PARKER PHIL A ; HARRIS WARNER O ; HARRIS WARNER OLAN ; ZERO EMISSION SYSTEMS INC ; CLEAN EMISSIONS TECHNOLOGIES INC ; ZERO EMISSIONS SYSTEMS INC

Assignee(s): ZES MARKETING INC ; CABIN COMFORT SYSTEMS INC ; CLEAN EMISSIONS TECHNOLOGIES INC EASTLAND ; ELECTRIC TRACTION SYSTEMS INC ; FUEL CELL IDLING SYSTEMS INC ; PEM CELL IDLING SYSTEMS INC ; UNICO INC ; ISIMET MAPA LLC

Inventor(s):(std)**:** HARRIS WARNER ; HARRIS WARNER O ; HARRIS WARNER OLAN ; OLAN HARRIS WARNER ; PARKER PHIL A ; PARKER PHILIP A

Inventor(s): WARNER OLAN HARRIS ; PARKER PHILIP ; PARKER PHIL ; HARRIS WARNER OLAN BANNING

Agent(s): KIRBY EADES GALE BAKER; FISH AND RICHARDSON PC; PETERREINS FRANK DR ING; PETERREINS FRANK; LINAGE RAFAEL; SLATER AND MATSIL LLP; ANTHONY ENGLAND (GENERAL); ANTHONY ENGLAND GENERAL; ANTHONY ENGLAND; KORDZIK KELLY; ENGLAND ANTHONY V S; KELLY; ANTHONY V S; KELLY K; MATHESON KEYS GARSSON AND KORDZIK PLLC; KORDZIK KELLY K ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B23P19/04 B23P23/00 B60H1/32 B60K1/00 B60K17/02 B60K17/28 B60K23/00 B60K6/00 B60K6/04 B60K6/20 B60K6/22 B60K6/32 B60K6/36 B60K6/387 B60K6/40 B60K6/442 B60K6/48 B60K6/50 B60K6/54 B60K6/547 B60L11/00 B60L11/12 B60L11/14 B60L11/18 B60T17/00 B60W10/00 B60W10/02 B60W10/04 B60W10/06 B60W10/08 B60W10/10 B60W10/11 B60W10/26 B60W10/30 B60W20/00 B60W30/00 B60W30/18 B60W30/19 B60W50/08 E03B7/12 E03B9/04 E03C1/02 E04D13/14 F02D29/00 F02D29/02 F04B35/00 F04B39/06 F16C1/26 F16C35/08 F16D3/84 F16D48/02 F16H3/72 F16H59/46 F16H63/42 F16K27/12 F16K49/00 F25B1/00 F25B27/00 F25B49/00 G06F19/00 (Advanced/Invention); B60K17/28 B60K6/20 B60K6/48 B60K6/50 B60W10/04 B60W30/00 B60W30/18 (Advanced/Non–invention); B23P19/04 B23P23/00 B60H1/32 B60K17/00 B60K6/00 B60L11/00 B60W10/00 B60W10/02 B60W10/06 B60W10/08 B60W10/10 B60W20/00 B60W30/18 B60W50/08 E03B9/00 E03C1/02 E04D13/14 F16H59/46 F16H63/00 F16K27/00 F16K49/00 F25B1/00 F25B27/00 F25B49/00 G06F19/00 (Core/Invention); B60K B60L B60W F16H (Subclass/Invention)

International class (IPC 1–7): F16K27/12 F25B27/00

CPC: Y02T10/6234 Y10S903/915 Y10S903/951 Y02T10/7066 B60Y2300/1888 B60W2520/10 B60K6/32 B60L11/14 B60L11/1868 B60L11/1881 B60L11/1887 B60L11/1892 B60L15/2045 B60L2240/12 B60L2240/421 B60L2250/16 B60L2270/145 Y02T10/7077 Y02T90/34 Y02T10/7005 Y02T10/70 Y02T10/7283 Y10T29/53 B60H1/3222 B60H1/00535

B60H1/00542 Y10T477/23 Y10T477/24 Y10T477/26 Y10T477/27 Y10T29/49716 B60K6/547 B60W10/02 B60W10/06 B60W10/08 B60W30/19 B60Y2200/14 F16H59/46 F16H63/42 Y02T10/6221 Y02T10/6286 Y10T137/6969 Y10T137/7036 Y10T137/7062 Y10T137/5468 Y10T137/5491 E04D13/1407 E03B9/04 E03C1/02 F16K27/12 Y02T10/645 Y02T10/72 B60W20/00 B60K17/28 B60W10/11 B60W20/20 B60W10/10 B60W2510/0225 B60W2540/14 B60K6/48

European class: B60H1/00S1C B60H1/00S1D B60H1/32C2 B60K17/28 B60K6/32 B60K6/48 B60K6/547 B60L11/14 B60L11/18M32 B60L11/18R B60L11/18R4 B60L11/18R8D B60L15/20E B60W10/02 B60W10/08 B60W10/11 B60W30/19 E03B9/04 E03C1/02 E04D13/14A F16K27/12 L60K17/28 L60L200/26 L60L240/12 L60L240/421 L60L250/16 L60L270/14D L60W10/02 L60W10/06 L60W10/08 L60W10/11 L60W20/00 L60W520/10 L60Y200/14 R16H59/46 R16H63/42 Y02T10/62F4 Y02T10/62F6B Y02T10/62J Y02T10/64D Y02T10/70B Y02T10/70J2 Y02T90/34

US class: 137/296 137/300 137/357 137/375 137/382 180/65.1 180/65.2 180/65.21 180/65.210P 180/65.210S 180/65.23 180/65.235 180/65.24 180/65.265 180/65.265P 180/65.28 180/65.285 180/65.31 180/65.6 29/401.1 29/401.100S 29/700 29/700S 417/362 464/178 464/184 477/3 477/4 477/5 477/6 60/605.2 62/115 62/115P 62/126 62/126S 62/236 62/236S 62/239 62/239S 62/244 62/323.1 62/323.3 62/323.300S 701/104 701/105 701/108 701/22 701/22P 701/22S 701/51 701/54 903/902 903/902S 903/915 903/930 903/930S 903/941 903/942 903/951

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Abstract:
Source: US2005034763A A fluid delivering hydrant providing a valve actuated assembly with enclosing shroud and water resistive doom handle assembly to protect the assembly from exposure to the weather while preventing entry of rainwater into a building structure upon the roof of which the device has been installed.

13) Family number: 30002503 (US2001056544A) © PatBase

Title: ELECTRICALLY CONTROLLED AUTOMATED DEVICES TO OPERATE, SLOW, GUIDE, STOP AND SECURE, EQUIPMENT AND MACHINERY FOR THE PURPOSE OF CONTROLLING THEIR UNSAFE, UNATTENDED, UNAUTHORIZED, UNLAWFUL HAZARDOUS AND/OR LEGAL USE, WITH REMOTE CONTROL AND ACCOUNTABILITY WORLDWIDE

Priority:

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US19990149029P	19990617	US19990139759P	19990615	US20000176818P	20000119
US20070841234	20070820	WO1999US00999	19990115	US20060439238	20060524
US20030401041	20030328	WO1999US00919	19990115	WO1999US13668	19990618
WO2000US04737	20000225	WO2001US01645	20010119	WO2001US13809	20010430
US20030654992	20030905	WO2000US16381	20000615		

Family:

Publication number	Publication date	Application number	Application date
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AU199946908 A5	20000105	AU19990046908	19990618
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AU2001259245 AA	20011112	AU20010259245	20010430
AU200134479 A5	20010731	AU20010034479	20010119
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CA2637877 AA	19991223	CA19992637877	19990618
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EP1053138 A4	20030716	EP19990903125	19990115
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EP1121245 A4	20040331	EP19990930355	19990618
EP1121245 B1	20081224	EP19990930355	19990618
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US2003221118 AA	20031127	US20030401041	20030328
US2004049324 AA	20040311	US20030654992	20030905
US2006287783 AA	20061221	US20060439238	20060524
US2008091309 AA	20080417	US20070841234	20070820
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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EE ES FI FR GA GB GD GE GH GM GN GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW

International class (IPC 8–9)**:** B29C65/00 B32B37/00 B60R25/00 B60R25/02 B60R25/04 B60R25/042 B60R25/08 B60R25/10 B60R25/102 B60R25/25 B60R25/30 B60R25/33 B61C17/12 B61G5/10 B67D5/36 B67D7/04 B67D7/38 C04B37/00 E06B1/56 E06B5/11 F17D1/08 G01C21/34 G01S5/02 G05B11/01 G05B15/00 G05B23/02 G05D1/00 G06F13/00 G06F19/00 G06F7/04 G06Q99/00 G07C5/08 G08B13/22 G08C17/00 G08C17/02 G09F3/03 H04B7/185 H04L29/10 H04L9/00 H04M11/00 H04Q1/00 H04Q7/00 H05B1/00 (Advanced/Invention); G06Q99/00 (Advanced/Non–invention); B32B37/00 B60R25/00 B60R25/04 B60R25/08 B60R25/10 B61C17/00 B61G5/00 B67D7/00 B67D7/38 E06B1/56 E06B5/10 F17D1/00 G01S5/02 G05B15/00 G05B23/02 G06F13/00 G06F19/00 G06F7/02 G06Q99/00 G07C5/00 G08C17/00 H04B7/185 H04M11/00 H04Q1/00 (Core/Invention)

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CPC: B60R25/04 B60R25/252 B60R25/255 B60R25/257 B60R2325/101 G06Q99/00 B60R25/302 B60R25/305 H04Q9/00 G06Q30/02 B60R25/042 B60R25/02 B60R25/08 B60R25/102 B60R25/33 B60R2325/205 B60R2325/304 B60T7/18 B60T8/4266 B60T8/4863 B60W50/029 B60W2550/402 F02D41/021 F02D41/042

European class: B60R25/02 B60R25/04 B60R25/042 B60R25/08 B60R25/102 B60R25/25B B60R25/25D B60R25/25F B60R25/30B B60R25/30D B60R25/33 B60T7/18 B60T8/42A6 B60T8/48B4D B60W50/029 F02D41/02C G06F17/60 G06Q30/02 G06Q90/00 L60R325/10B L60R325/20D L60R325/30D L60W550/40A R02D41/04B

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Classification Explorer

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Abstract:
Source: US2001056544A This application describes completely in many unique ways and detail all the devices to reduce a vehicle's speed and/or reduce a machines RPM's and/or stop any piece of equipment's as well as guide it if mobile through automated controls. First to slow it down, and guide it and/or control it if necessary (i.e., other pieces of equipment). Secondly it discusses how to stop any piece of equipment completely. And thirdly, the invention secures it in a safe stationary position either entirely or any number of specific moving parts. Many of these systems are initially here described to slow, reduce speed, steer, stop and/or secure equipment functions. However, they also can be used to increase a piece of equipment's functions. In other words their variations are completely capable to serve any remote or automated controls on a vehicle in the future to provide full robotics systems, e.g., for automated transportation systems, automated manufacturing, etc., either through individually isolated remote control systems and/or interfaced with other off−board systems through communication links, gateway computers, computer networks and the world wide web for inexpensive long distance monitoring and remote control. The invention focuses on the automobile industry but as has always been maintained throughout all these applications these devices and systems are designed to control every piece of equipment. The invention includes various accountable protocols and commercial developments to control speed, brake and steering for an automobile shut down to be performed through automation to a safe controlled secured deactivated state to be considered as a basis for a standard in aggressive vehicle remote control and/or to control and guide a vehicle and/or piece of equipment through many different automated systems.

14) Family number: 20707577 (WO9015725A1) © PatBase

Title: PROCESS FOR VARYING THE TREAD BAND PATTERN OF MOTOR VEHICLE TYRES

Priority: DE19893919710 19890616 DE19893943054 19891228 WO1990DE00448 19900615 DE19914110203 19910328 DE19914126572 19910812 DE19904005010 19900219

Family:

Publication number	Publication date	Application number	Application date
DE3919710 A1	19901220	DE19893919710	19890616
DE3919710 C2	20020718	DE19893919710	19890616
DE3943054 A1	19910711	DE19893943054	19891228
DE4005010 A1	19910829	DE19904005010	19900219
DE4005010 C2	20010726	DE19904005010	19900219
DE4110203 A1	19921001	DE19914110203	19910328
DE4110203 C2	20020620	DE19914110203	19910328
DE4126572 A1	19930218	DE19914126572	19910812
EP0477227 A1	19920401	EP19900909126	19900615
WO9015725 A1	19901227	WO1990DE00448	19900615

Probable Assignee: LIEBIG WILLI

Assignee(s):(std)**:** LIEBIG WILLI

Assignee(s): LIEBIG WILLI 4220 DINSLAKEN DE

Inventor(s):(std)**:** LIEBIG WILLI

Inventor(s): LIEBIG WILLI 4220 DINSLAKEN DE

Designated states: AT BE CA CH DE DK ES FR GB IT JP KR LI LU NL SE SU US

International class (IPC 8–9)**:** B60C11/16 (Advanced/Invention); B60C11/14 (Core/Invention)

International class (IPC 1–7)**:** B60C11/02 B60C11/03 B60C11/14 B60C11/16 B60C11/18 B60C23/00 B60C23/12 B60C5/20 B60C9/18 B60K28/16 B60T8/32

CPC: B60C11/1612

European class: B60C11/16B2

Classification Explorer

Cited documents: US3942572 A, JP61241204, DE3721500 A1, DE3151231 A1, DE3001483 A1, DE2640581 A1, DE2500377 A1, DE2424469 A1, DE2316368 A1, DE2305428 A1, DE2215843 A1, DE2202420 A1, DE2131918 A1, DE1755940 A1, DE1605738 A1, CH542732 A, CH515806 A, AT379991 B, AT237466 B,

Forward Citations: WO05044591, WO05044591, US8215354, US8215353, US7066226, RU2544907, RU2536565, GB2271324, GB2271324, EP1911609, EP1699644, EP1479536, DE4408140, DE4320679, DE4211074, DE4207613, DE29601450, DE19713021, DE19648318, DE19648318, DE10111233, BE1019870,

Abstract:
The novel process makes it possible to adapt the tyre tread band pattern to varying road surface conditions, especially to icy or wet surfaces, while largely eliminating the negative effects on the tyre of dirt and icing and at the same time minimising the conversion time. The main feature of the novel process is the facility for adapting the tractive effort distribution of the tyre over different parts of the tread by using the tyre pressure. Adapting the tyre quality to icy road surfaces may, for example, in accordance with the drawing, be produced via the tyre–pressure–controlled projection (DELTA R) of special studded tyre areas (1.2) by means of pressure increases in tyre chambers (1.3). The air chambers may be activated: (i) with the vehicle stationary or moving, (ii) in a short time, (iii) by manual or automatic controls, e.g. via sensors and the wireless transmission of the sensor pulses (3) through receivers (4) and pulse guides (5), the ignition of gas cartridges (8) or the admission of compressed air from containers inside the wheel (10) controlled by valves (9) and lines (11). Control units (6) facilitate readaptation to changes in road suface conditions.

0) US2011016756A – TOOL ATTACHMENTS ON AN AUTO–POWERED MOBILE MACH...

15) Family number: 44071177 (US2011016756A) © PatBase

Title: TOOL ATTACHMENTS ON AN AUTO–POWERED MOBILE MACHINE

Priority: US20080072575 20080331 US20080072575P 20080331 US20090146299P 20090121 US20100895280 20100930 US20090146299 20090121 US20160090599 20160404 WO2009US38711 20090329

Family:

Publication number	Publication date	Application number	Application date
AU2009251644 AA	20091203	AU20090251644	20090329
CA2757319 AA	20091203	CA20092757319	20090329
CN102037192 A	20110427	CN200980117904	20090329
EP2283187 A1	20110216	EP20090755372	20090329
EP2283187 A4	20150415	EP20090755372	20090329
US2011016756 AA	20110127	US20100895280	20100930
US2016326714 AA	20161110	US20160090599	20160404
US9303386 BB	20160405	US20100895280	20100930
US9556584 BB	20170131	US20160090599	20160404
WO09146009 A1	20091203	WO2009US38711	20090329

Probable Assignee: STEPHEN SCHMIDT

Assignee(s):(std)**:** SCHMIDT STEPHEN T ; STEPHEN SCHMIDT

Assignee(s): HALEY JEFFREY T

Inventor(s):(std)**:** SCHMIDT STEPHEN T

Inventor(s): STEPHEN T SCHMIDT

Agent(s): GRIFFITH HACK; SMITHS IP; FLEUCHAUS ANDREA; JEFFREY T HALEY; HALEY JEFFREY T

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): E02D17/20 E02F3/32 E02F3/43 E02F3/84 E02F3/96 E02F9/16 E02F9/20 E02F9/26 (Advanced/Invention); E01C19/25 E01C19/42 E01C19/48 E02F3/32 E02F3/76 E02F3/80 E02F3/815 F16L3/01 (Advanced/Non–invention); E02F9/16 E02F9/20 (Core/Invention)

CPC: E02F3/8155 E02F3/967 E02F9/2037 E02F3/964 E02F3/325 E02F9/2025 E02F9/166 E02D17/20 E01C19/25 E01C19/42 E01C19/4886 E02F3/76 E02F3/80 E02F3/961 F16L3/012

European class: E02F3/32B E02F3/96D2 E02F9/20G

US class: 1/1 37/403 37/403P

Classification Explorer

Cited documents: US9303386 BB, US9051718 BB, US9017006 BB, US8205359 BB, US8191290 BB, US8037680 BB, US8024875 BB, US7789587 BB, US7762745 BA, US7758285 BB, US7650708 BB, US7624520 BB, US7530547 BB, US7144202 BB, US7044689 BA, US6945739 BA, US6804903 BA, US6662881 BB, US6517294 BB, US6290009 BA, US6170180 BA, US6170180 B1, US6158923 A, US5970634 A, US5711095 A, US5685668 A, US5367796 A, US4951573 A, US4720212 A, US2016010310 AA, US2015139716 AA, US2014317967 AA, US2011116865 AA, US2007033840 AA, US2006230646 AA, US2006085118 AA, US2002162668 AA, EP0798422 A2, EP0409244 A2,

Forward Citations: WO13173183, US9637872, US9556584, US8469126, US8297879, US8205359, US2017107674, US2017051460, US2011097181, US2010008723, EP2966226,

EP2847009, CN105926517, CN103857844, CN103857844,

Abstract:
Source: US2011016756A An auto−powered mobile machine with controls for a riding operator and a system for carrying and making efficient use of a variety of attachable tools. Most of the tools operate in a linear fashion and are most effective when held to one side of the machine with respect to its direction of movement. The machine includes wheels or tracks, a mounting base for attaching a controllable tool and, above the mounting base, a swivel on which sits an operator's seat and controls. An articulating arm is attached above the swivel so the operator may operate in a coordinated way a lower tool which does not swivel and an upper tool which does swivel to accomplish a job more efficiently than it could be accomplished using tools separately mounted one at a time. Wireless radio communication from the controls to the lower tool may allow the swivel to spin any number of times without limitation. A tool mounting base, which may also be an earth moving blade, moves vertically up and down staying plumb rather than pivoting and not remaining plumb. Hydraulic tool position controls respond to a string datum line, a curb, or GPS data. The system is completed by a variety of tool attachments, including a novel fence installer.

16) Family number: 29355231 (US4854359A) © PatBase

Title: Antiskid device, particularly for pneumatically tired vehicle wheels on snow and ice surfaces

Priority: CA19860517872 19860910 DE19850002229U 19850129 DE19850003359U 19850207 DE19850026164U 19850913 DE19858529687U 19851019 DE19858526164U 19850913 DE19858530606U 19851029 DE19853578323 19850213 DE19850030606U 19851029 DE19858530606 19851019 DE19860023171U 19860829 DE19850029687U 19851019 DE19868623171U 19860829 EP19850101563 19850213 EP19850101563 19850213 DE19863675715 19860905

Family:

Publication number	Publication date	Application number	Application date
AT53964 E	19900715	AT19850101563T	19850213
AT58505 E	19901215	AT19860112282T	19860905
CA1301608 A1	19920526	CA19860517872	19860910
CN1009445 B	19900905	CN19861006974	19860912
CN86106974 A	19870930	CN19861006974	19860912
CZ280219 B6	19951213	CS19860006473	19860908
CZ8606473 A3	19950712	CS19860006473	19860908
DD249676 A5	19870916	DD19860294347	19860911
DE3578323 D1	19900726	DE19853578323	19850213
DE3675715 D1	19910103	DE19863675715	19860905
DE8502229 U1	19860605	DE19850002229U	19850129
DE8503359 U1	19860605	DE19850003359U	19850207
DE8529687 U1	19870219	DE19850029687U	19851019
DE8530606 U1	19860220	DE19850030606U	19851029
DE8623171 U1	19861106	DE19860023171U	19860829
EP0189505 A2	19860806	EP19850101563	19850213
EP0189505 A3	19880406	EP19850101563	19850213
EP0189505 B1	19900620	EP19850101563	19850213
EP0214623 A2	19870318	EP19860112282	19860905
EP0214623 A3	19880420	EP19860112282	19860905
EP0214623 B1	19901122	EP19860112282	19860905
ES2007200 AF	19890601	ES19880001160	19860912
FI863590 A	19870314	FI19860003590	19860905
FI863590 A0	19860905	FI19860003590	19860905
HK24094 A	19940325	HK19940000240	19940317
IS1434 B6	19900716	IS19860003147	19860909
IS3147 A7	19870314	IS19860003147	19860909
JP1706494 C3	19921027	JP19860012253	19860124
JP1721817 C3	19921224	JP19860214191	19860912
JP3076245 B4	19911204	JP19860012253	19860124
JP4006561 B4	19920206	JP19860214191	19860912
JP62050209 A2	19870304	JP19860012253	19860124
JP63071401 A2	19880331	JP19860214191	19860912
KR900005029 B1	19900718	KR19850008644	19851119
KR950001203 B1	19950214	KR19860007690	19860912
NO163683 B	19900326	NO19860003662	19860912
NO163683 C	19900704	NO19860003662	19860912
NO863662 A	19870316	NO19860003662	19860912

NO863662 A0	19860912	NO19860003662	19860912	
PL153817 B1	19910628	PL19860261380	19860912	
PL261380 A1	19880804	PL19860261380	19860912	
SG9390188 A	19930521	SG19930090188	19930220	
SK278405 B6	19970409	SK19860006473	19860908	
SK647386 A3	19970409	SK19860006473	19860908	
SU1590033 A3	19900830	SU19864028237	19860912	
US4854359 A	19890808	US19850814451	19851230	
US4884933 A	19891205	US19870099073	19870921	
US4903746 A	19900227	US19860905859	19860910	

Probable Assignee: GONFON AG

Assignee(s):(std)**:** GONFON AG ; NIVEAU AG ; IPPEN HEIKO ; PREUSKER WERNER ; CONFON AG ; CONFON AG CH ; CONFON AG L ; KONFON AG FIRMA ; CONFON L AG

Assignee(s): CONFON RHEINECK CH AG ; KONFUON AG ; PREUSKER ROSEL NEE SCHUMACHER ; GONFON CH AG ; KONFON AG (FIRMA) ; CONFON AG RHEINECK CH ; CONFON AGL ; KONFON AG FA ; PREUSKER ROSEL ; NIVEAU AG BASEL CH ; GONFON AG CH

Inventor(s):(std)**:** BUERUNAA PUROISUKERU ; FREUSKER WERNER ; HEIKOO ITSUPEN ; IPPEN HEIKO ; PREUSKER ROSEL ; PREUSKER ROSEL CH ; PREUSKER ROSEL DE ; PREUSKER ROSEL GEBOREN SCHUMAC ; PREUSKER ROSEL NEE SCHUMACHER ; PREUSKER WERNER ; PREUSKER WERNER CH ; PREUSKER WERNER DE ; PROJSKER ROZEL ; PROJSKER VERNER ; ROSEL PREUSKER ; ROZERU PUROISUKERU ; SCHUMACHER ROSEL PREUSKER BORN ; UERUNAA PUROISUKERU ; PREUSKER ROSEL GEBORENE SCHUMA ; WERNER PREUSKER

Inventor(s): PREUSKER ROSEL GEBORENE SCHUMACHER ; VERNER PROJSKER DE ; ROSEL PREUSKER BORN SCHUMACHER ; ROZEL PROJSKER DE ; PREUSKER WERNER D 5239 ATZELGIFT DE ; PREUSKER ROSEL GEBOREN SCHUMACHER ; IPPEN HEIKO D 4150 KREFELD DE ; PREUSKER GEBOREN SCHUMACHER ROSEL

Agent(s): FETHERSTONHAUGH AND CO

Designated states: AT BE CH DE FR GB IT LI NL SE

International class (IPC 8–9): B60B15/00 B60B15/26 B60B21/00 B60B29/00 B60C27/00 B60C27/02 B60C27/04 B60C27/06 B60C27/14 B60C27/16 B60C27/20 F16B23/00 F16B33/00 F16B37/04 F16B37/14 (Advanced/Invention);
B60B15/00 B60B21/00 B60B29/00 B60C27/00 F16B23/00 F16B33/00 F16B37/00 F16B37/04 (Core/Invention);
B25B B60B B60C (Subclass/Invention)

International class (IPC 1–7): B25B B60B15/00 B60B15/26 B60B21/00 B60B29/00 B60C27/00 B60C27/04 B60C27/06 B60C27/14 B60C27/16 B60C27/20 F16B23/00 F16B37/00 F16B37/04

CPC: B60C27/045 B60B7/068 B60B15/22 B60B15/266 B60C27/0269 B60C27/063 Y10T403/51 B60C27/14 B60C27/04 B60C27/20 F16B33/00 F16B37/04 F16B37/14

European class: B60C27/04 B60C27/04B B60C27/14 B60C27/20 F16B33/00 F16B37/04 F16B37/14

US class: 152/213A 152/216 152/223 152/226 403/287 411/177 411/374 411/430 411/432

Classification Explorer

Cited documents: US4618300 A, US4576214 A, US4405006 A, US4388754 A, US4386643 A, US4243087 A, US4228838 A, US4026337 A, US3138189 A, US3130767 A, US3114528 A, US2796907 A, US2568788 A, US2443466 A, US2119447 A, JP60056609 A2, JP57172805 A2, GB2086318 A1, FR2291881 A1, EP0134309 A1, EP0056130 A2, DE8325341 U, DE8325341, DE2741662 A1, DE2710323 A1, BE742788 A,

Forward Citations: WO9522699, WO9310987, WO15070270, US9599141, US9033633, US8425167, US8366367, US7712497, US7448421, US7380578, US7172380, US6802349, US5364213, US5323827, US5254187, US5223058, US5070923, US2016229240, US2015300397, US2014373261, US2014294533, US2014161559, US2014015675, US2011123293, US2009050249, US2008271828, US2005260059, US2005008451, US2004216270, JP3269861, JP2262405, JP2151511, JP2070512, JP2014906, JP2006504566, JP1257608, ES2136527, EP2431198, EP2431198, EP2283959, EP1880877, EP1839916, EP1604843, EP1496274, EP1167944, EP1167944, EP1160103, EP0595306, EP0554532, EP0528506, EP0496702, EP0464319,

EP0376427, EP0285903, EP0263433, DE4020050, DE4005158, DE3910669, DE3823661, CN103153643, CN103153643,

Abstract:
Source: US4854359A The antiskid device includes a fixing disk, which can be mounted on the wheel rim of a motor vehicle and can remain thereon during the winter months, and a supporting disk mountable on the fixing disk and lockable therewith by means of a retaining ring on putting the antiskid device into operation. The supporting disk is provided with a plurality of radially arranged support arms, which engage over the tire tread and which carry a chain grid as the snow chain which, in the operating state, engages over the tire tread, so as to provide an antiskid device which can be effortlessly mounted on a wheel and provide a snow chain−like action.

17) Family number: 30690525 (US2004124605A) © PatBase

Title: ARTICULATED EQUIPMENT POSITION CONTROL SYSTEM AND METHOD

Priority:

US20020432719P 20021211 US20030456130P 20030320 US20030464756P 20030423
US20030733960 20031211 US20030456146P 20030320 US20040804721 20040319
US20050029809 20050105 US20040828745 20040421 US20070700501 20070131
US20050184657 20050719 US20040875776 20040624 US20040804758 20040319
US20070650784 20070108 US20080026797 20080206 US20080171399 20080711
US20080251279 20081014 US20090350431 20090108 US20090355776 20090117
US20090554741 20090904 US20100683994 20100107 US20100750429 20100330
US20100857298 20100816 US20100938049 20101102 US20120426395 20120321
US20110217839 20110825 US20140166666 20140128 US20150680980 20150407
US20150862142 20150922 US20160152319 20160511 US20160169534 20160531
WO2009US49776 20090707

Family:

Publication number	Publication date	Application number	Application date
AU2009268726 AA	20100114	AU20090268726	20090707
AU2009268726 BB	20131121	AU20090268726	20090707
BRPI0915864 A2	20151110	BR2009PI15864	20090707
CA2730403 AA	20110111	CA20092730403	20090707
CA2730403 C	20150217	CA20092730403	20090707
US2004124605 AA	20040701	US20030733960	20031211
US2004186644 AA	20040923	US20040804721	20040319
US2004212533 AA	20041028	US20040828745	20040421
US2005116859 AA	20050602	US20050029809	20050105
US2005288834 AA	20051229	US20040875776	20040624
US2007021913 AA	20070125	US20050184657	20050719
US2007112493 AA	20070517	US20070650784	20070108
US2007198185 AA	20070823	US20070700501	20070131
US2008269988 AA	20081030	US20080171399	20080711
US2009099730 AA	20090416	US20080251279	20081014
US2009121932 AA	20090514	US20090350431	20090108
US2009164067 AA	20090625	US20090355776	20090117
US2009322600 AA	20091231	US20090554741	20090904
US2010109944 AA	20100506	US20100683994	20100107
US2010185366 AA	20100722	US20100750429	20100330
US2010312428 AA	20101209	US20100857298	20100816
US2011054729 AA	20110303	US20100938049	20101102
US2012174445 AA	20120712	US20120426395	20120321
US2012215410 AA	20120823	US20110217839	20110825
US2014324291 AA	20141030	US20140166666	20140128
US2015212522 AA	20150730	US20150680980	20150407
US2016011597 AA	20160114	US20150862142	20150922
US2016252909 AA	20160901	US20160152319	20160511
US2016334804 AA	20161117	US20160169534	20160531
US7142956 BB	20061128	US20040875776	20040624
US7162348 BB	20070109	US20030733960	20031211
US7292186 BB	20071106	US20050029809	20050105
US7373231 BB	20080513	US20070650784	20070108
US7400956 BA	20080715	US20040804758	20040319
US7437230 BB	20081014	US20040804721	20040319

US7689354 BB	20100330	US20050184657	20050719	
US7885745 BB	20110208	US20070700501	20070131	
US8138970 BB	20120320	US20100683994	20100107	
US8140223 BB	20120320	US20090355776	20090117	
US8190337 BB	20120529	US20080251279	20081014	
US8214111 BB	20120703	US20100750429	20100330	
US8265826 BB	20120911	US20080171399	20080711	
US8271194 BB	20120918	US20090554741	20090904	
US8583315 BB	20131112	US20100938049	20101102	
US8594879 BB	20131126	US20100857298	20100816	
US8634993 BB	20140121	US20110217839	20110825	
US8639416 BB	20140128	US20120426395	20120321	
US8686900 BB	20140401	US20090350431	20090108	
US9002565 BB	20150407	US20140166666	20140128	
US9141111 BB	20150922	US20150680980	20150407	
US9389615 BB	20160712	US20150862142	20150922	
USRE41358 E	20100525	US20080026797	20080206	
WO06002360 A1	20060105	WO2005US22433	20050623	
WO10005945 A1	20100114	WO2009US49776	20090707	
WO10045350 A1	20100422	WO2009US60668	20091014	

Probable Assignee: AGJUNCTION LLC

Assignee(s):(std)**:** COLLINS DENNIS M ; CSI WIRELESS INC ; AGJUNCTION LLC ; HEININGER RICHARD W ; HEINIGER RICHARD W ; FUNK KENT D ; FELLER WALTER J ; DAVIS CARY ; SATLOC INC ; RHS INC ; HEMISPHERE GPS LLC ; SATLOC LLC ; MCCLURE JOHN A ; TIMM JOHN T ; HEMISPHERE GPS INC ; MILLER STEVEN R ; ROBERGE ANDRE C ; JONES KEITH R ; STICHTER AARON C ; HEMISPHERE GNSS INC ; TIMM JOHN T E ; WONG RICHARD B ; WHITEHEAD MICHAEL L ; WHITEHEAD MICHEAL L

Assignee(s): TIMM JOHN TE ; HEMEISPHERE GNSS INC ; FELLER WALTER ; BADKE BRADLEY P ; 1718784 ALBERTA LTD ; AGJUNCTION INC

Inventor(s):(std)**:** BADKE BRADLEY P ; COLLINS DENNIS M ; FELLER WALTER ; DAVIS CARY ; HEINIGER RICHARD W ; FUNK KENT D ; HEININGER RICHARD W ; FELLER WALTER J ; JONES KEITH R ; MCCLURE JOHN A ; TIMM JOHN T E ; TIMM JOHN T ; WHITEHEAD MICHAEL L ; MILLER STEVEN R ; WHITEHEAD MICHEAL L ; ROBERGE ANDRE C ; STICHTER AARON C ; WEBBER MARK R ; WONG RICHARD B

Inventor(s): WONG RICHARD ; BADKE BRADLEY ; MCCLURE JOHN ; TIMM JOHN ; MILLER STEVEN ; WHITEHEAD MICHAEL ; WALTER J FELLER ; MICHEAL L WHITEHEAD ; TIMM JOHN TE ; HEINIGER RICHARD ; FUNK KENT ; JOHN A MCCLURE ; COLLINS DENNIS

Agent(s): CULLENS PATENT AND TRADE MARK ATTORNEYS; CULLENS PTY LTD; MOFFAT AND CO; CANTOR COLBURN LLP; CHASE LAW FIRM LC; MARK BROWN; LAW OFFICE OF MARK BROWN LLC; MARK; MARK E; BROWN MARK; BROWN MARK E; LAW OFFICES OF MARK BROWN LLC; CHRISTOPHER M; SCHWABE WILLIAMSON AND WYATT

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class(IPC 8–9)**:** A01B69/00 A01B69/04 A01B79/00 B05B12/00 B60W10/20 B62C11/00 B62D13/00 B62D6/00 E01C19/00 E01H4/00 E02F9/20 E02F9/26 G01C21/00 G01C21/10 G01C21/16 G01C21/20 G01C21/28 G01C22/00 G01C25/00 G01K1/00 G01S1/00 G01S19/01 G01S19/04 G01S19/07 G01S19/13 G01S19/14 G01S19/23 G01S19/24 G01S19/39 G01S19/41 G01S19/42 G01S19/43 G01S19/44 G01S19/48 G01S19/51 G01S19/53 G01S19/54 G01S19/55 G01S5/14 G05B15/02 G05D1/00 G05D1/02 G05D1/08 G05D3/12 G06F17/00 G06F19/00 G06F7/00 G06F7/70 G06F7/76 G06F9/44 G06G7/00 G06G7/76 H04L7/00 (Advanced/Invention);
A01C23/00 G01S19/44 G01S19/53 G01S19/54 G01S5/14 (Advanced/Non–invention);

A01B69/04 A01B79/00 B62D6/00 G01C21/00 G01C21/28 G01K1/00 G01S1/00 G01S19/00 G01S5/14 G05B15/02 G05D1/02 G06F19/00 (Core/Invention); G01S5/14 (Core/Non–invention)

International class (IPC 1–7): B60D1/00 G01C22/00 G01S5/14 G05D1/00 G06F19/00

CPC: G01S5/0247 G01S19/47 G01C15/00 G01S5/0063 G05D1/0259 G01C21/005 A01B69/004 G01S19/35 G01S19/43 G05D1/0291 G01S19/51 A01B69/008 G01S5/0036 G01S19/36 G05D1/0206 G05D1/101 G05D2201/0213 G01S19/13 G05D1/0891 E01H4/00 G01C21/165 G01S19/24 G05D1/0287 G01C21/20 E02F9/2054 E02F9/2045 E01C19/004 E02F9/264 E02F9/2029 G05D2201/02 G01C25/005 G05D2201/0201 G01S19/54 A01B69/007 A01B79/005 G01S19/04 G01S19/14 G01S19/41 G01S19/44 G01S19/53 G01S19/55 G05D1/027 G05D1/0274 G05D1/0278 G05D2201/0202

European class: A01B69/00E1 A01B69/00F A01B69/00F1 A01B79/00P G01C15/00 G01C21/00C G01C21/16A G01S19/04 G01S19/14 G01S19/35 G01S19/36 G01S19/41 G01S19/43 G01S19/47 G01S19/53 G01S19/54 G01S19/55 G01S5/00R1B G01S5/00R2B G01S5/02B G05D1/02C G05D1/02E14B G05D1/02E16B G05D1/10B S01S19/14 S01S19/41 S01S19/44 S05D1/02E12 S05D1/02E14B S05D1/02E14M S05D1/02E20F S05D201/0201 S05D201/0202 S05D201/0213

US class: 1/1 180/9.1 280/456.1 280/456.100P 280/456.100S 318/587 342/357.01 342/357.03 342/357.06 342/357.07 342/357.08 342/357.09 342/357.11 342/357.12 342/357.14 342/357.15 342/357.22 342/357.24 342/357.240S 342/357.25 342/357.250P 342/357.26 342/357.27 342/357.270P 342/357.3 342/357.300S 342/357.31 342/357.310S 342/357.34 342/357.36 342/357.360P 342/357.360S 342/357.37 342/357.39 342/357.41 342/357.410S 342/357.47 342/357.470S 342/357.52 342/357.520S 342/357.76 342/357.760S 37/197 37/197P 375/355 700/12 700/12S 701/200 701/200S 701/202 701/203 701/205 701/207 701/208 701/209 701/211 701/212 701/213 701/213P 701/214 701/215 701/216 701/220 701/221 701/23 701/23P 701/23S 701/24 701/24S 701/25 701/29 701/31.4 701/31.400P 701/32.4 701/408 701/41 701/410 701/412 701/412P 701/41P 701/41S 701/466 701/468 701/470 701/472 701/50 701/500 701/501 701/50P 701/50S 701/521 701/521P 701/529 702/130 702/130S 717/106 717/106S

Classification Explorer

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Abstract:
Source: US2004124605A An articulated equipment position control system and method are provided for equipment consisting of motive and working components. The components are connected by an articulated connector, such as a pivotal hitch. GPS−derived positional data is utilized for power−articulating the hitch to maintain the working component, such as an implement, on a predetermined course. Operator−induced course deviations can thus be corrected. The working component can also be positioned to follow the course of the motive component. The system includes a microprocessor control subsystem, which interfaces with a steering guidance system.

18) Family number: 42757645 (US5670375A) © PatBase

Title: SAMPLE CARD TRANSPORT METHOD FOR BIOLOGICAL SAMPLE TESTING MACHINE

Priority:

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Family:

Publication number	Publication date	Application number	Application date
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International class (IPC 8–9): A47F1/04 B01L3/00 B65G57/00 C12M1/10 C12M1/18 C12M1/34 C12M1/38 G01F11/00 G01N1/00 G01N1/10 G01N1/28 G01N1/31 G01N21/00 G01N21/01 G01N21/13 G01N21/27 G01N21/59 G01N21/64 G01N21/75 G01N21/76 G01N21/77 G01N21/78 G01N33/53 G01N35/00 G01N35/02 G01N35/04 G01N35/08 G01N35/10 (Advanced/Invention); B01L3/00 G01N1/00 G01N1/10 G01N1/28 G01N1/38 G01N21/00 G01N21/13 G01N35/02 (Advanced/Non–invention); C12M1/16 G01N1/00 G01N1/10 G01N1/28 G01N21/00 G01N21/01 G01N21/13 G01N21/25 G01N21/59 G01N21/64 G01N21/75 G01N21/77 G01N33/53 G01N35/00 G01N35/02 G01N35/04 G01N35/08 G01N35/10 (Core/Invention); G01N (Subclass/Invention)

International class (IPC 1–7): A47F1/04 B65B1/04 B65G57/00 C12M1/10 C12M1/18 C12M1/34 C12M1/38 C12M3/00 G01F11/00 G01J1/58 G01N1/00 G01N1/10 G01N1/28 G01N1/31 G01N21/00 G01N21/13 G01N21/27 G01N21/59 G01N21/64 G01N21/75 G01N21/76 G01N21/77 G01N21/78 G01N33/53 G01N35/00 G01N35/02 G01N35/04 G01N35/10 G06F17/00

CPC: G01N21/645 Y10S206/817 Y10S435/809 B01L3/50 G01N1/38 G01N2035/00089 G01N2035/00138 G01N2035/00356 G01N2035/0441 G01N2035/0465 G01N21/13 G01N35/025 G01N35/04 G01N2035/00039 G01N2035/00148 G01N2035/0415 Y10T436/11 Y10T436/112499 Y10T436/113332 Y10T436/114165 Y10T436/115831 Y10T436/114998 Y10T436/119163 Y10T436/25625 Y10T436/2575 G01N21/6452 G01N21/276 G01N21/6428 G01N35/00029 G01N2035/00049 G01N2035/00099

European class: B01L1/50 B01L3/00C B01L3/50 G01N21/13 G01N21/27E2 G01N21/64H G01N21/64P G01N21/64P2 G01N35/00C G01N35/04 S01N1/38 S01N35/00C1 S01N35/00C1C S01N35/00C5 S01N35/00C7 S01N35/00C7B S01N35/00C7C S01N35/00E1 S01N35/04A3B S01N35/04B1 S01N35/04C2

US class: 141/130 141/18 141/198 141/273 141/284 141/67 198/465.2 198/468.11 198/746 198/748 206/456 206/564 206/569 206/817 221/203 222/388 222/389 235/375 235/376 250/458.1 250/459.1 250/461.1 356/317 422/104 422/561 422/562 422/566 422/58 422/62 422/63 422/64 422/65 422/66 422/67 422/81 422/82.05 422/82.08 422/82.09 435/287.3 435/288.7 435/303.1 435/809 436/164 436/165 436/172 436/179 436/180 436/43 436/46 436/47 436/48 436/49 436/50 436/54

Classification Explorer

Cited documents: WO95087774, WO9508774 A2, WO9401780 A2, WO9303383 A1, WO9219949 A1, WO9113335 A1, WO8400609 A1, WO0913335, WO08604672, USRE29725 E, USD349861, US5863754 A, US5777303 A, US5762873 A, US5738827 A, US5700429 A, US5672317 A, US5670117 A, US5663545 A, US5658532 A, US5646049 A, US5645800 A, US5610069 A, US5609828 A, US5609823, US5595707 A, US5585707 A, US5580524 A, US5573950 A, US5538849 A, US5518686 A, US5456882 A, US5449756 A, US5433922 A, US5424036 A, US5417922 A, US5415840 A, US5401465 A, US5401110 A, US5399315 A, US5397539 A, US5391499 A, US5384095 A, US5384094 A, US5378630 A, US5374395 A, US5372783 A, US5372782 A, US5370215 A, US5366903 A, US5364598 A, US5358691 A, US5350052 A, US5346598 A, US5343909 A, US5340747 A, US5337139 A, US5324481 A, US5306618 A, US5298425 A, US5290517 A, US5286959 A, US5270219 A, US5270006 A, US5265398 A, US5260030 A, US5246665 A, US5232665 A, US5221005 A, US5213764 A, US5213761 A, US5207987 A, US5200151 A, US5194916 A, US5192506 A, US5171530 A, US5133936 A, US5128105 A, US5113938 A, US5108703 A, US5100021 A, US5094531 A, US5077013 A, US5073029 A, US5063977 A, US5063790 A, US5061076 A, US5053198 A, US5008082 A, US4960566 A, US4956148 A, US4945250 A, US4900168 A, US4890930 A, US4877965 A, US4877585 A, US4863695 A, US4861554 A, US4855909 A, US4826660 A, US4817820 A, US4802768 A, US4800164 A, US4795710 A, US4790451 A, US4766714 A, US4755054 A, US4751186 A, US4751184 A, US4750837 A, US4747834 A, US4713974 A, US4711851 A, US4710352 A, US4699583 A, US4685801 A, US4684045 A, US4678894 A, US4678752 A, US4673657 A, US4661711 A, US4656007 A, US4651497 A, US4632808 A, US4626684 A, US4580895 A, US4577453 A, US4567997 A, US4555957 A, US4532969 A, US4501970 A, US4477190 A, US4458735 A, US4454939 A, US4448534 A, US4372783 A, US4342407 A, US4318994 A, US4287155 A, US4275765 A, US4274194 A, US4270670 A, US4265855 A, US4250266 A, US4244919 A, US4236825 A, US4219529 A, US4199013 A, US4167875 A, US4147250 A, US4142863 A, US4141444 A, US4118280 A, US4116775 A, US4040747 A, US4040533 A, US4038151 A, US4038030 A, US4037970 A, US4037760 A, US4029961 A, US4018652 A, US3963355 A, US3944834 A, US3895528 A, US3879216 A, US3859528 A, US3851530 A, US3834839 A, US3788369 A, US3737072 A, US3712794 A, US3576398 A, US3567398 A, US349861 A, US3478859 A, US3476515 A, US3475127 A, US3221781 A, US29725 A, SU1574014 T, JPS58120165, JP9503060 T2, JP8271527 A2, JP58120165 A2, JP5504627 T2, JP2007115 A2, EP802413, EP0802413 A2, EP0663589 A1, EP0594108 A1, EP0588236 A2, EP0516274 A2, EP0467470 A2, EP0390315 A2, DE3539372 A1, DE248879 A, DE242869 A, DE215398 A, DE19521044 A1, DE156398 A,

Forward Citations: WO16174356, WO16135186, WO12052680, WO12048096, WO11149447, WO10132834, WO10132829, WO10132823, WO10132805, WO10130762, WO10130762, WO08011312, WO07127181, WO07031203, WO05062015, WO05045444, WO05045443, WO05045402, WO05045402, WO05044453, WO04099787, WO04055502, WO04055502, WO04044824, WO04044824, WO03034037, WO03034037, WO03015921, WO03014290, WO03002973, WO02091467, WO02091467, WO02055015, WO02055015, USRE46214, USD787087, USD768872, USD742027, USD492419, USD451202, USD448087, USD437797, USD428657, US9677993, US9677121, US9671364, US9670528, US9664702, US9658239, US9656266, US9645143, US9637775, US9637513, US9632102, US9619627, US9618139, US9606103, US9606067, US9605294, US9604213, US9598723, US9592508, US9588109, US9588038, US9581588, US9540636, US9528918, US9528142, US9527179, US9523641, US9519000, US9506943, US9482684, US9480983, US9476895, US9464981, US9460263, US9459273, US9452430, US9446418, US9441219, US9435793, US9433940, US9428800, US9403165, US9400285, US9382532, US9372156, US9347586, US9339812, US9335338, US9303286, US9285382, US9285366, US9285318, US9274132, US9268915, US9266108, US9259735, US9259734, US9254484, US9250229, US9248982, US9238223, US9222954, US9217143, US9199237, US9186677, US9182388, US9182353, US9180449, US9176126, US9171279, US9150908, US9140715, US9128015, US9121851, US9116129, US9080207, US9075046, US9057714, US9051604, US9050595, US9046507, US9046506, US9046455, US9039971, US9028773, US9012163, US9011772, US8996320, US8973736, US8962308, US8956570, US8951719, US8932541, US8911949, US8883455, US8865458, US8862448, US8845984, US8841076, US8840848, US8840838, US8828680, US8822167, US8778665, US8741655, US8741230, US8730601, US8718948, US8709814, US8703492, US8697452, US8697377, US8685749, US8685340, US8679407, US8669047, US8666673, US8663991, US8663922,

US8662392, US8623293, US8615368, US8585989, US8569020, US8569019, US8546110, US8545772, US8535624, US8512636, US8501461, US8449836, US8431384, US8404198, US8394626, US8383068, US8349564, US8337753, US8318500, US8309358, US8306600, US8287823, US8283165, US8277753, US8257650, US8221682, US8192992, US8137620, US8105554, US8091455, US8048373, US8043559, US8012419, US8008066, US8003048, US7985375, US7968856, US7964413, US7946984, US7932081, US7897337, US7891549, US7846384, US7824612, US7794659, US7764064, US7745142, US7721947, US7718442, US7712379, US7685893, US7684943, US7682565, US7670554, US7666681, US7666602, US7666363, US7660415, US7638337, US7632675, US7632651, US7632468, US7601300, US7588733, US7584240, US7578978, US7569187, US7560272, US7560256, US7560255, US7560073, US7556770, US7547516, US7547417, US7524652, US7517495, US7517494, US7510681, US7486790, US7482143, US7468161, US7458483, US7449153, US7429355, US7402282, US7396509, US7396508, US7384600, US7381370, US7363948, US7338803, US7316801, US7312084, US7309588, US7303803, US7303725, US7300633, US7291309, US7278328, US7273591, US7270959, US7270788, US7267795, US7262008, US7216042, US7211437, US7160514, US7135145, US7125523, US7124944, US7118892, US7109495, US7097070, US7079230, US7070921, US7033820, US7021342, US7018587, US6992761, US6991765, US6982431, US6968749, US6936224, US6890742, US6872545, US6863097, US6855540, US6838292, US6838051, US6835574, US6833915, US6825921, US6825042, US6825041, US6821787, US6790413, US6776966, US6764649, US6752967, US6740871, US6725117, US6707539, US6699437, US6670617, US6670198, US6659338, US6656428, US6653122, US6649128, US6647815, US6638593, US6632654, US6605471, US6605213, US6599476, US6597719, US6589790, US6589626, US6588625, US6582929, US6576476, US6573088, US6536031, US6512580, US6499366, US6498335, US6497845, US6495369, US6490030, US6488895, US6483582, US6475436, US6469311, US6466316, US6458595, US6439567, US6426227, US6395554, US6387326, US6326605, US6317207, US6297018, US6278786, US6271022, US6258326, US6242114, US6232124, US6173603, US6168760, US6162399, US6156565, US6153437, US6146591, US6136270, US6082417, US6074617, US6039924, US6024921, US5998201, US2015232832, US2015153281, US2014346724, US2014308689, US2013210015, US2013157372, US2013011928, US2012258463, US2012142026, US2012118954, US2011207142, US2011129863, US2011093249, US2011003699, US2010291668, US2010279417, US2010248363, US2010219093, US2010209957, US2010191476, US2010178210, US2010150779, US2010111765, US2010075858, US2010047898, US2010040507, US2010028981, US2009282929, US2009230323, US2009218518, US2009155128, US2009130749, US2009072830, US2008314527, US2008247914, US2008240985, US2008226498, US2008216590, US2008190735, US2008175760, US2008175756, US2008156114, US2008144459, US2008112847, US2008038836, US2008010520, US2007160505, US2007134135, US2007134131, US2007025875, US2007010019, US2007007075, US2007003448, US2006275175, US2006263271, US2006210451, US2006204997, US2006144463, US2006109472, US2006051243, US2006051239, US2006023600, US2005287673, US2005277187, US2005276725, US2005271551, US2005266489, US2005250211, US2005239127, US2005238541, US2005238248, US2005186114, US2005135971, US2005095665, US2005089448, US2005089446, US2005089444, US2005089443, US2005048670, US2005037485, US2005035143, US2005019904, US2005014272, US2005013737, US2004248087, US2004222384, US2004219074, US2004211479, US2004191924, US2004191890, US2004185552, US2004173456, US2004134750, US2004132091, US2004115796, US2004101966, US2004099067, US2004084612, US2004044274, US2004033611, US2004011422, US2004005245, US2003216869, US2003203492, US2003129755, US2003129095, US2003111373, US2003089731, US2003087455, US2003087425, US2003077580, US2003059350, US2003044323, US2003039584, US2003035104, US2003032173, US2003027359, US2003027343, US2003027206, US2003017613, US2003017085, US2002197722, US2002164275, US2002164269, US2002143475, US2002098117, US2002065576, US2002048810, US2002028489, US2002009391, US2001024834, TWI342596, JP5185985, JP4615523, JP4615522, JP2015040733, JP2014070932, JP2013172727, JP2011047949, JP2010256372, JP2009232847, JP2007528489, JP2007518971, JP2004531742, GB2472236, FR2862387, FR2848669, EP3088866, EP2841926, EP2674745, EP2282194, EP1923706, EP1912071, EP1867393, EP1855802, EP1456671, EP1438562, EP1324736, EP0994355, EP0966674, EP0966674, EP0908728, EP0896224, EP0896224, DE20217566, DE102011016138, DE102010033825, DE102008034008, DE102008034008, CN105759067, CN105067806, CN104730264, CN104655605, CN104655605, CN104101527, CN102482696, CN102482696, AU2011200617, AU2006230728, AU2006230728, AU2004288139, AU2004288137, AU2004288136, AU2004286833,

Abstract:
Source: US5670375A A sample card transport station moves a test sample card from an incubation station for the

card to a transmittance and fluorescence optical station in a sample testing machine. The sample card transport station has a drive belt and an associated stepper motor. The belt supports the card from one side of the card. A ledge having a card slot is disposed above the belt. The card is snugly received within the card slot, and supported from below by the drive belt and rollers for the belt. When the motor turns the belt, the belt grips the card and slides the card along the slot to the optical stations, without any slippage between the belt and the card. This construction provides for precise control over the movement of the card.

0) AU2002302091A – SCAVENGER ENERGY CONVERTER SYSTEM ITS NEW APPLI...

19) Family number: 31799603 (AU2002302091A) © PatBase

Title: Scavenger energy converter system its new applications and its control systems

Priority: AU20020302091 20021122

Family:

Publication number	Publication date	Application number	Application date
AU2002302091 AA	20040610	AU20020302091	20021122

Probable Assignee: GAUDENCIO LABRADOR

Assignee(s):(std)**:** GAUDENCIO LABRADOR

Assignee(s): LABRADOR GAUDENCIO A

Inventor(s):(std)**:** LABRADOR GAUDENCIO A

Inventor(s): GAUDENCIO A LABRADOR

Agent(s): CHRYSILIOU IP

International class (IPC 8–9): F03D9/00 F03G6/00 (Advanced/Invention); F03D9/00 F03G6/00 (Core/Invention)

International class (IPC 1–7): F03D9/00 F03G6/00

CPC: Y02B10/22 Y02B10/30 Y02B10/70 Y02E10/46 Y02E10/725

European class: Y02B10/22 Y02B10/30 Y02B10/70 Y02E10/46 Y02E10/72H

Classification Explorer

Forward Citations: WO14020367, US9287753, US8928160, US8164204, CN104813022,

Abstract:
Source: AU2002302091A What has been invented is a series of scientific applications of the wideface energy converter device, be it in the form of a wideface solar heat receiver or a wideface fluid impeder device. The wider is the solar heat receiver, the more solar power is available for conversion. The wider is the sail of the boat, the more wind is available to push the boat. Wherefore, the wideface solar trap made up of multi–layer transparent roofs covering a heat insulated box is used to heat up a radiator tubings that contain water. The multilayer transparent roof, having spaces in between sheets, prevents solar heat from backing out hence the trap becomes hotter and hotter because the inner sheet is not in contact with the cold wind. This solar trap is now used to heat up radiator pipes of compressed air coming from a gas turbine engine and then returned back to the exhaust turbine of same engine. Applying the principle of the wind sail, the turbine blades of the compressor and the turbine blades of the exhaust turbine are made wideface as much as possible to produce maximum impedance against the expanding exhaust hot air and to produce maximum push upon the fresh air being compressed. This wideface fluid impeder is now expanded into an underwater platform from One Acre or much more and attached to floating hotels, large/small boats, and floating sea walls, to prevent oscillation by the surfs. 36 9 Fig.1 104 Fig.l

0) KR20060029529A – INTELLIGENT DRIVING SAFETY CIRCUIT

20) Family number: 33640998 (KR20060029529A) © PatBase

Title: INTELLIGENT DRIVING SAFETY CIRCUIT

Priority: KR20040078519 20041002

Family:

Publication number	Publication date	Application number	Application date
KR20060029529 A	20060406	KR20040078519	20041002

Probable Assignee: LEE SUNG JIN

Assignee(s):(std)**:** LEE SUNG JIN

Inventor(s):(std)**:** LEE SUNG JIN

International class (IPC 8–9)**:** B60Q1/30 (Advanced/Invention); B60Q1/30 (Advanced/Non–invention); B60Q1/30 (Core/Invention)

Classification Explorer

Forward Citations: WO16068369,

Abstract:
Source: KR20060029529A

Machine translation: Human–centric to interpret the earth natural eggs human world and its surrounding celestial bodies (space) mountains (nature), plants (a plant), animal (an animal) ttawi all the world as a collection of all that the nature of physical exercise lives in the law, and also receive rule are living. And all the time natural ecosystems is not spatially stationary wind (wind), cloud (cloud), non (rain), snow (snow), heat (hot waether), cold (cold weather) and so changes in the physical state another is constantly acting. Each component state nature of each pressure (atmospheric pressure), temperature (temperature), moisture (humidity), wind (the direction of the wind), wind speed (the velocity of wind), etc. can be measured. In addition, the percentage change in time according to the schedule it does not know the amount and quality of human beings by themselves because you can not go against the earth (earth) the limited environmental capacity (dynamic capacity) in a rapid increase in car usage and industrial facilities such accelerated expansion, caused by environmental pollutants, natural physical systems circular order of nature itself appropriately in clean air of loss (carring capacity of the earth) and the playback controls to push the boundaries of extreme weather, and weather conditions create a serious future of mankind leads to the question of the survival of the crisis was Such abnormal climate, and weather conditions into the cause of a car accident (a motoring accident) in a wide variety of symptoms continued to increase human dignity (human) life (life) and limited the earth's resources (global perspective) continued to resulting in loss of all our fellow human beings are placed the unfortunate reality is true, be regarded. This problem is real and a personal or social organization to be a specific problems in the country sueopgo, our fellow human beings (man kind) that need to be addressed in common to all (commonness) challenge (a task) is More car traffic accident caused by human–created life from the human resources and human effort to take measures to protect the (effort) in nature, a limited variety of other countless acts of life through a relationship with a durable life (permanence of life) as human beings not only to maintain an absolute four people to pursue (on appointed task), and because it also can have a human is not only an existential destiny (destiny) is a. Therefore, efforts to seek a means for solving problems of the automotive technology sector are not specific to the unique creative skills, and not all of mankind has achieved the culmination of the various philosophical disciplines have been observed in the confines of human ideological in nature, the results derived in the changes in physical conditions in the earth and all living things and the human condition and human–created all the fruits of human civilization can not banguhal jikyeonagaryeo means nobody will be able to do so is self–evident haengwiil. Our man–made car (automobile) on the road (a road) Award motor vehicle crashes that occur (a collision) due to traffic accidents (a motoring accident), the purpose of safe and smooth movement, and established traffic regulations (traffic regulations) in the human free will (free will) according to the judgment (judgment) while being used by the traffic regulations (traffic regulations) breach of (a traffic offense) and driving operations immaturity (unripe) And do not care to stand a little careless enemy actions and, natural and artificial changes in climatic conditions combined with a car driving environmental change are occurring in the relationship. it beyond the reach of human will and capacity of the area irresistible natural weather conditions that may occur sporadically in the car in the form of a crash in a car accident caused a car crash that caused a traffic accident earlier in the components from the human physical safety and the ability to defend proprietary safety devise means trying to give the car a very desirable feature for your patience will be. Cars on the road, the car pursuant to its original manufactured state, depending on how the use of common natural environment in using the week (day time) and night (the night time) (changing light environment), spring, summer, autumn and winter (four seasons) (temperature change) and non (rain), wind (wind), fog (fog), snow (snow), etc. have been used in severe weather conditions. These changes in the natural environment (natural environment) in the automobile road of artificial road traffic and car driving by car to the driver a number of humans, has caused unexpected problems. Because of these problems in human and vehicle safety by presenting a way to ensure the millions of people working for human development as well as the man who owns the car in the history of all mankind, all the technology (new technology) on the purpose (an object)

based on (the basic) will be. In addition, a number of safety features such chain technology decisions are now producing a car packed with a technique called weak, and although the house constantly that require research and development is a fact. How to use such vehicles now comes to technology–intensive chain of human passively by relying on (handworked) operated by the operation as directed passively by sensors without being directed automatically (automatic action) as a function has to be working. Operating instructions of human passively relying on the features that a car engine (an engine) maneuver, since according to the road car suspension (suspension) and dongryeokgi relationship (a dynamometer) to break down the relationship between driving on the deulyigo each angle, in humans directed by passive manipulation capabilities in the automotive lighting system (a lamp device) a signaling device (optical signal devices) and the braking device (a damping device) etc. In general, cars driving cars on the road to observe the state of natural snow and rain in the weather, such as abnormal weather conditions until the end time in hours, and hours more than non–weather (rain), snow (snow) and naturally made huroseo Natural materials are scattered on the road you are driving a car on the road wheels of the car by the Thai portion of the rotational motion generated by the rotation in the locomotion and the friction between natural substances deposited on the road (frictional) under the direction of a car (fixed direction) against the direction (in the apposite direction) of a car on the road back up the finely dispersed natural substance is sprayed on the front and rear car of a car crash caused by physical exercise is an artificial nature. These artificial physical exercise is a very common phenomenon observable phenomena as rain, snow vehicles on the road to driving a car that appears to be a common phenomenon in Figure 1 are organized into. This is the same direction (fixed direction) the same lane (a traffic land) continuously traveling in a car driving by is identified as a unique phenomenon. Figure based on the car when b, b–round car in the driving wheels to spin–off from a car the size of the fine natural materials by the state to drastically speed omni–directional clock b motorists a bad state (go out of sight) will lead to. Such a bad state of the clock driver in the car b visceral (instinctive) in order to ensure forward visibility, window dakyigi device (wiper mechanism) for work on the instructions of the window switch ON dakyigi device will conduct manipulative behavior. And it's about the physical location of a and b are placed in motion relations are applied to all vehicles will be able to do. Such spontaneous changes in the natural environment, and then, depending on road conditions and vehicle driving characteristics automobile physical exercise reasons, caused by the positional relationship between the driver's driving environment in all directions when gyebulryang (man–made environment) routine observed through the car for display lighting system (tail lamp) on the operating state (situation) using the two kinds of forms (two type) are present as are characteristic. An indication of the backward equalization device (tail lamp mechanism) is used taillamps ON state OFF taillamps use a car and another car in the state is using the form on this general interpretation as feasible using the taillamps ON Cars are driving a car that car drivers driving a car motor skills due to road conditions, taking into account the display backward by lights, etc, taillamps and progress in the same direction by using the hubangwi hayeogeum car a more aggressive drivers to drive safely Glucose hubangwi car to a car crash with a possible location for a positional relationship gwangyesang hubangwi recognize that motorists in their cars in a full range of motion status of the poet to give and ensure maintaining relations with each other based on the distance to ensure the safety safe distance to avoid a car crash on the human body to obtain any hubangwi motorists (body) far away from the signal coming from the body (a signal) that accepts a sense receptors (receptor) of the special senses (special sensation) of vision (vision) in the light (light) stimulation caused by road vehicles to suit your environment by sending the signals to detect (perceive) and the reaction by the judge to ensure a safe distance by actively trying to keep above may occur in the posterior For a car crash in an active preventive safety measures used in the lighting system for displaying backward depending on how aggressively the driver is applied, if the other one did not apply, or scrutiny... or is it reverse.Those motorists driving cars due to changes in the natural environment due to road conditions, slip (slide over the rain, slide over the snow) by increasing the braking distance and vehicle movements on the physical change of state for defense when driving a car that must be reflected in the concept of physical exercise, red state (a defensive measure) is vital to (recognize) and consequent need for seasonal (an opportunity), situational (the state of things) lack of proper equipment operation skills for new drivers and old physical and mental decreased ability to exercise the body will be the driving state. Climate change than in the natural environment since the car you are driving a car on the road due to the characteristics of physical exercise on the risk of problems and driving in a state of such an experience in driving motorists to recognize anyone, and also to the rear of a car full spectrum lights taillamps light up and off of state used in the form of two moseupjung anyone easily in such situations to their own sense of omnidirectional vehicles receptors (receptor) of eyes (eyes) are secured through the street poet, visual check of the tubes counted in, taillamps light up the car can be more easily could see the gamgakhal. And it's high–speed driving (at high speed) Highway takes place (an express high way) to keep a very long distance between cars is especially true in the state. Used in these backward taillamps deunghwain indication in the night of the Road Traffic Act Article 31 is referred to in paragraph (1) sunrise until after sunset, lights that turn on is the ability to use force. However, in circumstances described jigeumgeot human, subjective judgments by the operator acts done by manually manipulating the instructions, so to lose is not as efficient in its use will be able to. Dakyigi car window while driving device (wiper mechanism) to a working state in a car requires the driver to forward the clock to ensure that the situation can be interpreted as the logical, the status of these drivers to drive a car (driving) on the concentration (concentrate) with a low forward visibility due to bad road conditions, and omni–directional vehicles for state changes in the physical exercise and cognitive decline as a braking geupchaseonbyeongyeong (a sharp curve) etc. can lead, it's a series of cars driving normal highway bridge You are in the form of flat gwangyesang (dimensional analysis) before, after, left, right, is common to let a car can be Rough around the edges, in such a situation, lighted taillamps sokeseoneun smooth road traffic and safety for the driver and the car will be very necessary. Describing the operational definition of jigeumgeot (operational definition) in the context of work on the device as long as the window dakyigi proportionally lit taillamps driver needs to mothayeotgeon not injihayeotgeon automated manner of backward light is intended to be lit taillamps. Indication on the backward equalization taillamps hit by cars most climate since at least with respect to the use omni–directional vehicles from the road wheels that rotate (rotating system) of a tire (tire) on the road and snow (snow) or stagnant rainwater (rain) and other natural substances friction (frictional force) is dispensed by the (direction of tangent line with constant velocity along the blown) as a result of collisions

hubangwi apyurichanggwaui hubangwi car driver's forward visibility is poor, the anterior clock in order to secure an instinctive (instinct), the window dakyigi device (wiper mechanism) as the time needed to work on the backward equalization Chapter indication polled taillights (tail lamp) Automatic light (auto lighting) sikimeuroseo hubangwi distance drivers (distance) and position changes, and information about a safe distance and braking distance determined in accordance with the information that corresponds to the pre-warning measures for the transmission of light (light) through the visual stimulus (make a signal) may occur in the rear of the car by implementing from a collision with a car driving safety features to aid in advance of rain or snow on a car road traffic aggressive prevention and smooth traffic alone how to use various kinds of flat (degrees of freedom) of a car accident (a motoring accident) on can be said too inefficient. More advanced for the prevention of car accidents (progress) Technology Development (technical developments), depending on your needs through the development of new operational definition of efficient technology (undefined notions) for a specific car driving situations (natural environment) and intrinsic a car driving conditions (man-made environment) to provide priority to the human in the protective function (a defensive measure) Many different forms are as follows: Humans, omni-directional clock to secure the window in the driver dakyigi device (wiper mechanism) tells the action (command) from the state by the stable clock backwards until the time of driving on the same road (trial run) inside your car to the driver to provide information on car driving backward directed indication taillights passive switch operation by judging their own actions even if they do not have a car tail light automatically illuminates backward indication (auto lighting) is to: And this is the name of the safety circuit is called the Intelligent Vehicles. It exists in various forms of information that is built around the car to handle the logical development of the concept design. This is a car engine stops or biunjeon state agencies focused on the human temporal changes in work (time sequence) according to the analysis on the order of the logical design work is about relationships. Effect relationship between the different dimensions of each phase angle, human psychology (a mental state), mental (mind), act (action) and the related physical changes in the state (state variables) according to the human psyche, spirit, one trillion kinds of behaviors by an ordinal information on the operation unit circle (cycle) among the acts that formed on the logical interpretation is designed. It is in the driver forward visibility visual stimuli such as poor health and the natural world (natural environment), and of physical phenomena, such as rain and snow janjaehan substances according to the state after the exercise the different dimensions (degrees of freedom) of binding to explore the cause (intermediate steps), taking into account the time change occurs in the process of the phenomena and a car accident (a motoring accident) combined with the cause makes the relationships established. Depending on the cause (a major cause) blended effects (interact) in accordance with functional changes due to vehicle value of time, obtain information on the state, acting on a car accident according to the new defense relationship in the logical system is designed for the purpose of theory building. Organized a variety of information resources based on the object in view of the car on a real car production machinery (mechanism), electricity (electricity), electrical (an electron system) dongjakgap strains (data) to induce, any such information to the consistent Electrical and electronic order forms, depending on the physical interpretation in the yard as possible by switching to the combination of components provided in the form means that the functional design. Natural weather conditions (natural environment), road conditions (man-made environment), human (a human), automotive (automobile), a traffic accident (an automobile accident), these multi-dimensional information in the form of a set of mathematical tools for cleanup (set) can be summarized to borrow. It's different dimensions (degrees of freedom) of the object (an individual) to the set (set) is. X is an element within a set of set of people, cars, nature, weather climate, elements such as roads that contains a set (set) is It means a different level of elements (an element) deulyijiman fundamental elements that make up an automobile accident must be. This could be the following proposition. The set of X, causing a car accident is a collection of the underlying cause. And this proposition is easy to see chamimeul. Because motor vehicle accidents make up the elements that emerged as common to all phenomena deulyimyeo, but also among them, assuming that there is only one element in a car accident can happen because: You look at it again, logically, human beings do not exist or is not related to motor vehicle accidents. Car does not exist or is not related to motor vehicle accidents. Intangible nature of natural space weather climate that does not exist or are not related car accidents. And the road does not exist or are not related accidents. These are not ordinary common sense can understand, and also from that meeting a set of X in a car accident that will be able to identify the underlying cause. In this set of elements and dimensions to the conceptual meaning of the common physical concepts (physical) that corresponds to a dimension to the definition (a definition) is. The physical quantities defined for the dimension physical (physical quantity) is the number two kinds of change that can be. Between different objects to solve complex problems, regardless of the number units or when high-level understanding that would be useful in the analysis because the set is very important. And this extension of the principle of comprehensive (generic extension principle) Let us apply to. the concept of a comprehensive set of x (geneticist) and the dimension is set. Human (a human) What? Physiological (human physiology) organisms capable of structural analysis, but according to the physical action sokseongjeok component instincts (Instinct) will be. For a definition of instinct acting signals in the concept of ecological stimuli (Sign stimulus), haebalin innate mechanisms (Innate Releasing Mechanism), fixed patterns of behavior (Fixed Action Patten) and formed the center, and behavior (one trillion kinds of driver behavior), the external signals coming from the environment caused by some very unusual.Instinctual behavior and environmental factors that cause stimulus is called the signal, the signal stimulus itself, which corresponds to a small part of the situation, and the innate human nervous system, usually mechanism called haebalin any nerve center (central nervous system) have, and this stimulated by the impact caused by the signal when stimulated by nerves and muscles chain reaction (consecutive reaction) causing, this series will appear in the reaction of instinctive behavior. Fixed behavior (Fixed Action Patten) of the act, there are already born, or scheduled fixed action as having to adjust it according to the stereotactic spatial variation (Orienting) is called. In other words, every human being is a driver for a county to mean the same person all the same these days because the driver briefly define what you are all operating according to the analysis sample is assumed to be human. Meteorological nature (natural environment) and to the Earth (earth) on the space and the atmosphere (the atmosphere) on the physical phenomena change initiative deulroseo rain (rain), snow (snow), heat (hot weather), cold (cold weather) and it belongs to. The energy to start up the car starts acting mechanical structure from the starter motor vehicles generally (starting motor) in

the rotation due to the action agency with power suction (intake stroke), compression (compression stroke), explosion (expansion stroke), and exhaust (exhaust stroke) four kinds of the repeated cycle (cycle) within the Power Authority is repeated by the combustion of fossil fuels at the same time continuing the piston (piston), coupled with the crankshaft (a crankshaft) rotational movement of the (rotational motion) as powertrain (transmission), respectively, prior to undergoing addition, electro–mechanical devices are connected to the Power Authority Power Authority re–machine the physical kinetic energy into electrical energy by converting institution relating to the power intake system, exhaust system for the sensor (sensor) and facilitate the operation of various devices and device drivers and control device (controls) and a pointing device for each kind of electrical energy to the smooth (electric power) is to supply, all installed in the car constitutes a unique cycle of organic gineunggye Sikkim complete and up to that point is assumed to contain the expansion. Since humans rely on for the purpose of moving the spatial position and movement of energy inside the car hit the accelerator gyee Chapter one trillion kinds (accelerator) neurological change through the driver's body movement is passed through a road point from one point to another location outside the energy that can move independently, without regard to means. Road vehicles on the road with another car that changes in real–time obstacle (an obstacle), signs (traffic sign), signal (a traffic control signal), such uncertainties constantly changing mix of physical exercise that is defined sokeseoui. These different dimensions mean conceptually meaningful words in a traffic accident phenomena that make up the relevant elements (element), and this common people of biological sensory receptors (somatic receptor) through the collection of information (information gathering) in accordance with rational logic system (intellectual construction) will be available through the emotional cognition. Y is the set of elements in the set X (element), who used them as human–centric, cars made in the structure function relationships established many relationships (relational) and substituting (correspond) to the set of things is derived. It is also produced in a real car based on the behavior of the structure and the general public can find out anyone. X to Y and work out a set of sets of the elements whose car use and interpret the human good to be induced to begin. That make it a car accident due to the interaction of four elements combine to cause the relationship to start by relying on a human is due to take place, normally dependent on humans to terminate the relationship is contacting. Human element in the set X itself about the relationship, yet at the same time a car is required to establish a combined volume–based (bond energy) has. It–dimensional (degrees of freedom) in the property or the human element (component) can be called. Such dimensional elements (dimension analysis) need to work with a willingness to move in accordance with the purpose of positional and dimensional coupled with car sikige relationship is established. Independent of human free will, according to the action integral, coupling relation in humans and vehicles in the car for the ride will be. However, the internal motion characteristics (property) and the component (component) jeokeuroneun car with a unique combination of athletic ability is an unfulfilled state. Independent of human will become bound to the car and under any subsequent changes achieved in the automotive mechanical compositionally athleticism and ability to manipulate human biological coupling in the singyeonggyejeok is, this car boot (starting) or cranking (a crank) powered by the behavior of institutions and systems that work for the adjuncts from the starting point that can be. In addition, since this point in human biological functions (health state) to a car involved in physical exercise capacity and through that they need to think together in the same state, and also to afford a true sports car physically. Therefore, X is a set Y to a set of human wonsojung start (starting) can be flagged as a. Set of Y elements (an element) of start–up (starting) your vehicle according to a human running a passive activity is completed, the temporal point on its production vehicles pursuant to the exercise capacity associated with a unique kinetic energy of internal organs, the circulatory system (cycle) will be. It is due to start work on the power at the start of electrical energy from mechanical structural starter motor vehicles generally (starting motor) in the rotation due to the Power Authority operates with a suction (intake stroke), compression (compression stroke), explosion (expansion stroke) and exhaust (exhaust stroke) repeated the four kinds of fossil fuels in internal combustion engines by the agency at the same time repeated continuous piston (piston) coupled to the crankshaft (a crankshaft) rotational movement of the (rotational motion) to the driveline (transmission) Prior to each underway for each. In addition, agencies attached to the power electrical machinery and related sensors (sensor) on the Power Authority re–machine the physical kinetic energy into electrical energy by converting institution relating to the power intake system, exhaust system for the sensor (sensor) and the behavior of various devices, And the convenience of the driver unit and control device (controls) and a pointing device for each kind of electrical energy to the smooth (electric power) to supply and installed in the car all the unique gineunggye organic cycle is complete and that point constitute a sikimeul assume that expanded to include. Since humans rely on for the purpose of moving the spatial position and kinetic energy systems inside the car to hit one trillion kinds Chapter accelerator (accelerator) neurological change through the exercise by passing through a body to exercise and road cars from one point to another location point Regardless of the external energy and will enter at the beginning of an independent movement. The beginning of the road movement of vehicles along a fixed direction of the car because it is bound to exercise undongsang that one should have jayudoman, this road to explain the vehicles in a single variable (variable) explained by assuming only according to various criteria to interpret inaccessibility (difficult), avoiding the more accurate because a consistent interpretation is available. Bekteoryang car to start it (vector quantity) can be determined by two saenggyeo remain on the inside of the driver his visual sense (the sense of sight) through the speed indicator (tachometer) through the recognition (recognize) may be. Instructions such representations speed analog (analog), digital (digital) can be sent to, but it can be said to be equal to the sensory organ. Vehicle speed indicator (tachometer) on the changes mean that the real driving cars on the road, and this man in the car and started to enter into the state road traffic rush by that time will be able to interpret. Such visual instructions to the driver inside the car in relation to the state elements as a set of X–car speed (tachometer) ?? observation (observe) can be found at: In general, electrical, mechanical and electronic consists of describing the process based on electronic and understand. Electronic speedometer (electronic tachometer) the wheel (a wheel), etc. Field installed sensors or inductive sensors (induction sensor), etc., obtained by an electrical pulse (pulse) is generated in the form. This vehicle running speed is proportional to the noise in the low–pass filter for removing an element and then through a Schmitt trigger pulse is rectangular. Selling only two rectangular pulses of equal length in stable multivibrator is converted to a square wave. Movable type coil instrument connected analog (analog) speed is proportional to the integral rectangular pulses

gyeyongeuro instructions (integral function) accounted for as a process operator and visual instructions to check that the driver will change. Element for these cars in the set point X on Y can be seen as an independent movement in the aggregate elements (element) is the speed (velocity) that leads to the relationship between the elements (the system of proportional representations), and am in the set Y physical movement of elements of the speed of the vehicle components are included.X to a set of elemental nature, the weather (change of natural environment), the situation (man–made environment) which of the driving situation and road interpretation to take precedence beneficial coincidence of two things (at the same time), depending on families of the foregoing nature of Meteorology climate of snow and rain in the context of a natural phenomenon that occurs after the car driving safety's sake to build defenses are described in the first bar is the procedure the natural world. X to the set of natural elements as intangible as a spatial concept that the state was determined in the context of understanding the meaning. In general, a visual check can be intangible, and that's where this place is the atmosphere (the atmosphere) is called. The atmosphere (the atmosphere), a place conceptually atomic configuration (microscopic point of view) in the Earth's gravity (gravity) is a set formed by the atmospheric water vapor (steam), including the composition of nitrogen (nitrogen) 78 percent, and oxygen (oxygen) 21 percent, Ar (argon) 0.9 percent, carbon dioxide (carbon dioxide) 0.03 percent, and consists of unseen things that can be seen by anyone. The space (space) generated from the sun through the solar (the sun's ray), by temperature (temperature), etc. Circulating ten mechanical energy (cycle) is being made. These changes in temperature inside a car in the direction from the outer surface to the temperature change is required, this is inside the car on the driver aboard the physiological (body) sensory receptors (somatic receptor) stimulate (a stimulus) cause (a cause) invisible to the action of (element) as it will require a significant reaction. Over such a natural atmospheric effects due to the heat in the car with the driver about the relationship status of the natural temperature of the cold when a driver heading towards the direction of the heat (hot weather) to the car being made inside the space temperature control device operations, and vice versa nature: when the temperature in the direction of heat, cold, driver direction (cold weather) to the car interior space temperature control devices that can be seen followed by attempts to manipulate. According to external temperature effects on the reaction conditions applied to the law are being carried out in the actual car used in the check, and it gyejeolsang (the time of the year) when assigning the summer heat (summer) is, the car naebugye eeokeondisyeongye of (cooling) cycle is maintained by the low temperatures, cold winter (winter) to the opposite inside the car as a hiteogye (heating) cycle that is maintained by the high temperatures inside a car gyee state of human results of the operation will be regarded by the body is given. So what about the natural world on climate meteorological element for a set of X, Y set of climatic conditions on natural weather heating (air conditioning) and induction should be listed. This is so that two of the heater (air conditioning) due to the action in the manner of its composition is as follows. (However, only the heater will be described in the text, but about the behavior of the two electronic components (electricity) that together are the same.) Heating method, the power authority (an engine) according to the type water–cooled (liquid cooling engine) and air–cooled (air cooling engine) is slightly different depending on, and water–cooled (liquid cooling engine) power, most agencies (an engine) that passes through the coolant heat exchanger (heater radiator) heating the air to the heating and air–cooled (air cooling engine) in some cases the air heat exchanger installed in the exhaust pipe (heater radiator) heating is a way to pass heated. How to adjust the quantity to it by the wind blowing the electric motor (air conditioning of vehicle), depending on the operation of the control (control) the common form in which (commonness) is applied to. Now, home heating systems in aggregate X Y wonsojung natural collection, weather, climate, and meaning in nature, including climate change. Now the rest of the set of X elements wonsojung car was with the road conditions, On the information routinely observed (observation) according to the result (result) only assume (assumption) deployed to the theoretical situation, because of natural climate phenomena rain weather (rain) snow (snow) on the progress or completion of phenomena defined huran time there was an understanding expressed in content according to the description of the road and vehicle movement on sanjeokdoen materials that will be limited to the Recall action. Substances on the state of the road sanjeokdoen rain, nundeungeun car (automobile) in the physical movement (motion) with the action (interact) are interrelated. Power transmission system according to the chain of the final act of a car wheel (a wheel) to the rotational motion (rotational motion) and the relation jineunde, this car in the center of the wheel (center point) outside (outside) portion of the tire on the configuration and materials and contact with the physical exercise, according to the microscopic size of the transfer of energy in the direction opposite to the direction of automotive injection phenomenon (direction of tangent line with constant velocity along the blown) occurs through the same road you are driving straight on board vehicles Watch where space is typically secured to the front of the glass part of the driver (windshield) and collision (collision between element particles) is. As a result of collisions of glass (windshield) unique to the visible transmittance seongjilin (clairvoyance) by causing a rapid deterioration in the rain, nundeunge phenomenon by the end doeeoteumedo changdakyigi device driver (wiper mechanism) know that the action is. Changdakyigi device (wiper mechanism) behavior on the switch inside the car to the driver on board (switch) is based on the value can be manipulated, and also because the actual car is the same set X of elements of Y to a set of road conditions and driving a car window dakyigi device (wiper mechanism) is induced by the assignment. Changdakyigi jangchigye (windshield wiper system) in the configuration, operating principles generally electric, compressed air and are classified, general electric motors in the expression (wiper motor), links, and cancer (wiper arm), blade (wiper blade) is to switch to the ON position if changdakyigi device, the motor rotational movement (rotational motion) is associated with partial rotary motion by the power to install the front glass area of the ashes in a car that corresponds to a portion of material forces in the area is to remove the form. And primary energy (power) in the form of electricity (electricity) is So now the set X to a set of Y–dimensional relationship between elements and the assignment and the actual daily guided automatically by the judge in the visible–board meeting in a verifiable form was lodged in the. In addition to human hearing (a mental state), mental (mind), physical (body), psychological features related to physical quantities (psychophysical quantity) can be called things, it causes the X in the collection of elements derived by means of As a result of the unique properties that can be found that the state can be included. Use their cars on the set of Y elements that operates according to the assignment in time to analyze situations in order of when, due to time changes may know others. That type of information processing does not apply on the concurrent processing in a sequential form of state enable it to

trying to achieve, because as easy. The temporal order of such circuit design (circuit design) in a logical map (logic map) and that as such due to the set of elements Y, respectively, into two distinct understanding as a signal that can be obtained. This component is defined as the set of elements accordingly to becoming a yirueojigo the system design, logic design (system design), so Z is naturally a set of configuration elements in the temporal behavior of the element X set of conditions defined by the value of the final action (a definition), and elemental way to mark a common Arabic numerals (arabic numerals) should be listed as. Y to a set of elements (element) as a four start-up (starting), speed (velocity), heater (heating), the window dakyigi device (wiper mechanism) is the basis of the foregoing information, you will wooseonil startup. It means a combination of humans and vehicles, and driving a car on the preparation phase corresponds to the physical exercise, and all cars should mean circulation in the internal energy system. Set of Y and Z set the startup element is assigned to an element. Then start up (starting) in the rate since the actual car (velocity), heater (heating), the window dakyigi device (wiper mechanism) work on the driver (a driver) in a random order determined in accordance with free will, but you are driving a car If the speed (velocity) can see that the second order. Rate set Y Z elements are assigned to a set of two elements. Weather conditions in the natural world as the weather and then a set of Y elements (an element) heater (heating) is assigned to the Z-set of three elements. Finally, a set of windows in a car driving road dakyigi devices yellow Y Z elements are assigned to a set of four elements. Z is the purpose of this organized according to a set of logical order (sequence), and X, Y, Z set the X set to clean up a traffic accident (a motoring accident) on the component causes (element) is set to, Y set of causes components for the automotive action (element) is set to, Y set of components for causing a car to work on a set order, and also use the car for a set of Z order of the temporal behavior (time sequence) is Each element on each element of the set Y by analyzing the electrical properties have the same nature as that produced in the form of a real car on the check so that configuration can be seen gyereul.Start (starting) Iran gidongjangchigye in a real car (starting system) and dongryeokgi relationship (an engine system) can cost in relation to interpretation. Typically by rotation in the key way in everyday life and electricity (electricity), by the way that wireless electronic switch inside the car on the way, can be divided according to the actions. These three ways Hillsbrad car battery power source (battery) power to start the motor (electric motor) in the rotation (rotational motion), the initial power to exercise authority and aims to induce a prototype of the entire operation because all of the same things can be seen. In addition, during operation of the primary energy jeongieneojiim work (electricity power) can see. Speed (velocity) What physical exercise (physical quantity) to be related to the status of physical exercise on a car driver in the car to be able to recognize each sensor (induction sensor) in the final driver sigyesang Km / h in the instructions state that the purpose of the unit, and this also in the structure electricity (electricity), based on the electronic behavior guseonggye, and energy were significant differences in the principles of operation of electrical energy (electricity power) can be seen that as the default. Cooling, heating (ventilation system) What? External heat ever about the status of a car inside the driver's action are based, as air-conditioning (cooling water) and heating (heating) a different direction ten enemy origin (the origin) have, but inside a car in the temperature change, the purpose and configuration that meets the criteria for gyeyigie Heating, Power Authority (an engine) coolant (cooling water) to pass through a heat exchanger (heater radiator) using a heated air blower motor (fan motor) controlled by the vehicle interior heating This form consists of controlling the behavior of the electrical switches also operate according to the blower motor, which is based on work found in the form of electrical energy as the primary energy (electricity power) is Window dakyigi device (wiper mechanism) according to the driving situation in a car on the driver a visual watch mokjeokdoen important to ensure that functions as a switch located inside the car electric motor rotates by the action (generate electricity) and it is connected to the glass unit (windshield) while in contact with substances (snow or rain) in a manner that eliminates this action by also achieving electrical energy guseonggye (system) can see that. Organize a set of four kinds of elements when qualitative aspects, Y has a set of electrical properties of elements, and their own work in gyega circulation and can be seen that the electrical energy involved. It stopped as they work with each element with regard to the state, electricity (electric current) is flowing or not flowing, the, the switch is turned ON to OFF state are you'll notice. Each angle is the set of Z elements, ie ON, OFF, or stop (stop), and logically operate in an unknown state (logic) ON the "0" OFF "1", and it may be written in reverse (converse) also possible can see that. Organize them on the basis of intelligent vehicle driving safety circuitry produces behavior made. Drawing an intelligent car driving safety circuit that operates from inside a car can be understood by the whole concept As a general electrical circuit diagram in relay or relay configured as a playground. Relay (relay) is a 4pin type relay, in multistage guseonggye enjingye (engine), Speedometer (tachometer system), I'm collateral (air conditioning system), Windows dakyigi jangchigye (windshield wiper system) are connected to the voltage (voltage) and current (electric current) is the same for both the home and will be described. Each one of the internal relay Re1, Re2, Re3, Re4, Re5 and Re4 in the center consists of Re1 each at the bottom of each S1 input terminal (input) A, B, C, D through the enjingye, speedometer, heating systems and window systems are connected with dakyigi device. Intelligent vehicle driving safety circuit behavior (action) and action are as follows: Relay (relay) is like all four of the terminals, respectively, B, S1, S2, L is the terminal. Re1 b terminal on the power (battery) is connected to. It starts with the actual car and the driver intended to be used inside a car while on board, start-up (engine starting) hang power agencies (an engine system) is a circular ?? make quite a unique energy system, the electrical input terminals a and electronic signal is input through the input terminal S1 to Re1 (input) and, S2 output from the terminal (output) is S2 terminals grounded (earth) is connected to. Therefore, in this state, the relay Re1 B terminal and L terminal unique dongjakin inside S1, S2, because current flows between the electromagnetic (an electromagnet) stimulation pulled jeopgeukjareul contact (a point of contact) climbs up pushed point B. L circuit closed (close) in accordance with the principles of operation S1, S2 signal is input to the B terminal in its current form is associated with the current through the power of L is the terminal goes into. In the multistage to Re1 Re2 B to the L terminal is connected to the terminal. However, the power obtained from the current Re2, B is the standby terminal contacts. This is the start of the intelligent vehicle driving safety circuit (engine starting) information about (starting information) is only (recognize) that the state can be treated. Since start-up operator for the purpose of moving the car, due to the kinetic energy remaining in the tachometer (tachometer system) so you can see it in action on the motion on the speedometer in the car a certain amount of movement when the inputs change state ryange true (input) b signaling through

(signal) input (input) is Intelligent vehicles driving through the input terminal b, the input signal to the safety circuit is connected to terminals S1 to S2 Re2 output terminal and ground (earth) flows. Re2 B terminals by the action of the distinguished L current output terminal of the L Re2 and Re3 terminal is connected to the B terminal. These conditions in the car boot (engine starting), speed (velocity) such a state of two pieces of information processing can be made, and added that together with the information processing Re3 is waiting to be processed in the B terminal. Re3 information on it yet because it was not according to the input signal. Followed by a car driving under natural climatic conditions Weather drivers in the temperature inside the car (a change of temperature) as a vehicle for the displacement operator Heating gyega by switch operation by relying on its own energy cycle begins, the input terminals (input) C signals are being input to enter S1 to S2 is listed as Re3 ground (earth) flows. Re2 behavior and also inside the same signals S1 and S2 during the Re3 flowing currents in the B terminal is output to the L terminal to B terminal is facing in Re4. In this state, start the car (engine starting), speed (velocity), due to natural weather conditions weather information (data) processing the input corresponds to the state, and that information is processed in Re4 B terminal is in the standby state. Then, the processing status information from the driver's car driving according to road conditions in order to ensure directional clock and window dakyigi gyee switch operation by the device a unique window dakyigi device gyee circulation is established, through the signal input terminal d being input, the input terminal d to enter information into the terminal Re4 S1 to S2 is output to ground sikimyeo flows. Re4 B, the information you were waiting in the terminal is output to the L terminal. Relay Re4 Re5 the L terminal is connected to the terminals S1 and S2 output is grounded. This is all the information (data) is done in the treatment process. And in the B terminal and L terminal Re5 respectively tadane a 'b' is connected to the. a 'and b' in between the taillights light switch SW1 (tail lamp switch) and, Re5 Re5 in the S1.S2 the signal flowing in during the L terminal and B terminal, because the conduction tail lights (tail lamp) lights up (on lighting) is This function is performed as a mokjeokhan. Drawing on a description of the content and information processing in the form of AND logic based on intelligent vehicles driving in a manner designed to operate in safety circuits is the effect on the way. Weightlifting is the same as him. Drawing two boxes for the automotive driving safety circuit behavior and acts in accordance with the actual level of automobile manufacturing technology and the power consumption of the product in production efficiency (efficiency) to reflect, a semiconductor device (transistor) and resistor (resistance) and relay (relay) circuit is designed to bind to. It constructs the input information to the difference between the drawing and not a function of information processing and action for the same meaning to it according to the output (output) to provide. 2 drawings in content and logical flow of information processing by the AND operation is that the form–oriented, and it is weightlifting. Circuit in FIG Information.This Minister s1 input (input), s2 processing unit (process), s3 output (output) can be divided into input wealth composition, the corresponding device input terminals S1, A, B, C, D, and each of each resistor connected to the top elements R1, R2, R3, R4 are connected to the input terminal to the bottom of the sidonggye (starting system), Speedometer (tachometer system), nanbanggye (air conditioning system), Windows dakyigi jangchigye (windshield wiper system) and each of each is connected.A seolmyeongsang the sidonggye (starting system), B the speedometer (tachometer system), C the collateral I (air conditioning system) and D dakyigi jangchigye the window (windshield wiper) connects to an addition built connection between description it does not matter if the mubangha. S2 is denied treatment T1, T2, T3 and T4 are a four spikes of small semiconductor transistor (transistor) is composed. Mokjeokdoen in the selection of a semiconductor device features a rectangular ones for the various forms may be expressed replaces. In this circuit, bipolar (Bipolar) NPN–type transistor in series (Transistor) is Transistor (transistor) of basically three terminals, and each angle of the emitter terminal (Emitter), database (Base), collector (Collector) is called the emitter, base, collector, respectively, E, B, C symbol is represented by And B, T1, R1 and is connected to the bottom, E a ground terminal (earth) is connected to. R2 and T2 are connected to the B and E at the bottom of the ground terminal (earth) is connected to. T3 is connected to B, and E at the bottom of the R3 and the ground terminal (earth) in the R4 and T4 are connected to the B and E at the bottom of the ground (earth) is connected to the altar. Output (output), and device configuration corresponding to the S3 R5, R6, R7, R8 and output terminals connected to the F relay (relay) B consists of a relay terminal and L terminal switch for each light, each taillight (tail lamp switch) is connected to the multi–stage. It includes deulkkaji. Device, the resistor R5, R6, R7, R8, so that each of the connection at the bottom of each R5 is connected to terminal T1, the collector. R6 at the bottom of the collector terminal is connected to T2. R7 at the bottom of the collector terminal is connected to T3. And at the bottom of the T4 R8 to the collector terminal is connected to. R5, R6, R7, R8 to the top of the output (output) F are connected by R9 it up voltage (voltage) is at stake. This circuit operates on the circuit analysis is the reverse inference. First output (output) when based on the R4, T1 at the top of the resistor R4 is connected to the collector and the sunbanghan voltage is affirmed. T1 internal structural relationship in the forward voltage for D1 or, D2 on the dotted line because the reverse voltage and no current in the same direction. This NPN type transistor (transistor) on the internal structure of two diodes (diode) because the fitted understood that help to explain, which takes the voltage to the terminals T1, even though the collector emitter current is not flowing into the state by default is. T1 and T2, T3, T4 are all the same state. These conditions intended to be used on the driver's car, and start–up (engine start) on the T1 base (base) terminal through the information (data) input (input) and will be. T1, then the base (base), emitter (emitter) is made between the voltage drop, the base (base), emitter (emitter) between the current (electric current) is the flow. It is the base emitter diode between the internal (diode) because the forward. At this time, the collector (collector), emitter (emitter) Novelties current flowing between the base, due to the flow of current between the emitter current in diode D2 (electric current) flows are over. This is a real collector, the emitter between the current flow by measuring to check and as a result, T1 and the base, emitter between the current flow to the collector, the emitter between the current flow transistor (transistor) of the special behavior takes advantage of the startup (engine start) the information (data) will be written to the treatment. However, information on the entire circuit elements on the rest of the three did not enter the relay mokjeokdoen behavior is not done. Since the speed (velocity), I'm collateral (air conditioning system) and dakyigi jangchigye window (windshield wiper system) information on input terminals, respectively, B, C, D are input through the voltage drop, respectively, T2, T3, T4 treatment that has been entered into in accordance with its output relay (relay) operation on the tail lights lit (on lighting) switch in the ON operation has a value. Therefore, passive rear lights lit on the

driver circuit before the automatic light switch operation (auto lighting) and performs functions mokjeokhan. Intelligent Vehicles in safety circuits in everyday life with the invention snow, rain on a car driving over the duration of the driver on the road motorcade driving snow to the driver in an environment (eyes) in order to ensure forward visibility through the window visual dakyigi device (wiper mechanism) dongjakhu to switch ON, the rear of a car accident that may occur in order to secure themselves from the act of active conflict prevention activity for the purpose of backward light is lit and the switch instructs the operation amount of time it takes to operate 1sec Assuming that jam. 100 Km / h based on a car driving by. A second driver tells the operating time for the actual road distance from the car during the move that you know 27.7m 27.7m What car because the mileage interval corresponding to the driver and vehicle safety features for the car itself, first by providing a quick road For rain to snow–facing car slip (slide over the snow), etc. for the preventive effect of collisions (prevention effective) there. In addition, in such a situation analysis on the use of light according to the layman on how to use for beginners (a beginner) and elderly (senior citizen) in their defensive driving skills by driving aggressively because it complements the standing crisis that may occur in posterior vehicle prior to or at risk of aggressive defense by running the best cars in the smooth road accidents due to communication and actively contribute to the effective preservation of life (effective) to provide. contained in this application form for the word meaning and reference books, electronic information and communication engineering dictionary: book publishing wait and physicochemical Iwanami Dictionary: daegwangseorim, 2004 daebeopjeon: Code Publisher, micro–electronic circuits Design: Mechanism Researcher, Life Science Dictionary: Academy Books, Electronics Dictionary: occupy almost same proportion, Human Physiology: Publishing the effective date, and biology: Eul Press, younghan Medical Dictionary: sumunsa

0) US4984161A – METHOD FOR CONTROLLING AUTOMATIC TRANSMISSIONS ...

21) Family number: 9536196 (US4984161A) © PatBase

Title: METHOD FOR CONTROLLING AUTOMATIC TRANSMISSIONS

Priority: JP19870070090 19870324 JP19870070091 19870324 JP19870218757 19870901
JP19870073577 19870327 JP19870084991 19870407 JP19870084237 19870406
JP19870313872 19871211 JP19870261126 19871016 JP19870302179 19871130

Family:

Publication number	Publication date	Application number	Application date
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US4984161 A	19910108	US19880171707	19880322

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F16H61/4192 F16H61/425 F16H61/435 F16H61/46 F16H61/462 (Advanced/Invention);
F16H61/421 (Advanced/Non–invention);
B62M19/00 F16H39/00 F16H61/02 F16H61/16 F16H61/18 F16H61/40 (Core/Invention)

International class (IPC 1–7): B60K41/00 B60K41/12 B60K41/16 B60K41/18 B60K41/26 B60K41/28 B62M11/06 B62M9/08 F16H23/00 F16H39/44 F16H59/06 F16H59/44 F16H61/02 F16H61/16 F16H61/18 F16H61/40 G06F15/48

CPC: F16H39/14 F16H61/46 B62M19/00 F16H61/421 F16H61/462 Y10T477/636

European class: B62M19/00 F16H39/14 F16H61/421 F16H61/46 F16H61/462 R16H61/421

US class: 364/424.1 477/68 701/55 74/866

Classification Explorer

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Forward Citations: WO12017831, WO06006506, US9540009, US9114798, US8352122, US8244443, US8226527, US8147381, US8046141, US7641588, US7637845, US7615990, US7544148, US7308373, US6859902, US6834217, US5448483, US5415600, US5383125, US5099776, US2010017077, US2009088298, US2009062994, US2008306653, US2006129343, US2003167116, TWI347902, JP9217801, JP6088672, JP5935809, JP5579714, JP5577182, JP4762588, JP4582812, JP4582812, JP4357455, JP3700497, JP3490356, JP3453986, JP2016524097, JP2013051387, JP2012036774, JP2011527260, JP2009079749, JP2008137587, JP2006348974, JP2006275224, JP2006226513, JP2006017221, JP2005162007, JP2001132829, JP2001101716, FR2714442, EP3034911, EP2031280, CN103851179,

Abstract:
Source: US4984161A The present invention relates to a method for controlling an automatic transmission of a vehicle which is capable of continuously changing a transmission ratio (Rt) and transmission coefficient (Ct). The method is three fold, that is, an initial stage control procedure, a special stage control procedure and a normal stage control procedure having priority in operation in this order. At the initial stage control procedure, Rt and Ct are determined, according to a plurality of indices representing a state of the vehicle, so that the vehicle is accelerated effectively, in general. At the special stage control procedure, Rt and Ct are determined, when a propelling force transmitting path for transmitting propelling force from an engine to the ground is disconnected at least at one part, so that a shock due to a recovery of said propelling force transmitting path is minimized. At the normal stage control procedure, Rt and Ct are determined so that the vehicle responds to the operation of the driver swiftly.

0) CO4480005A – PROCEDIMIENTO PARA LA PREPARACION DE CONFITURAS...

22) Family number: 43656098 (CO4480005A) © PatBase

Title: PROCEDIMIENTO PARA LA PREPARACION DE CONFITURAS HELADAS Y EL PRODUCTO ASI OBTENIDO Process for the preparation of jams frost and product thus obtained (Machine translation)

Priority: CO19960063404 19961203

Family:

Publication number	Publication date	Application number	Application date
CO4480005 A1	19970709	CO19960063404	19961203

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Inventor(s): JOSE RICARDO DE JESUS CABRERA BAQUERO

Agent(s): JESUS ANTONIO GUARNIZO PALACIO

International class (IPC 8–9): A23G9/04 (Advanced/Invention); A23G9/04 (Core/Invention)

International class (IPC 1–7): A23G9/04

Classification Explorer

Abstract:
Source: CO4480005A 1. PROCESO PARA LA ELABORACION DE CONFITURAS HE– LADAS CARACTERIZADO PORQUE CONSISTE BASICAMENTE DE LA ELABORACION EN FORMA INDEPENDIENTE DE UNA MER– MELADA DE FRUTAS Y DE UNA MEZCLA DE AGUA Y AZUCAR LAS CUALES POSTERIORMENTE SE UNEN PARA FORMAR UNA MEZCLA TOTAL QUE SE LLEVA A MADURACION DE DONDE SALE PARA SER MOLDEADA COMO PALETA. 2. PROCEDIMIENTO PARA LA ELABORACION DE CONFITU– RAS HELADAS DE ACUERDO CON LA REIVINDICACION No. 1 CARACTERIZADO PORQUE PARA HACER LA MERMELADA SE LLEVAN A CABO LAS SIGUIENTES ETAPAS: A. RECEPCION Y SELECCION DE LA FRUTA, ESTE PROCE– SO SE HACE MANUALMENTE TENIENDO EN CUENTA TAMANO, ESTADO DE MADURACION Y OPTIMAS CONDICIONES FITOSA– NITARIAS. B. LA FRUTA UNA VEZ SELECCIONADA Y YA COLOCADA SOBRE UNA ESPECIE DE ZARANDA SE SOMETE AL LAVADO CON CHORRO DE AGUA FRIA. C. LUEGO PASA A UN PROCESO DE ESCALDADO EN AGUA A 50 GRADOS CENTIGRADOS DURANTE UN TIEMPO DE 10 A 15 SEGUNDOS. D. EXTRACCION MANUAL DE LA PULPA, QUEDANDO LA PULPA SEPARADA DE LA CORTEZA. E. PROCESO DE LICUADO MEDIANTE EL CUAL LA PULPA SE FRAGMENTA COMPLETAMENTE QUEDANDO SEPARADA DE LA PEPA O SEMILLA. F. DESSEMILLADO POR MEDIO DE FILTRACION UTILIZAN– DO UN FILTRO DE LIENZO TIPO MANGA. G. AL CONCENTRADO DE PULPA DE FRUTA ASI OBTENIDO SE LE ADICIONA AZUCAR EN UNA EN UNA PROPORCION DE DOS PARTES DE FRUTA POR UNA DE AZUCAR, ESTA MEZCLA SE ELABORA EN UNA MARMITA PARA LUEGO SER LLEVADA LENTAMENTE HASTA UNA TEMPERATURA ENTRE 60 Y 85 GRADOS CENTIGRADOS, DONDE UNA VEZ ALCANZADA LA TEMPERATURA SE MANTIENE EN ESE PUNTO DURANTE UN TIEMPO DE 10 A 15 MINUTOS, PARA OBTENER UNA MERME– LADA DE FRUTA. H. LA MERMELADA ASI OBTENIDA SE ENVASA EN TAMBO– RES PLASTICOS O ENVASES DE VIDRIO HERMETICAMENTE CERRADOS Y SE DEJA EN REPOSO POR LO MENOS DURANTE 24 HORAS. 3. PROCEDIMIENTO PARA LA ELABORACION DE CONFITU– RAS HELADAS DE ACUERDO CON LA REIVINDICACION No. 1 CARACTERIZADO PORQUE SEPARADAMENTE SE PREPARA OTRA MEZCLA COMPUESTA DE AGUA Y AZUCAR, DONDE EL AGUA SE PASA PRIMERO POR UN FILTRO DE CARBON ACTIVADO Y LUEGO POR UN FILTRO DE ARENA, PURIFICADA EL AGUA SE LE ADICIONA EL AZUCAR EN PROPORCION DE CUATRO PARTES DE AGUA POR UNA DE AZUCAR. 1. Process for the production of confectionery HE– LADAS wherein it consists basically PROCESSING INDEPENDENTLY OF A MER– ROAN FRUIT AND A MIXTURE OF WATER AND THEREAFTER WHICH SUGAR TOGETHER TO FORM A TOTAL MIX THAT TAKES WHERE DOES matured to be molded as a palette. 2. PROCEDURE FOR THE PREPARATION OF RAS frost CONFITU– according to claim No. 1, characterized MARMALADE TO TAKE OUT THE FOLLOWING STEPS: A. RECEPTION AND SELECTION OF FRUIT, this process is done manually BEARING NOTE size, stage of maturity and optimal conditions PLANT PROTECTION nity. B. FRUIT AND ONCE SELECTED AND PLACED ON A KIND OF ZARANDA SUBMITTED TO WASH WITH COLD WATER JET. C. THEN GO TO A PROCESS WATER scalding 50 degrees Celsius for a period of 10 to 15 seconds. D. REMOVAL MANUAL PULP AND ARE SEPARATE PULP BARK. E. blending process whereby fragments PULP being completely separated from the PEPA or seed. F. DESSEMILLADO by filtration UTILIZAN– DO A FILTER BAG TYPE SLEEVE. G. TO CONCENTRATE FRUIT PULP OBTAINED ASI is added sugar in a ratio of TWO PARTS OF FRUIT BY A SUGAR, this blend is made in a pot TO BE BORN THEN SLOWLY TO A TEMPERATURE BETWEEN 60 AND 85 DEGREES CELSIUS WHERE After reaching the temperature is

maintained at that point for a period of 10 to 15 minutes to obtain a MERME– LADA FRUIT. H. MARMALADE thus obtained is packaged in TAMBO– RES PLASTIC OR GLASS CONTAINERS sealed and allowed to rest for at least 24 hours. 3. PROCEDURE FOR THE PREPARATION OF RAS frost CONFITU– according to claim No. 1, characterized OTHER MADE SEPARATELY WATER AND SUGAR BLEND, where water is first passed through a charcoal filter and then filter PREPARES ARENA, PURIFIED WATER is added sugar ratio of four parts water to A SUGAR.

23) Family number: 30027244 (US2001024671A) © PatBase

Title: METHOD AND DEVICE FOR PRODUCING PIZZA

Priority:

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EP20010945042	20010425	IT1997BZ00044	19970819	EP20010113720	20010605
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WO2002EP05850	20020528	WO1998EP05093	19980812	WO2001EP04656	20010425

Family:

Publication number	Publication date	Application number	Application date
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ITBZ20010033 A1	20021209	IT2001BZ00033	20010607	
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US6863429 BB	20050308	US20020030287	20020722	
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WO0185323 A1	20011115	WO2001EP04656	20010425	
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WO9908537 A1	19990225	WO1998EP05093	19980812	

Probable Assignee: SITOS SRL

Assignee(s):[(std)]**:** ARTOS SA ; ARTOS S A ; CARPOS S A ; DE DOMINICIS EMANUELE ; DAMENO CARLO ; CAPOSS AG ; ARIOS S A ; ATROS S A ; MALFATTI PIERLUIGI ; TORGHELE CLAUDIO ; PILATI MARCO ; MAYDON INVESTMENTS LTD ; FERRIGNO MONICA ; WALTZING LIABILITY COM LTD ; MAYDON INVESTMENTS LIMITED ; WALTZING LIMITED LIABILITY COM ; SITOS SRL ; MAYDON INVEST LTD ; WALTZING LTD LIABILITY CO ; WALTZING LIMITED LIABILITY COMPANY ; WALTZING LTD LIABILITY COMPANY

Assignee(s):

MAYDON INVESTMENT LTD ; MALFATTI PIER LUIGI ; WALTZING LIABILITY CO LTD ; ATROS SA ; ARIOS SA ; CARPOS SA ; CARPOS VIA F PELLI SA ; ARTOS S A LUXEMBOURG ; ARTOS S A LUXEMBURG LUXEMBOURG

Inventor(s):(std)**:** CLAUDIO TORGHELE ; DAMENO CARLO ; DE DOMINICHIS EHMANUEHLE ; DAMENO KARLO ; DE DOMINICIS EMANUELE ; DOMINICIS E DE ; DEMENO C ; C DEMENO ; EDE DOMINICIS ; DOMINICIS EMANUELE DE ; PIERLUIGI MALFATTI ; FERRIGNO MONICA ; MALFATTI PIER LUIGI ; PILATI MARCO ; MALFATTI PIERLUIGI ; M FERRIGNO ; MARCO PILATI ; FERRIN O MONIKA ; TORGELE KLAUDIO ; FERRIGNO M ; FERRIGNO E DE DOMINICIS C DEME ; TORGHELE CLAUDIO ; TORGHELE PIERLUIGI MALFATTI CL

Inventor(s): PIERLUIGI MALFATTI CLAUDIO TORGHELE ; MONICA FERRIGNO ; EMANUELE DE DOMINICIS ; FERRIN'O MONIKA ; E DE DOMINICIS ; CARLO DAMENO ; EDE DOMINICIS C DEMENO M FERRIGNO ; E DE DOMINICIS C DEMENO M FERRIGNO

Agent(s): PIZZEYS; PIZZEYS PATENT AND TRADE MARK ATTORNEYS PTY LTD; GOUDREAU GAGE DUBUC; MOLNIA DAVID; MASUI CHUJI; SHAMOTO ICHIO; KOBAYASHI YASUSHI; KANDA FUJIHIRO; TOMITA HIROYUKI; CHIBA AKIO; WOODCOCK WASHBURN LLP

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VN YU ZA ZM ZW

International class (IPC 8–9): A21B5/00 A21C1/06 A21C1/14 A21C11/00 A21C13/02 A21C15/00 A21C9/04 A21C9/08 A21D13/00 A23G3/28 B01F15/00 B01F15/02 B01F3/12 B01F7/00 B01F7/04 B01F7/14 G01F11/16 G06F11/34 G06F7/48 (Advanced/Invention); A21C1/02 B01F15/02 B01F15/04 B01F3/12 B01F7/00 B01F7/14 (Advanced/Non–invention); A21C11/00 A21C9/00 (Core/Invention)

International class (IPC 1–7): A21B5/00 A21C1/02 A21C1/06 A21C1/14 A21C11/00 A21C13/02 A21C15/00 A21C9/04 A21C9/08 A21D10/00 A21D13/00 A23G3/00 A23G3/28 A23L1/00 B01F15/00 B01F15/02 B01F3/12 B01F7/04 B01F7/14 G06F11/34 G06F7/48 G07F9/10

CPC: A21D13/41 A21D13/40 B01F15/0219 A21C1/06 A21C1/142 A21C1/1425 A21C1/144 A21C9/04 A21C9/083 A21C11/00 A21C11/006 A21C15/002 B01F7/145 B01F15/00792 B01F15/00876 A21D13/00

European class: A21C1/06 A21C1/14C A21C1/14C2 A21C1/14D A21C11/00 A21C11/00C2 A21C15/00B A21C9/04 A21C9/08C A21D13/00H A21D13/00H2 B01F15/00N3 B01F15/02B7C2B B01F7/14B L01F15/00P6

US class: 126/198 221/150A 221/175 222/146.2 222/161 222/164 366/155.1 366/181.3 366/193 366/76.92 366/99 426/289 426/289P 426/292 426/293 426/296 426/496 426/503 426/505 426/508 426/508S 426/512 426/512S 426/516 426/516S 426/518 426/549 426/549P 426/549S 99/348 99/349 99/353 99/386 99/393 99/423 99/427 99/443C 99/450.2

Classification Explorer

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Forward Citations: WO16025840, WO15097565, WO15097564, WO15034327, WO13033586, WO12128429, WO11106475, WO11099974, WO10120248, WO08103907, WO08081213, WO08081213, WO07009979, WO04110154, WO04002228, WO02100176, WO02100176, WO02094424, WO0187073, WO0042857, WO0000034, WO0000034, US9683255, US9516884, US9487823, US9456615, US9386799, US9333676, US9326544, US9295282, US9295281, US9215878, US8820221, US8789459, US8512022, US8425959, US8313227, US8076614, US7955795, US7887867, US7858130, US7758330, US7704535, US7328652, US7307243, US7246554, US7178976, US6929460,

US6915734, US6865983, US6863429, US6822207, US6672203, US6479087, US6363838, US2016213009, US2016174576, US2015181897, US2015063055, US2014198604, US2012213897, US2012204733, US2012097048, US2012024170, US2011303697, US2011209661, US2011174168, US2011059209, US2011048246, US2010212516, US2010143556, US2010139497, US2010107899, US2010078008, US2010012639, US2009320694, US2009181146, US2009161478, US2009143764, US2008295705, US2008282903, US2008197525, US2007253286, US2007096352, US2007082098, US2007017383, US2006280825, US2006278098, US2006263181, US2006157469, US2006040032, US2006034994, US2005260319, US2005220969, US2005201196, US2005186312, US2005186311, US2005123659, US2005022803, US2004250688, US2004060453, US2004028766, US2003196346, US2003138539, US2003050859, US2003010217, US2002176921, RU2503182, NL2009290, NL1018100, KR101383778, KR101260702, KR101057503, JP4448513, JP2015526063, JP2012165687, JP2006527587, GB2391222, GB2391222, GB2390525, EP3158869, EP3043312, EP2695520, EP2418957, EP2418957, EP2134183, EP2134183, EP1488701, EP1425970, EP1399024, EP1374683, EP1188380, EP1168926, DE202010005304, DE102015205706, DE102010016634, DE102010016634, DE102009024058, DE102005034510, DE102004063875, CN105555142, CN105230691, CN104549105, CN104472606, CN104472606, CN104413094, CN104257287, CN104247730, CN103703866, CN103416443, CN103315012, CN103315012, CN103037697, CN103037697, CN103027086, CN103027086, CN102395278, CN102395278, AT515751,

Abstract:
Source: US2001024671A The invention is an apparatus for producing pizza by a mechanical, automated system without using baking tins for the dough bases and without using pre−prepared or pre−shaped bases. Dough bases are individually prepared from fresh pre−proportioned dough ingredients by a kneading and extrusion device. The dough base is then passed through a series of processing stations, such as a shaping press, a metering and distribution device for tomato purees or sauces, at least one metering and distribution station for garnishing (topping) ingredients and a baking station. The dough bases pass through the series of stations on a preheated or continuously heated transportation sheet. No pre−produced or pre−cooked, semi−finished products are used in the method. Each dough base is prepared and provided with toppings according to individual orders selected from a list.

0) US4733878A – FOUR–WHEEL STEERING SYSTEM FOR VEHICLE

24) Family number: 3679407 (US4733878A) © PatBase

Title: Four–wheel steering system for vehicle

Priority: CA19860511535 19860613 JP19850090216 19860418 JP19850143443 19850629 JP19850152919 19850711 JP19860090216 19860418 JP19850131175 19850617

Family:

Publication number	Publication date	Application number	Application date
CA1269335 A1	19900522	CA19860511535	19860613
DE3660036 D1	19880428	DE19863660036	19860616
EP0208173 A1	19870114	EP19860108194	19860616
EP0208173 B1	19880316	EP19860108194	19860616
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JP1973728 C3	19950927	JP19850131175	19850617
JP6053500 B4	19940720	JP19850152919	19850711
JP61287867 A2	19861218	JP19850131175	19850617
JP62004679 A2	19870110	JP19850143443	19850629
JP62012471 A2	19870121	JP19850152919	19850711
JP62247978 A2	19871029	JP19860090216	19860418
JP7005084 B4	19950125	JP19850131175	19850617
US4733878 A	19880329	US19860874687	19860616

Probable Assignee: MAZDA MOTOR

Assignee(s):(std)**:** MAZDA MOTOR

Assignee(s): MAZDA MOTOR CORP ; WATANABE MASAKI ; YASUDA NORITAKA ; WATANABE AKIHIRO ; WATANABE YOSHIHIRO ; TAKATANI TERUHIKO ; FURUTANI SHIGEKI ; KANAZAWA HIROTAKA ; KAWASAKI SHUNSUKE

Inventor(s):(std)**:** YASUDA NORITAKA C O MAZDA MOTO ; WATANABE YOSHIHIRO C O MAZDA M ; WATANABE MASAKI C O MAZDA MOTO ; WATANABE MASAKI ; WATANABE AKIHIRO C O MAZDA MOT ; WATANABE AKIHIRO ; TAKUTANI TERUHIKO C O MAZDA MO ; KAWASAKI SHUNSUKE C O MAZDA MO ; KANAZAWA HIROTAKA C O MAZDA MO ; FURUTANI SHIGEKI C O MAZDA MOT ; FURUTANI SHIGEKI ; WATANABE YOSHIHIRO ; WATANABE MAKI ; KANAZAWA HIROTAKA ; FURUYA SHIGEKI ; WATANABE TAMAHIRO ; KAWASAKI SHUNSUKE ; TAKATANI TERUHIKO ; TAKATANI TERUHIKO C O MAZDA MO ; YASUDA NORITAKA

Inventor(s): YASUDA NORITAKA C O MAZDA MOTOR CORP ; TAKATANI TERUHIKO C O MAZDA MOTOR CORP ; TAKUTANI TERUHIKO C O MAZDA MOTOR CORP ; WATANABE AKIHIRO C O MAZDA MOTOR CORP ; WATANABE MASAKI C O MAZDA MOTOR CORP ; WATANABE YOSHIHIRO C O MAZDA MOTOR CORP ; KAWASAKI SHUNSUKE C O MAZDA MOTOR CORP ; FURUTANI SHIGEKI C O MAZDA MOTOR CORP ; KANAZAWA HIROTAKA C O MAZDA MOTOR CORP

Agent(s): BERESKIN AND PARR

Designated states: DE FR GB SE

International class (IPC 8–9): B62D6/00 B62D6/02 B62D7/14 B62D7/15 (Advanced/Invention); B62D101/00 B62D103/00 B62D111/00 B62D113/00 B62D137/00 (Advanced/Non–invention); B62D6/00 B62D6/02 B62D7/14 B62D7/15 (Core/Invention)

International class (IPC 1–7): B62D101/00 B62D103/00 B62D111/00 B62D113/00 B62D137/00 B62D6/00 B62D6/02 B62D7/14 B62D9/00

CPC: B62D7/1536

European class: B62D7/15D2

US class: 180/415 280/91

Classification Explorer

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Forward Citations: WO17063812, US8478483, US8116942, US7207187, US7112045, US7073622, US6524082, US6511295, US5845736, US5576956, US5506776, US5362080, US5261677, US5228719, US5114177, US5089967, US5083627, US5048633, US5027648, US4971174, US4970647, US4951198, US4939653, US4912967, US2011106378, US2008119988, US2005274567, JP7008654, JP4310473, JP4310472, JP3007439, JP3003717, JP2007309331, JP1301471, GB2208375, GB2208375, FR2741028, EP1450044, EP0508431, EP0386370, EP0316932, EP0278366, DE4001347, DE102015220211,

Abstract:
Source: US4733878A A four−wheel steering system for a vehicle comprises a steering wheel, a front wheel turning mechanism for turning the front wheels in response to operation of the steering wheel, a rear wheel turning mechanism including a rear wheel steering ratio determining circuit for determining the rear wheel steering ratio and an actuator for turning the rear wheels according to the rear wheel steering ratio determined by the rear wheel steering ratio determining circuit. The four−wheel steering system is provided with a road condition sensor for detecting road surface conditions which can weaken the road gripping force of the wheels and a rear wheel steering ratio controller for changing the rear wheel steering ratio determined by the rear wheel steering ratio determining circuit so that the rear wheel steering ratio is increased when the road condition is such that the road gripping force of the wheels can be weakened.

0) US2004011031A – OPPOSING PUMP/MOTORS

25) Family number: 15653980 (US2004011031A) © PatBase

Title: OPPOSING PUMP/MOTORS

Priority:

EP20010901810	20010108	EP20040755432	20040616	JP20010552039	20010108
EP20060023569	20040616	EP20060804094	20060922	EP20050705924	20050120
US20050130893	20050517	US20050233822	20050922	US20070891869	20070813
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US20000479844	20000110	US20040769459	20040130	WO2006US25132	20060628
WO2006US37202	20060922	WO2004US19274	20040616	WO2001US00425	20010108
WO2005US01725	20050120	US20110155283	20110607	US20120424027	20120319

Family:

Publication number	Publication date	Application number	Application date
AU200127671 A5	20010724	AU20010027671	20010108
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CN1842424 A	20061004	CN200480024761	20040616
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WO07038401 A2	20070405	WO2006US37202	20060922	
WO07038401 A3	20070816	WO2006US37202	20060922	

Probable Assignee: US ENVIRONMENT

Assignee(s):[(std)]**:** BARBA DANIEL W ; GOV T OF U S A REPRESEN AS ; GOV T OF U S A REPRESENTED AS ; ENVIRONMENTAL PROTECTION ; GOVERNMENT OF U S A REP AS ; GRAY CHARLES L JR ; GOVERNMENT OF THE UNITED STATES OF AMERICA AS REPR ; GRAY JR CHARLES L ; US GOV ENV PROTECTION AGENCY ; US ENVIRONMENTAL PROTECTION ; US GOVERNMENT ; US ENVIRONMENT ; US OF AMERICA AS REPRESENTED BY THE... ; US GOV ENV PROT AGENCY ; GOV OF U S A REP BY AS ; US OF AMERICA REPRESENTED BY ADMINISTRATOR OF U S ENVIRONMENTAL PROT AGENCY AS

Assignee(s): GOV OF THE U S A AS REP BY THE ADMINISTRATOR OF TH ; GOV T OF U S A ; THE UNITED STATES OF AMERICA AS REPRESENTED BY THE ADMINISTRATOR OF THE ENVIROMENTAL PROTECTION AGENCY ; THE UNITED STATES OF AMERICA AS

REPRESENTED BY THE ADMINISTRATOR OF THE U S ENVIRONMENTAL PROTECTION AGENCY ; THE UNITED STATES OF AMERICA AS REPRESENTED BY THE ADMINISTRATOR OF THE UNITED STATES ENVIRONMENTALPROTECTION AGENCY ; THE UNITED STATES OF AMERICA AS REPRESENTED BY THE ADMINISTRATOR OF THE US ENVIRONMENTAL PROTECTIONAGENCY ; GOVERNMENT OF USA REPRESENTED BY ADM OF US ENVIRONMENTAL PROTECTION AGENCY AS ; GOV T OF USA REPRESENTED BY ADM OFTHE US ENVIRONMENTAL PROTECTION AGENCY AS ; REPRESENTED BY ADMINISTRATOR OF USENVIRONMENTAL PROTECTION AGENCY AS US GOV ; GOV T OF USA REPRESENTED BY ADM OF US ENVIRONMENTAL PROTECTION AGENCY AS ; GOV T OF USA REPRESENTED BY ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION AGENCY AS ; REPRESENTED BY ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION AGENCY WASHINGTON AS US GOV ; UNITED STATES ENVIRONMENTAL PROTECTION AGENCY ; US GOV ; US ENVIROMENTAL PROTECTION AGENCY US GOV AS ; US ENVIROMENTAL PROTECTION AGENCY US ; US ENVIRONMENTAL PROTECTION AGENCY ; THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY ; THE UNITED STATES OF AMERICA AS REPRESENTED BY THE ; GOVERNMENT OF US ADM US ENVIRONMENTAL PROTECTION A ; GOVERNMENT OF THE U S A AS REP ; REPRESENTED BY ADMINISTRATOR OF US EPA AS US GOV ; GOVERNMENT OF THE UNITED STATES OF AMERICA AS REPRESENTED BY THE ADMINISTRATOR OF THE U S ENVIRONMENTAL PROTECTION AGENCY ; REPRESENTED BY ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION AGENCY AS US GOV ; GOVERNMENT OF THE UNITED STATES OF AMERICA AS REPRESENTED BY THE ADMINI STR ; GOVERNMENT OF THE U S A AS REPRESENTED BY THE ADM OF THE U S ENVIRONMENTAL PROTECTION AGENCY ; GOVERNMENT OF USA AS REPRESENTED BY THE ADMINIST OF THE U S ENVIRONMENTAL PROTECTION AGENCY ; GOVERNMENT OF USA REPRESENTED BY ADMINIST OF US ENVIRONMENTAL PROTECTION AGENCY AS ; GOVERNMENT OF THE UNITED STATES OF AMERICA AS REPRESENTED BY THE ADMINISTRATOR OF THE U S EPA ; REPRESENTED BY ADMINI STRATOR OF US ENVIRONMENTAL PROTECTION AGENCY US GOV AS ; REPRESENTED BY ADMINISTRATOR OF US EPA US GOV AS ; GOV T OF USA REPRESENTED BY ADM OFTHE US ENVIRONM ; REPRESENTED BY ADMINI STR AS US GOV ; REPRESENTED BY ADMINISTRATOR OF USENVIRONM ENTAL P ; REPRESENTED BY ADMINISTRATOR OF USENVIRONMENTAL PR ; GOVERNMENT OF THE U S A AS REPRESENTED BY THE ADM ; GOVERNMENT OF THE UNITED STATES OF AMERICA ; REPRESENTED BY ADMINISTRATOR OF US ; REPRESENTED BY ADMINISTRATOR OF US ENVIRONMENTAL P ; GRAY CHARLES L ; GOV T OF THE U S A AS REPRESENTED BY THE ADM OFTHE U S ENVIRONMENTAL PROTECTION AGENCY ; GOV T OF U S A AS REPRESENTED BY ADMINISTRATOR OF THE U S ENVIRONMENTAL PROTECTION AGENCY ; GOV OF THE U S A AS REP BY THE ADMINISTRATOR OF THE U S ENVIRONMENTAL PROTECTION AGENCY ; GOV OF THE U S A AS REP BY THE ADMN OF THE U S ENVIRONMENTAL PROTECTION AGENCY ; GOV OF USA REP BY ADMN OF US ENVIRONMENTAL PROTECTION AGENCY AS ; GOV OF USA REP BY ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION AGENCY AS ; GOVERNMENT OF USA REPRESENTED BY ADM OF US ENVIRON ; GOV OF USA REP BY ADMINISTRATOR OF US ; GOV OF USA REP BY ADMINISTRATOR OF US ENVIRONMENTA ; GOV T OF USA ; ADMINISTRATOR OF ENVIROMENTAL PROTECTION AGENCY AS ; ADMINISTRATOR OF ENVIROMENTAL PROTECTION AGENCY AS US GOV ; ADMINISTRATOR OF UNITED STATES ENVIRONMENTAL PROTECTION AGENCY AS US GOV ; ADMINISTRATOR OF UNITED STATES ENVIRONMENTAL PROTECTION AGENCY US GOV AS ; ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION ; ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION AGENC ; ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION AGENCY AS US GOV ; ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION AGENCY US GOV AS ; ADMINISTRATOR OF US ENVIRONMENTAL PROTECTION AGENCY US GOV REPRESENTED BY AS ; ADMINISTRATOR OF UNITED STATES ENVIRONMENTALPROTECTION AGENCY AS US GOV ; ADMINISTRATOR OF US ENVIRONMENTAL PROTECTIONAGENCY AS US GOV ; GOV T OF USA REPRESENTED BY ADM OF US

Inventor(s):(std)**:** CHARLES L JR GRAY ; DANIEL W BARBA ; GRAY CHARLES L ; GRAY JR CHARLES L ; GRAY CHARLES L JR ; BARBA DANIEL W

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ANWALTSSOZIETAET; MODIANO MICAELA NADIA; SEED INTELLECTUAL PROPERTY LAW GROUP PLLC; SEED IP LAW GROUP PLLC

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B60K17/00 B60K17/04 B60K17/06 B60K17/08 B60K17/10 B60K17/14 B60K17/354 B60K17/356 B60K25/00 B60K25/10 B60K26/02 B60K6/00 B60K6/12 B60K7/00 B60L11/16 B60L15/20 B62M1/10 F01B13/04 F01B3/00 F01B3/10 F02D29/02 F02D29/04 F03C1/06 F04B1/12 F04B1/22 F04B1/24 F04B1/32 F04B17/05 F04B23/06 F15B11/17 F16H3/091 F16H37/06 F16H37/08 F16H39/04 F16H47/00 F16H47/02 F16H61/02 F16H61/4096 F16H61/42 F16H61/423 F16H61/44 F16H61/448 F16H61/452 F16H61/462 F28D7/02 (Advanced/Invention); B60K17/10 B60K26/02 F16H61/42 (Advanced/Non–invention)

International class (IPC 1–7): B60K17/10 B60K17/356 B60K6/00 B60K6/12 B62M1/10 F01B3/00 F01B3/10 F04B1/04 F04B1/12 F04B1/32 F04B17/05 F04B49/00 F16D31/00 F16D33/00 F16D37/00 F16D39/00 F16H37/08 F28D7/02

CPC: F03C1/0642 F16H61/42 F16H61/423 Y10T74/19014 Y10T74/19033 Y10T74/19149 Y10T74/19158 F16H47/02 F16H61/0213 F16H61/04 F16H61/682 F16H2061/0237 F16H2306/54 Y02T10/7258 B60W10/04 B60W10/10 B60W30/18 B60W2710/1005 B60W2710/105 B60W20/00 B60W2710/09 B60W10/18 B60W30/18127 B60W2710/24 B60W2720/24 F16H61/452 B60K6/12 B60K17/10 B60K26/02 B60W2540/10 F04B1/22 F04B1/24 F04B1/328 F04B23/06 F16H61/4096 F16H61/44 F16H61/448 F16H2039/005 F16H2200/0034 Y02T10/6208 B60K17/105 B60K17/356 F16H3/0915 F16H61/462 B60W20/14

European class: B60K17/10T B60K17/356 B60K41/16E B60K6/12 F03C1/06E2B F04B1/22 F04B1/24 F04B1/32D F04B17/05 F04B23/06 F16H3/091B F16H47/02 F16H61/02E1M F16H61/4096 F16H61/423 F16H61/44 F16H61/448 F16H61/452 F16H61/462 L60K17/10 L60K26/02 L60K741/16E L60W540/10 R16H200/00W2 R16H3/091B R16H300/024 R16H300/0262 R16H306/54 R16H39/00A R16H61/02E1M9B R16H61/04 R16H61/42 R16H61/682 Y02T10/62D Y02T10/72D Y02T10/76

US class: 180/165 180/305 180/307 180/308 417/26 417/26S 417/375 417/375S 417/437 417/437P 475/6 475/6P 60/325 60/325P 60/327 60/327S 60/414 60/416 60/425 60/445 60/445P 74/661 74/661S 74/718 74/718P 74/730.1 74/730.100P 74/732.1 91/506 92/12.2

Classification Explorer

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EP2185374, EP2185374, EP2006146, EP1644216, EP1589264, DE102012003320, DE102008046232, DE102008021889, DE102005060995, CN105940248, CN105263733, CN104903131, CN104859434, CN104859424, CN104859424, CN104742720, CN104487728, CN104379382, CN104349925, CN104136259, CN103994014, CN103778287, CN103778283, CN103648816, CN103629168, CN103629168, CN103552455, CN103423440, CN103423440, CN103256260, CN103249950, CN103249950, CN102917735, CN102917735, CN102802996, CN102802996, CN102734395, CN102734395, CN101905645, CN101905645, AU2010347249, AU2005201525,

Abstract:
Source: US2004011031A Two motors are arranged on opposing sides of a common shaft, drive plates of the pump/motors being rigidly coupled to each other, for example by being in hard contact with opposing sides of the shaft. By providing hard contact between the pump/motor drive plates and a common shaft, the drive plates and shaft act as a substantially solid element under compression, thereby substantially canceling axial loads generated by the pump/motors directly through the shaft. Residual axial loads are handled via bearings positioned on the shaft adjacent the drive plates in such a manner that the drive plates are in light contact only with the bearings. As a result, friction experienced by the bearings is substantially reduced as compared to conventional systems, thereby improving the efficiency of the system. To further reduce loads on the bearings, the pump/motors are arranged to ensure that they generate radial forces in a direction that is opposite to that of a separation force generated by a torque transferring device carried on the shaft and transmitted to the bearings. A common housing surrounding the two pump/motors, bearings and torque transferring device is divided into three regions, to segregate the bearings and torque transferring assembly from the pump/motors. In this manner, the regions containing the pump/motors are substantially filled with oil to, for example, fully lubricate the pump/motors, while the central region containing the gears and torque transferring device contains a significantly smaller volume of oil to simply splash lubricate the contents of the region, thereby reducing drag on the bearings. Control means are provided for selectively moving the two pump/motors substantially simultaneously to a selected displacement angle, using mechanical systems alone and in combination with hydraulic systems.

0) GB775856A – A NEW OR IMPROVED PROCESS AND APPARATUS FOR MAC...

26) Family number: 20278775 (GB775856A) © PatBase

Title: A new or improved process and apparatus for machining or grinding or polishing or finishing work–pieces

Priority: GB19520009817 19520418

Family:

Publication number	Publication date	Application number	Application date
GB775856 A	19570529	GB19520009817	19520418

Probable Assignee: GARRINGTONS LTD

Assignee(s):(std)**:** GARRINGTONS LTD

Assignee(s): GARRINGTONS LIMITED

Inventor(s):(std)**:** SHARMAN JOHN CHARLES

International class (IPC 8–9)**:** B24B17/02 (Advanced/Invention); B24B17/00 (Core/Invention)

International class (IPC 1–7)**:** B24B19/14

CPC: B24B17/025

European class: B24B17/02D

Classification Explorer

Forward Citations: GB2227435, GB2214457,

Abstract:
Source: GB775856A 775,856. Grinding. GARRINGTONS, Ltd. July 20,1953 [April 18, 1952], No. 9817/52. Class 60 [Also in Group. XXII] Apparatus for surfacing an elongated work blank, such as a gas turbine blade, which is of irregular cross–section and provided with a groove, recess or shoulder disposed at an angle to its longitudinal axis comprises means for subjecting a matrix of form corresponding with the desired form of the finished work piece and a work blank to synchronized rotation or oscillation about spaced parallel axes, means for engaging a tracer with the matrix surface and for utilizing the relative movement between the tracer and the matrix ta control the relative position of a surfacing tool in operative engagement with the work blank so as to shape the surface of the same to a configuration identical with that of the matrix, means for advancing the work blank and tool relatively longitudinally of the blank so that the tool describes a helical path thereon, the means operative when the tool is at the inclined groove, recess or shoulder for changing the angle of the helix so that it corresponds with the inclination of such formations. As applied to the grinding of a blade 15, Fig. 1, which projects from the inclined face 21 of a shoulder platform 18, a tool in the form of an abrasive band 38, Figs. 4 and 5, and the tracer constituted by a roller 44 are supported in a hollow head 39 carried at the ends of parallel liriks 45, 46 so as to be disposed above the work blank 15 and matrix 30 which are mounted on a longitudinallymovable slide 25. Chucks 27, 28, Fig. 7, on the slide receive the root ends of the matrix and work blank, respectively, the opposite ends of which are supported in tailstocks 31. The drive of the chucks from an electric motor 37, Fig. 4, is through infinitely–variable gearing 36, chain drive 34, shaft 33 on the fixed frame and gearing 32 so arranged as to effect the drive while permitting movement of the slide 25. The gearing 36 is controlled by a pneumatic or hydraulic ram so as to maintain a constant linear relative velocity between the band 38 and surface of the blank which it engages, this effect being produced by a cam 77b, Fig. 7, which is shaped peripherally to correspond with the cross–section of the blade, rotates with the chuck 27, and actuates the control valve of the ram. The band 38, which is driven by a motor 42, passes over idler pulleys 40 and(at the point of engagement with the blank, a barrel–shaped roller 43. The tracer roller 44, which is also barrelshaped, is rotatable on an axis parallel with that of the roller 43 and carried by a vertically–adjustable slide 50. The inclination of the head 39 to the vertical is continuously varied during each revolution of the blank so that the band makes substantially point engagement with the blank and its operative surface is maintained tangential to the blade surface. For this purpose, the pivot 52, Fig. 4, of the upper pair of links 45 is formed as an eccentric rotatable by a pneumatic or hydraulic ram 56 as controlled by a valve 56a, Fig. 7, actuated by a cam 56b which rotates with the chuck 28 and is shaped peripherally to correspond with the variation around the cross–section of the blade of the inclination of the blade surface measured longitudinally of the blade and relatively to its axis. The control valve 56a is carried by an arm 56c pivotable about the axis of the chuck and engaging at its outer end a sine bar 56d which is mounted on the fixed frame for adjustment out of the horizontal whereby the action of the cam may be advanced or retarded 'in accordance with the degree of twist of the blank. The roller 43 is given one to–and–fro oscillation about a vertical axis during each rotation of the blank so as to provide a smooth surface finish and ensure that, when the band is dealing with that part of the blank adjacent the inclined face 21 of the platform 18, it lies parallel to such face when operating on both sides of the blank. For this purpose, the roller 43 is supported on a vertical spindle 58, Fig. 8, having a lateral arm 60 engaging an inclined cam slot in a plate 61 on a carrier 62 which is movable vertically by pneumatic or' hydraulic ram 64; the control valve of the ram is actuated by a cam rotating with the chucks 27, 28.

The slide 25 is advanced slowly to feed the blank and matrix past the band. and tracer during the finishing of the main portion of the blank (so that the tool and tracer describe helical paths on the blank and matrix) by an electric motor 68, Fig. 4, which drives a crank disc 67 carrying an adjustable crank−pin 69 connected to the slide by a rod 70 incorporating a doubleacting pneumatic or hydraulic ram 71; during this operation, the ram is ineffective and one of a pair of adjustable stops 73 on the rod 72 of the ram contacts an abutment 74 on the ram. When the band 38 reaches a position adjacent the inclinedplatform face, the slide is reciprocated to and fro for the distance a, Fig. 1, once for each revolution of the blank by the sole action of the ram (to provide the desired change in the angle of the aforesaid helical path); the control valve of the ram which acts through a servo−valve is controlled by a cam 71b, Fig. 7, rotating with the chuck 27. The ram is rendered operative for this purpose when a dog 88 moving with the slide acts through a stop 86 to slide coupled bars 82, 84 whereby an abutment 81 opens both a switch 79 to stop the motor 68 and a valve 78 to permit the supply of pressure fluid to the control valve of the ram. To achieve this effect, the slide bar 82, which is coupled by cranks or eccentrics 83 to the bar 84, had previously been set by a hand knob 90 to its extreme right−hand position so that the abutment 81 is correctly placed to operate as described above under the action of the dog 88. At the end of the operation, the hand knob 90 is turned to slide the bar 82 leftwards so as to actuate the valve 78 and switch 79 to stop the ram 71 and start the motor 68 in reverse for the return of the slide 25. When the slide reaches its extreme withdrawn position, the dog 88 acts through a stop 87 to slide the bars 82, 84 whereby an abutment 93 opens a switch 95 to stop all the motors; the actuating member of the switch also actuates the control valve 49a of a ram 49, Fig. 4, which by its connection to the lower pair of parallel links 46 lifts the head 39 clear of the blank and tracer. After the insertion of a new blank, the turning of the knob 90 slides the bar 82 to cause the abutment 93 to actuate the switch 95 to re−start the motors and lower the tool head The above arrangement may be modified by providing a separate abrasive band for operating upon each of a number of parallel blanks or one band passing around a series of pulleys for action upon all the blanks, and, if desired, the abrasive band may be replaced by a grinding wheel or milling cutter. Specifications 777,857, 777,858, and 777,859 are referred to. The Provisional Specification describes also the actuation of a trip arm on the slide 25 at the appropriate time in the machine cycle to bring a follower into engagement with the cam 71b which thereafter controls the ram 71 to reciprocate the slide in the neighbourhood of the shoulder platform.

27) Family number: 30377348 (US2002023700A) © PatBase

Title: METHOD FOR MANUFACTURING A TYRE FOR VEHICLE WHEELS, TYRE WHICH CAN BE OBTAINED BY SAID METHOD, AND VEHICLE WHEEL COMPRISING SAID TYRE

Priority:

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EP19990927775	19990527	EP19990927775	19990527	EP19980962327	19981110
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Family:

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AR019617 AA	20020227	AR1999P102647	19990604
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WO9964225 A1	19991216	WO1999EP03664	19990527	

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Designated states: AL AM AT AU AZ BA BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CU CY CZ DE DK EE ES FI FR GA GB GE GH GM GN GR GW HR HU ID IE IL IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MC MD MG MK ML MN MR MW MX NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT UA UG US UZ VN YU ZW

International class (IPC 8–9): B29C33/02 B29C35/00 B29C35/02 B29C45/00 B29C65/00 B29C69/00 B29D23/24 B29D30/00 B29D30/06 B29D30/10 B29D30/18 B29D30/34 B29D30/48 B29K21/00 B60B1/00 B60B21/02 B60B21/10 B60C15/00 B60C15/02 B60C15/024 B60C15/04 B60C15/05 B60C15/06 B60C17/00 B60C17/01 B60C17/02 B60C17/06 B60C19/00 B60C23/00 B60C23/12 B60C29/00 B60C29/02 B60C29/04 B60C3/04 B60C3/06 B60C5/00 B60C5/02 B60C5/04 B60C5/08 B60C5/20 B60C5/22 B60C9/00 B60C9/02 B66B5/00 (Advanced/Invention);
B29C33/02 B29C35/00 B29C35/02 B29C65/00 B29C69/00 B29K105/24 B29K21/00 B60B21/02 B60C29/00 (Advanced/Non–invention);
B29D30/00 B29D30/06 B29D30/08 B60B21/00 B60C15/00 B60C15/04 B60C15/06 B60C17/00 B60C19/00 B60C23/00 B60C29/00 B60C3/00 B60C5/00 B60C9/00 B60C9/02 (Core/Invention);
B60B (Subclass/Invention)

International class (IPC 1–7): B29C33/02 B29C35/02 B29C69/00 B29D23/24 B29D30/00 B29D30/06 B29D30/10 B29D30/18 B29D30/34 B29D30/42 B29D30/48 B29D9/00 B29K105/24 B29K21/00 B60B21/02 B60B21/10 B60C15/00 B60C15/02 B60C15/02 B60C15/04 B60C15/04 B60C15/05 B60C15/06 B60C17/00 B60C17/01 B60C17/02 B60C17/06 B60C29/00 B60C29/04 B60C3/00 B60C3/04 B60C3/04 B60C3/06 B60C5/00 B60C5/02 B60C5/04 B60C5/20 B60C5/22 B60C9/02 B66B5/00 F16K15/20 F16K37/00

CPC: B60C15/0247 Y10S152/06 B60B3/02 B60C23/12 B29D30/10 B60B21/102 B60B21/12 B60C5/02 B60C9/0007 B60C9/023 B60C15/0081 B60C15/024 B60C23/004 B60B21/02 Y10T152/10522 Y10T152/10612 Y10T152/10819 Y10T152/10846 Y10T152/10855 B29C35/00 B29C45/006 B29C65/00 B29C2045/0072 B29D23/24 B29L2023/245 B29L2031/601 B60B21/104 B60C5/04 B60C5/08 B60C15/0236 B60C17/01 Y10T137/3662 Y10T137/7779 B60C29/02 B60B21/023 B60B21/026 B60B21/028 B60C5/22 B60C15/0018 B60C15/02 B60C15/05 B60C15/06 B60C19/001 B60C29/007

European class: B29C45/00J3 B29D23/24 B29D30/10 B60B21/02D B60B21/02G B60B21/02H B60B21/10B B60B21/10D B60B21/12 B60B3/02 B60C15/00A14 B60C15/00A2 B60C15/02 B60C15/024 B60C15/02M B60C15/05 B60C15/06 B60C17/01 B60C19/00J B60C23/00B3 B60C23/12 B60C29/00F B60C29/02 B60C5/02 B60C5/04 B60C5/08 B60C5/22 B60C9/00B B60C9/02K L29C35/00 L29C45/00J3H L29C65/00 L29L23/24B L29L31/60B

US class: 137/227 137/227S 137/493.8 137/493.800S 152/331.1 152/339.1 152/342.1 152/415 152/427 152/427S 152/454 152/456 152/511 152/512 152/539 152/540 152/541 152/544 152/547 152/548 152/55 152/550 152/550S 152/552 152/DIG.6 156/119 156/133 156/133S 156/135 425/28.1 425/35 425/47

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Abstract:
Source: US2002023700A In a tire for vehicles, the formation of each bead reinforcing structure envisages that, after laying of a first series of elongated sections defining axially inner terminal zones of a carcass ply, an annular anchoring insert consisting of a wire wound in axially adjacent turns is formed on an end portion directed axially towards the outside of the respective zone. A stiffening element tapering radially away from the axis of the tire is then formed on each inner terminal zone. A second series of elongated sections is then laid, completing the manufacture of the carcass ply with the formation of axially outer terminal zones which are superimposed on the stiffening elements. An additional annular insert is formed on an end portion of each outer terminal zone arranged radially superimposed on the anchoring insert. The tire according to the invention may be associated with a symmetrical rim which has two lateral portions designed to form the bead seats for engagement with the corresponding tire beads, which are defined by frustoconical surfaces converging towards the axis of rotation of the rim, away from the equatorial plane thereof.

0) US5562066A – AMPHIBIOUS VEHICLE

28) Family number: 20256720 (US5562066A) © PatBase

Title: Amphibious vehicle

Priority: EP19930916703 19930622 US19920902660 19920623 US19950444110 19950518 US19950384461 19950131 US19930080641 19930621 US19950444829 19950518 WO1993US06000 19930622

Family:

Publication number	Publication date	Application number	Application date
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Designated states: AT AU BB BE BF BG BJ BR CA CF CG CH CI CM CZ DE DK ES FI FR GA GB GN GR HU IE IT JP KP KR KZ LI LK LU MC MG ML MN MR MW NE NL NO NZ PL PT RO RU SD SE SK SN TD TG UA VN

International class (IPC 8–9): B60F3/00 H01L21/3205 H01L21/60 (Advanced/Invention); H01L21/02 (Core/Invention); B60F3/00 (Core/Non–invention)

International class (IPC 1–7): B60F3/00 B63B35/00

CPC: B60F3/0007 B60F3/003 B60F3/0053 B60F2301/00 B60F2301/04

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Abstract:
Source: US5562066A An amphibious vehicle is disclosed designed to have its ground engaging wheels retracted in response to manual switch activation only if there is a detection of sufficient thrust by the marine motive device to impart motion to the vehicle. The vehicle includes a land motive device and a marine motive device. An engine is positioned within the vehicle to provide power to the land motive device and the marine motive device. The ground engaging wheels are part of the land motive device. A directing device operatively connected to the engine directs engine power selectively to one of the land motive device, the marine motive device, and the combination of the land motive device and the marine motive device. An operator actuable switch is positioned within the vehicle for manual activation to switch the vehicle between land operation and marine operation. A pressure sensor also is provided to determine when the marine motive device provides sufficient thrust to impart motion to the vehicle. Means are also provided for deactivating the land motive means in response to manual switch activation only when the pressure sensor indicates there is sufficient thrust by the marine motive device to impart motion to the vehicle.

0) US2009320713A – PEOPLE AND CARGO TRANSIT SYSTEMS AND VEHICLES

29) Family number: 43550534 (US2009320713A) © PatBase

Title: PEOPLE AND CARGO TRANSIT SYSTEMS AND VEHICLES

Priority: US20080075348 20080625 US20080075348P 20080625 US20090155851P 20090226 US20090155851 20090226 US20090178413 20090514 US20090001419 20090522 US20090178413P 20090514 US20090470433 20090521 WO2009CA00671 20090522 US20100001419 20101224 US20140252062 20140414 US20160201954 20160705

Family:

Publication number	Publication date	Application number	Application date
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EP2318253 A4	20140101	EP20090768655	20090522
GB200908705 A0	20090701	GB20090008705	20090521
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US2009320713 AA	20091231	US20090470433	20090521
US2011107939 AA	20110512	US20090001419	20090522
US2014261057 AA	20140918	US20140252062	20140414
US2016311478 AA	20161027	US20160201954	20160705
WO09155685 A1	20091230	WO2009CA00671	20090522

Probable Assignee: AMIRI AHMAD

Assignee(s):(std)**:** AMIRI AHMAD

Assignee(s): INVENTALL INC ; AHMAD AMIRI

Inventor(s):(std)**:** AMIRI AHMAD

Inventor(s): AHMAD AMIRI

Agent(s): AHMAD AMIRI

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60G21/00 B60G21/10 B60L13/00 B60L13/04 B60L15/32 B60R21/13 B60T1/14 B61B13/00 B61D1/02 B61D1/04 B61D13/00 B61F9/00 B62D55/02 B62D55/06 B62D55/18 E01B25/28 E01C1/04 F16D63/00 (Advanced/Invention); B60L13/00 B60L13/04 B60L15/00 B60R21/13 B61B13/00 B61D13/00 B61F9/00 E01B25/00 E01C1/00 F16D63/00 (Core/Invention)

CPC: B60G21/002 B60G21/005 B60G21/103 B60G21/106 B60T1/14 B61D13/00 B61D1/04 B61D1/02 E01C1/04 F16D63/00 B61F9/00 Y02T30/30 B62D55/02 B62D55/06 B62D55/18 B61B13/10 B61D1/06 B62D33/02 B61B13/00 B61B13/04 B61B13/06 B62D24/04 E01B25/28

European class: B61B13/00 B61B13/04 B61B13/06 B61F9/00 B62D24/04 E01B25/28 E01C1/04 F16D63/00 Y02T30/30

US class: 104/242 104/281 104/306 104/306S 104/307 104/307S 105/343 105/345 180/9.34 280/1 280/1S

Classification Explorer

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Abstract:
Source: US2009320713A The Application discloses People and Cargo Transit Systems and Vehicles (PCTSV), using Narrow Vehicles (NV), which can have the form of a Bus, Train, Tram, Maglev, Mono−Rail or even Car or Truck. A preferred version of which is Single Seat Wide or below 70 cm wide, preferably a Bus type to need no Rail, using Dedicated Narrow Lanes adjacent to Curbside of existing intra−city streets or limits of inter−city roads. Said NV and Lane have Anti−Roll Over Means to stabilize such a narrow vehicle, which also eliminate NV Swaying even when NV is a Bus or Car with has no inherent Sway Limiting. Being Ultra Narrow with No Sway and Running at Curbside results in Negligible or No Blocking of other vehicles by NV.Said Lane/Tack, Anti−Sway and Anti−Roll Structures all Allow being Run Over by other Traffic and have structures not to be damaged, thus can be crossed over at Crossroads and other entrances and exits along said Lane. NV has enough Doors and is Narrow, hence each Passenger can reach a seat or exit, with No Isle inside it to walk along. So it can have Low Profile, like a Sports Car, some 120 cm tall. Hence it is easy to have Covered Trenches at cross roads for non−stop crossing. Trenches can run along most or all the Track, in which case adherence to streets and roads is relieved. Such Narrow and Shallow Trenches take a tiny fraction of time and costs of Skyways or Subways. Each Passenger thus can have her own door, own seat, in a small Cabin, which can be opened and closed to next Cabin, have reclining seats to join to that of next Cabin to sleep on, have laptop tray, etc. All those make PCTSV much more appealing to user's, even better than private transport. There are many Variations other than above. There is an NV Car for the last mile and or long distance use, which can integrate with NV Public Transit. Also modifications to NVs for use in Cargo and Parcel Transit.

30) Family number: 20774304 (US2004058432A) © PatBase

Title: APPARATUS AND METHOD FOR MAINTAINING AND/OR RESTORING VIABILITY OF ORGANS

Priority:

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Publication number	Publication date	Application number	Application date
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Probable Assignee: LIFELINE SCIENT INC

Assignee(s):(std)**:** BURROUGHS ANDREW ; CURTIS CHRISTOPHER G ; FRASER RICHARD ; HARRIS SANTLEY ; HARRIS STANLEY ; ORGAN RESTORATION SYSTEMS INC ; LIFE SCIENCE HOLDINGS INC ; ORGAN RECOVERY SYSTEMS INC ; ORGAN RECOVERY SYSTEMS ; STEIBEL DENNIS J ; SCHEIN DOUGLAS ; OWEN DONALD R ; ISAACS DICKON ; KRAVITZ DAVID C ; BRASSIL JOHN ; BROCKBANK KELVIN G M ; LIFELINE SCIENT INC ; LIFELINE SCIENCETIFIC INC ; STEIBEL DENNIS

Assignee(s): ORGAN RECOVERY SYSTEMS INC DES PLAINES ; BROCKBANK KELVIN GM ; LIFELINE SCIENTIFIC INC

Inventor(s):(std)**:** BRASSIL JOHN ; BROCKBANK KELVIN G M ; BURROUGHS ANDREWS ; CURTIS CHRISTOPHER ; BURROUGHS ANDREW ; FRASER RICHARD ; ISAACS DICKON ; HARRIS STANLEY ; KRAVITZ D C ; KRAVITZ DAVID C ; OWEN D R ; OWEN DONALD R ; SCHEIN DOUGLAS ; ISACCS DICKON ; CURTIS CHRISTOPHER G ; HARRIS SANTLEY ; DR OWEN ; DONALD R OWEN ; DC KRAVITZ ; DAVID C KRAVITZ ; STEIBEL DENNIS ; STEIBEL DENNIS J

Inventor(s): STEIBEL DENNIS J LAKE ZURICK ; ANDREW BURROUGHS ; BROCKBANK KELVIN G ; BRASSIL JOHN SCHEIN DOUGLAS CURTIS CHRISTOPHER G ; SCHEIN DOUGLAS CHICAGO ; STANLEY HARRIS ; OWEN DONALD R HARAHAN ; RICHARD FRASER ; OWEN DONALD ; KRAVITZ DAVID C DES PLAINES ; KRAVITZ DAVID C LIFE SCIENCE HOLDINGS INC ; KRAVITZ DAVID ; HARRIS STANLEY CHARLESTON ; ISAACS DICKON CHICAGO ; JOHN BRASSIL ; KELVIN G M BROCKBANK ; KELVIN GM BROCKBANK ; FRASER RICHARD BORTLETT ; BURROUGHS ANDREW KENOSHA ; D C KRAVITZ ; D R OWEN ; DENNIS J STEIBEL ; DICKON ISAACS ; DOUGLAS SCHEIN ; BROCKBANK KELVIN G M CHARLESTON ; BROCKBANK KELVIN GM ; BRASSIL JOHN NORTHBROOK

Agent(s): PHILLIPS ORMONDE FITZPATRICK; SIM AND MCBURNEY; SMART AND BIGGAR; WITTE WELLER AND PARTNER PATENTANWAELTE MBB; GUERRE DOMINIQUE; LAVILLE HELENE; DELORME NICOLAS; MAUREAU PHILIPPE; SUGIMURA KOSAKU; OLIFF AND BERRIDGE PLC; OLIFF PLC

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A01N1/00 A01N1/02 A61J3/00 A61L27/00 A61M21/00 C12M1/36 C12M3/00 G01N33/15 G01N33/50 G06F17/30 H04L29/08 (Advanced/Invention); A61B5/00 A61F7/10 A61F7/12 A61J3/00 A61M1/02 A61M1/36 (Advanced/Non−invention)

International class (IPC 1–7): A01N1/00 A01N1/02 A61J3/00 A61M21/00 G01N33/50 G01N33/53

CPC: A01N1/0284 G01N33/5082 A01N1/02 A01N1/0273 G06F17/30876 H04L67/02 A01N1/0247

European class: A01N1/02 A01N1/02M2P A01N1/02M4 A01N1/02M4T A01N1/02P2 G01N33/50D2J

US class: 435/1.1 435/1.100P 435/1.100S 435/1.2 435/1.200P 435/1.3 435/1.300P 435/12 435/284.1 435/284.100P 435/284.100S 435/286.5 435/287.1 435/287.100S 435/307.1 435/307.100S 435/7.2 435/7.200S 707/812 707/812S 707/E17.005 707/E17.005S

Classification Explorer

Cited documents: WO9947876 A1, WO9915011 A1, WO9809166 A1, WO9746091 A1, WO9745527 A1, WO9743899 A1, WO9728449, WO9722003, WO9641525 A2, WO9632157, WO9632074, WO9631779, WO9630111 A1, WO9629865 A1, WO9629864, WO9613288, WO9612191, WO9605727, WO9406292 A1, WO9300808, WO9219843 A2, WO9114364 A1, WO9109520 A1, WO9103934, WO8805261 A1, WO8600812 A1, WO0226034 A2, WO02026034, WO0118226 A1, WO0101774 A1, WO0018226 A2, WO00018226, US914, US83110001 P, US7824848 BB, US7678563 BB, US7410474 BA, US7045279 BA, US6673594 BA, US6642045 BA, US6492103, US6432103, US6300875 BA, US62831100, US6280925, US6241845, US6238908 BA, US6209343, US6100082 A, US6046046 A, US6024698 A, US6014864, US5989918 A, US5965433 A, US5928182 A, US5894266 A, US5879329 A, US5856081 A, US5843024 A, US5823986 A, US5821045 A, US5752929 A, US5752929, US5743267 A, US5730720 A, US5723282 A, US5716378 A, US5712583 A, US5712084 A, US5709654 A, US5709654, US5702881 A, US5699793 A, US5681740 A, US5643712 A, US5622429 A, US5599659 A, US5599659, US5586438 A, US5584804 A, US5584804, US5494822 A, US5494822, US5476763 A, US5476763, US5472876 A, US5472876, US547286 A, US5451524 A, US5450329 A, US5437633 A, US5434045 A, US5395314 A, US5395314, US5385821 A, US5383854 A, US53718000, US5362622 A, US5356771 A, US5338662 A, US5338662, US5338662, US5328821 A, US5326706 A, US5285657 A, US5285657, US5234405 A, US5234405, US5217860 A, US5217860, US5216032 A, US5200176 A, US5157930 A, US5157930, US5150706 A, US5149321 A, US5149321, US5145771 A, US5141847 A, US5141847, US5130230 A, US5110721 A, US5085630 A, US5066578 A, US5066578, US5051352 A, US5047395 A, US5036097 A, US5028588 A, US502588 A, US5013303 A, US5003787 A, US49952000, US4976593 A, US4958506 A, US4951482 A, US4879283 A, US48460195, US484601, US4837390 A, US4801299 A, US4766740 A, US4745759 A, US4745759, US4723974 A, US4717548 A, US4704029 A, US4666425 A, US466425 A, US4657532 A, US4629686 A, US4629686, US4618586 A, US4596250 A, US4559298 A, US4502295 A, US4494385 A, US4474016 A, US4473637 A, US4471629 A, US4462215 A, US4451251 A, US4445500 A, US4393863 A, US4378797 A, US4243883 A, US4242883 A, US4231354 A, US4186565 A, US3995444 A, US3995444, US3962439 A, US3944398 A, US3935065 A, US3931898 A, US3931801 A, US3914954 A, US3892628 A, US3892628, US3881990 A, US3877843 A, US3845974 A, US3844843 A, US3843455 A, US3810367 A, US3777507 A, US3772153 A, US3753865 A, US3738914 A, US3738914, US3738, US3712583 A, US3660241 A, US3654085 A, US3654084 A, US3639084 A, US3632473 A, US3607646 A, US3545221 A, US3521743 A, US3406531 A, US1916658 A, US1682344 A, US168234 A, US16212898, US16191998, US161919, US161919, US039318, SU760972, SU1632428 T, RU760972, RU1632428, JPS61218501, JPS6061502, JPS4923427 B1, JPS4816559 B1, JP8511021, JP69401, JP61218501 A2, JP60061502 A2, JP49023427 B4, JP49023427 B1, JP48016559 B4, JP48016559 B1, JP4099701 A2, JP308201, JP306901, JP295901, JP258701, JP2306901 A2, JP2295901 A2, JP2295901, JP2258701, JP218501, JP2069401 A2, JP2003520596 T2, JP2003520596, JP2002525290 T2, JP2002525290, JP2001504214 T2, JP2001504214, JP2000511531, JP1308201, JP1213276, GB2305568 A1, GB1442356 A, GB1422356 A, FR545332, FR2718643 A1, FR2592306 A1, EP1929863 A1, EP1208748 A1, EP0376763 A2, EP0376723, EP0297723, EP0256653, EP0221361, EP0096997, DE3808942, DE2226482, DE221361,

Forward Citations: WO17055449, WO17044861, WO17025789, WO16097390, WO16018890, WO15138263, WO15109315, WO15042602, WO14143849, WO14027820, WO14026119, WO14011562, WO14011561, WO14011560, WO14011558, WO14011557, WO14011557, WO14011547, WO14011547, WO14011539, WO14011534, WO13106908, WO13106248, WO13106248, WO13086505, WO12170633, WO12148690, WO12148685, WO12078968, WO12064348, WO12027787, WO11140241, WO11140241, WO11097040, WO11017434, WO11017434, WO09100336, WO09085534, WO09020412, WO08150587, WO08150587, WO08144021, WO08144021, WO08144020, WO08108996, WO08077059, WO08077059, WO07025215, WO07025215, WO07005285, WO07005285, WO07005285, WO06118990, WO06033674, WO05099588, WO05099588, WO04110146, WO04089235, WO04089085, WO04089085,

WO04017838, WO0226034, USD691734, USD685498, USD531320, USD531319, US9661843, US9642625, US9629359, US9610597, US9596842, US9560846, US9516875, US9462802, US9457179, US9447995, US9426979, US9413396, US9410119, US9402389, US9398265, US9372016, US9357767, US9357766, US9357764, US9320269, US9301519, US9259562, US9253976, US9247729, US9247728, US9215867, US9205969, US9174791, US9155297, US9140476, US9139351, US9138295, US9119393, US9119392, US9113624, US9078428, US9060507, US9055740, US9022978, US8986978, US8962303, US8951220, US8927257, US8900804, US8887944, US8846306, US8835158, US8828710, US8828034, US8822203, US8814889, US8802361, US8785116, US8771930, US8765364, US8741555, US8734382, US8703259, US8697430, US8685709, US8673547, US8648910, US8628512, US8609400, US8603598, US8585380, US8579880, US8574223, US8568347, US8562969, US8540978, US8535934, US8485387, US8470309, US8470308, US8465970, US8465471, US8445260, US8431385, US8420381, US8420380, US8389280, US8389271, US8377030, US8361091, US8349551, US8323954, US8322147, US8318415, US8304181, US8280675, US8268612, US8268547, US8215835, US8215518, US8211516, US8187214, US8176749, US8173414, US8151599, US8128740, US8097449, US8069680, US8048856, US7998725, US7977089, US7977042, US7956752, US7897327, US7824848, US7811808, US7790443, US7790437, US7749693, US7724207, US7713686, US7691622, US7678563, US7651835, US7572622, US7310545, US7176015, US7160259, US2016165880, US2015309013, US2015272111, US2015173348, US2015067529, US2015056601, US2015004677, US2014272923, US2014030231, US2014017666, US2014017659, US2014017657, US2013230602, US2013177899, US2013177897, US2013060228, US2012315618, US2012178150, US2012116284, US2011294108, US2011217689, US2011212431, US2011183310, US2011155745, US2011136096, US2011129908, US2011129810, US2011127273, US2011059429, US2011053256, US2011039253, US2011033916, US2011028961, US2011003275, US2010331767, US2010330547, US2010304352, US2010271479, US2010221696, US2010215617, US2010213200, US2010209902, US2010209878, US2010209387, US2010172863, US2010159577, US2010151559, US2010121273, US2010112542, US2010092939, US2010086907, US2010062519, US2010041009, US2010035798, US2010028850, US2010018981, US2010000250, US2009314029, US2009286022, US2009283534, US2009226878, US2009197325, US2009197292, US2009197241, US2009145912, US2009145910, US2009145793, US2009145164, US2008288399, US2008286747, US2008286745, US2008234768, US2008171960, US2008145919, US2008145833, US2008038817, US2008017194, US2007275364, US2007240235, US2007190649, US2007190636, US2007184545, US2007148038, US2007048725, US2007032774, US2007026376, US2007013610, US2007009881, US2006292544, US2006276768, US2006166354, US2006160204, US2006154361, US2006154359, US2006154358, US2006154357, US2006148062, US2006147429, US2006121437, US2006063142, US2005255442, US2005153271, US2005142532, US2005053671, US2005026132, US2004241634, US2004224299, US2004224298, US2004221719, US2004202993, US2004171138, US2004170950, US2004082057, US2004058432, US2003149401, US2003149360, KR101404369, JP5660893, JP2016053030, JP2015527997, JP2015527996, JP2015527320, JP2015091838, JP2015091837, JP2014516079, JP2014028845, JP2013536804, JP2013075888, JP2012255003, JP2012092113, JP2012092112, JP2012092111, JP2011519557, JP2010535485, JP2010525076, JP2010520207, JP2008515914, JP2007519763, JP2005536321, JP2005154008, JP2004513889, ITMI20131501, ITMI20122051, GB2462764, GB2462764, GB2462561, GB2462561, EP3150242, EP2784151, EP2754495, EP2311935, EP2311935, EP2308294, EP2308293, EP2308292, EP2308291, EP2301341, EP2301339, EP2301338, EP2301337, EP2301336, EP2301335, EP2301334, EP2258176, EP2179648, EP1765070, EP1534143, DE102016106097, CN105592868, CN104735981, CN104735981, CN104619170, CN104619169, CN104619168, CN104602517, CN104114021, CN104114021, CN103747674, CN103747674, CN103519931, CN103519931, CN103402356, CN103120154, CN102813559, CN101743472, CN101677526, AU2013216566, AU2008260409, AU2005294206,

Abstract:
Source: US2004058432A An organ perfusion apparatus and method monitor, sustain and/or restore viability of organs and preserve organs for storage and/or transport. Other apparatus include an organ transporter, an organ cassette and an organ diagnostic device. The method includes perfusing the organ at hypothermic and/or normothermic temperatures, preferably after hypothermic organ flushing for organ transport and/or storage. The method can be practiced with prior or subsequent static or perfusion hypothermic exposure of the organ. Organ viability is restored by restoring high energy nucleotide (e.g., ATP) levels by perfusing the organ with a medical fluid, such as an oxygenated cross−linked hemoglobin−based bicarbonate medical fluid, at normothermic temperatures. In perfusion, organ perfusion pressure is preferably controlled in response to a sensor disposed in an end of tubing placed in the organ, by a pneumatically pressurized medical fluid reservoir, providing perfusion pressure fine tuning, overpressurization prevention and emergency flow cut−off. In the hypothermic mode, the organ is perfused with a medical fluid, preferably a simple crystalloid solution containing antioxidants, intermittently or in slow continuous flow. The medical fluid may be fed into the organ from an intermediary tank

having a low pressure head to avoid organ overpressurization. Preventing overpressurization prevents or reduces damage to vascular endothelial lining and to organ tissue in general. Viability of the organ may be automatically monitored, preferably by monitoring characteristics of the medical fluid perfusate. The perfusion process can be automatically controlled using a control program.

0) US2015005982A – SMART ACTIVE TYRE PRESSURE OPTIMISING SYSTEM

31) Family number: 53084885 (US2015005982A) © PatBase

Title: SMART ACTIVE TYRE PRESSURE OPTIMISING SYSTEM

Priority: IN2011CH04539 20111223 WO2012IN00826 20121218

Family:

Publication number	Publication date	Application number	Application date
IN04539CH2011 A	20130222	IN2011CH04539	20111223
US2015005982 AA	20150101	US20120368192	20121218
US9296263 BB	20160329	US20120368192	20121218
WO13114388 A1	20130808	WO2012IN00826	20121218
WO13114388 A4	20130912	WO2012IN00826	20121218

Probable Assignee: MUTHUKUMAR PRASAD

Assignee(s):(std)**:** MUTHUKUMAR PRASAD

Assignee(s): PRASAD MUTHUKUMAR

Inventor(s):(std)**:** MUTHUKUMAR PRASAD

Inventor(s): PRASAD MUTHUKUMAR

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class(IPC 8–9)**:** B60C B60C23/00 B60C23/02 B60C23/04 B60T1/10 B60T1/16 B60T7/22 B60T8/172 G01B21/16 G01L17/00 G01L5/28 G01M17/02 G01N19/10 G01P15/00 (Advanced/Invention)

CPC: G01M17/02 G01N19/10 G01L5/282 G01B21/16 G01L17/00 G01P15/00 B60C23/002 B60C23/0408 B60T1/10 B60T1/16 B60T7/22 B60T8/1725 B60T2201/022 B60T2201/03 B60T2210/13 B60T2230/03

US class: 1/1 701/1

Classification Explorer

Cited documents: WO11004229 A1, US5524481 A, US2011203710 AA, US2007044881 AA, US2006180256 AA, US2006145828 AA, US2004212486 AA, US2004107042 AA, US2003230443 AA, US2003230342 AA, US2002157461 AA, US2002095253 AA, CN202080074 U, CN101927667 A,

Forward Citations: WO16198595, WO16198590, WO16197044, US9586620, US9522577, US9511634, US9481215, US9457664, US9321438, US9302554, US9278588, US9193223, US9139090, US2017101107, US2017036674, US2016272243, US2016167646, US2016129894, US2016121666, US2015375577, US2015375576, US2015367731, US2015267835, US2015158471, KR20160022203, KR101664033, DE102013014997, CN106080052, CN104385861, CN104369630,

Abstract:
Source: US2015005982A Smart Active Tyre Pressure Optimising System [TPOS] 102 is a highly time sensitive design and technique that acts instantaneously in sensing and controlling the tire pressure particularly in imminent and inevitable critical driving situations to reduce emergency and high speed breaking distance, mitigate–loss of traction, hydroplaning, roll over, loss of stability, over and under steering, break failure, loss of control due to puncture by smartly sensing, perform context aware computing and directing the Tyre Pressure Control Units [TPCU] 104 to instantaneously control the tyre pressure in right time with right pressure on right tyres thereby actively controlling the footprint and sidewall deformation rate to enhance traction and stability simultaneously sustaining drivability or steerability ultimately to avoid or reduce the impact of collusion and overcome or mitigate critical situations for protecting the vehicles, occupants, pedestrians and other objects around or on the way; also according to design, configurations and scenarios the system instantaneously optimises the tyre pressure on all tyres for further safe driving till next restoration else restores the pressure to optimum preset value utilising inbuilt reservoir or other external restoration systems immediately after the vehicle overcomes the critical situation to continue with safe and comfortable driving. In critical situations TPOS performs sensing, pre computing, current computing for controlling the tire pressure during critical situation, post computing to optimise tire pressure after

overcoming accordingly. TPOS 102 utilise smart and adaptive closed loop processing algorithm with predetermined and tested lookup table to instantaneously check and compare the effects between predetermined and tested real world scenarios to the actual real world scenarios for actively sensing, computing and controlling the tire pressure accordingly to mitigate the critical situations. The controlling of tyre pressure is computed mainly based on parameters comprising of sensor system, vehicle safety and stability systems, nature of breaking and break force distribution, tires upper and lower cut−off pressure values, sensing reservoirs and tires internal and external pressure, temperature, moisture, humidity, wheel and tire specifications, vehicle and wheel speed, acceleration and deceleration, vehicle orientation and axial rotation, transverse motion and lateral acceleration, tires position or angle of attack, load and torque distribution, tire traction, steering position, cornering effects, change in Centre of gravity, over and under steering, hydroplaning, sensing road conditions, etc and to further enhance the efficiency, the system interoperates with vehicles existing safety and stability systems like ABS, EBD, ESC, TCS, Rollover mitigation systems, ECU, BA, Precrash systems, suspension and vertical dynamics, radar assisted auto breaking, cruise control system, aerodynamics and airbrakes etc. Other aspects of present invention are controlling the tire temperature according to environmental temperature, moisture and humidity thereby to enhance traction and vary tire pressure according to change in centre of gravity and load, driving modes−comfort, standard and sports modes.

32) Family number: 15812696 (US5423406A) © PatBase

Title: AUTOMATIC CENTRIFUGAL CLUTCH WITH ELECTRIC RELEASE AND HYSTERISIS MEANS

Priority: EP19920923832 19921014 FR19910012887 19911018 US19930008447 19930122 WO1992FR00966 19921014

Family:

Publication number	Publication date	Application number	Application date
AT131913 E	19960115	AT19920923832T	19921014
AT211804 E	20020115	AT19920108901T	19921014
AU199229470 A1	19930521	AU19920029470	19921014
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CA2121132 AA	19940412	CA19922121132	19921014
CA2121132 C	20030527	CA19922121132	19921014
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CZ9400930 A3	19950215	CZ19940000930	19921014
DE69207006 D1	19960201	DE19926007006	19921014
DE69207006 T2	19960808	DE19926007006T	19921014
DE69232337 D1	20020214	DE19926032337	19921014
DE69232337 T2	20020808	DE19926032337T	19921014
DK0609390 T3	19960506	DK19920923832T	19921014
DK0675297 T3	20020422	DK19920108901T	19921014
EP0609390 A1	19940810	EP19920923832	19921014
EP0609390 B1	19951220	EP19920923832	19921014
EP0675297 A2	19951004	EP19950108901	19921014
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EP0675297 B1	20020109	EP19950108901	19921014
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ES2168320 T3	20020616	ES19950108901T	19921014
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WO9308411 A1	19930429	WO1992FR00966	19921014
ZA9207840 A	19940311	ZA19920007840	19921012

Probable Assignee: ANTONOV AUTOMOTIVE TECHNOLOGIES BV

Assignee(s):(std)**:** ANTONOV AUTOMOTIV TEKNOLODZHIZ ; ANTONOV AUTOMOTIVE EUROP ; ANTONOV AUTOMOTIVE EUROP A BV ; ANTONOV AUTOMOTIVE EUROP B V A ; ANTONOV AUTOMATIVE EUROP B V ; ANTONOV AUTOMATIVE EUROP BV ;

MODERN AUTOMOTIVE TECHNOLOGIES ; ANTONOV AUTOMOTIVE FAR EAST ; ANTONOV AUTOMOTIVE N AMERICA ; ANTONOV ROUMEN ; MODERN AUTOMOTIVE TECHNOLOGIES M A T HOLDINGS B

Assignee(s): MODERN AUTOMOTIVE TECHNOLOGIES (M A T)... ; MODERN AUTOMOTIVE TECHNOLOGIES M A T HOLDINGS B V ; MODERN AUTOMOTIVE TECHNOLOGIES HOLDINGS B V ; MODERN AUTOMOTIVE TECHNOLOGIES HOLDINGS BV ; MODERN AUTOMOTIVE TECHNOLOGIES MAT HOLDINGS BV ; ANTONOV AUTOMOTIVE NORTH AMERICA B V ; ANTONOV AUTOMOTIVE EUROPE B V ; ANTONOV AUTOMOTIVE EUROPE B V A DUTCH COMP ; ANTONOV AUTOMOTIVE TECHNOLOGIES B V ; ANTONOV AUTOMOTIVE FAR EAST B V ; ANTONOV AUTOMOTIVE TECHNOLOGIES B V ROTTERDAM ; ANTONOV AUTOMOTIVE EUROPE B V ROTTERDAM NL ; ANTONOV AUTOMOTIVE FAR EAST BV ; ANTONOV AUTOMOTIVE EUROPE BV ; ANTONOV AUTOMOTIVE TECHNOLOGIES BV ; ANTONOV AUTOMOTIVE NORTH AMERICA BV ; ANTONOV AUTOMOTIVE NORTH AMERICA WEENA TOWER BV ; ANTONOV AUTOMATIVE EUROPE B V ; ANTONOV AUTOMATIVE EUROPE BV ; ANTONOV AUTOMOTIV TEKNOLODZHIZ B V ; ANTONOV AUTOMOTIV TEKNOLODZHIZ B.V. ; ANTONOV AUTOMOTIVE EUROPE A DUTCH COMP BV

Inventor(s):(std)**:** ANTONOV ROUMEN ; ANTONOV RUMEN ; ROUMEN ANTONOV

Inventor(s): ANTONOV RUMEN[FR] ; ANTONOV ROUMEN F 75008 PARIS FR

Agent(s): SHELSTON IP; SHELSTON IP PTY LTD; FETHERSTONHAUGH AND CO

Designated states: AT AU BB BE BF BG BJ BR CA CF CG CH CI CM CS DE DK ES FI FR GA GB GN GR HU IE IT JP KP KR LI LK LU MC MG ML MN MR MW NL NO PL RO RU SD SE SN TD TG US

International class(IPC 8–9)**:** F16D27/10 F16D43/09 F16D48/02 F16D48/06 F16H59/20 F16H61/00 F16H61/02 F16H61/10 (Advanced/Invention); F16D27/10 F16D43/09 F16H59/20 F16H61/02 F16H61/10 (Advanced/Non–invention); F16D27/10 F16D43/00 F16D48/00 F16H61/00 F16H61/02 (Core/Invention); F16H59/18 F16H61/10 (Core/Non–invention)

International class(IPC 1–7)**:** B60K17/08 F16D43/00 F16D43/09 F16D43/09 F16D43/20 F16D43/22 F16D48/00 F16D48/06 F16H59/18 F16H61/00 F16H61/02 F16H61/02

CPC: F16H61/0295 F16D27/10 F16D43/09 F16D2027/002 F16H59/20 F16H61/10

European class: F16D27/10 F16D43/09 F16H61/02M R16D27/00B R16H59/20 R16H61/02M R16H61/10

US class: 192/103.00A 192/103A 192/105C 475/153

Classification Explorer

Cited documents: WO9113275 A1, US5033598 A, US4986403 A, US4576269 A, US3797331 A, US3184025 A, US3180469 A, US3091315 A, US3003608 A, US2899033 A, US2591989 A, US2555860 A, US2280736 A, US2261106 A, US2201848 A, US2140690 A, SE178069 C1, GB805970 A, FR637609 A, FR2531166 A1, FR1203686 A, FR1152768 A, FR1098801 A,

Forward Citations: WO9606293, WO9419629, US8607953, US8074758, US7140480, US7140480, US7014026, US6814208, US6705446, US6375592, US5993346, US5733217, US2011083934, US2011024216, US2006025278, US2005000775, US2004238315, US2003089569, FR2723775, FR2701747, EP1108915, CN102777552, CN102777552, AU695026,

Abstract:
Source: US5423406A An epicyclic train operates as a speed reducer between an input and an output when a clutch is released, and as a direct drive connection in the contrary case. The selective clamping is obtained by centrifugal weights, counter to biasing springs and to an helical teeth reaction force, which is proportional to the torque transmitted during speed–reducing operation. The reaction force promotes speed–reducing operation when the torque to be transmitted is high. Means are provided for applying a force pulse to the weights when the driver depresses the accelerator pedal. Since, upon a ratio change, the reaction force and the friction forces in the clutch vary so as to stabilize the newly created transmission ratio, a force pulse is enough for initiating a ratio change which will then be stabilized by a spontaneous variation of the reaction force and the friction forces.

0) FI7797A – STYRANORDNING FOER AUTOMOBILER

33) Family number: 39297110 (FI7797A)

© PatBase

Title: Styranordning foer automobiler

Family:

Publication number	Publication date	Application number	Application date
FI7797 A	19191212		00000000

Inventor(s):(std): AUGUST SCHERL

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International class (IPC 8–9): B62D1/26 (Advanced/Invention); B62D1/00 (Core/Invention)

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Abstract:
Source: FI7797A –11– vänster (fig. 19), så att tandningen 110 mellan koppllngedelarna 106 ooh 109 kommer ur ingrepp. En vridning av kopplingsstycket 106 från vlnkelhäv– armen 37,38 överföres därföre i detta fall icke längre på Kopplingsdelen 109, och kontaktfjädern 111 kvarfcllvr aärför å fcllndkontakten 112. Sn kortslutning av motorn vid en avsiktlig höjning av styrhävarmen äger så– lunda icke run, utan endast vid en sådan, som föraniedes av spårränsarena höjning vid rullens urhoppning ur spåret. Bet skall till elut bemärkas, att alla ovan beskrivna anordningar även kunna finna användning vid såddna fordon, vilka äro försedda med an– ordningar för ingiipande i en kuggstång. Patentans–präk. 1) Styranordning för automobiler, vilkas hjul medelst en med styr– ningen förbunden, med en i farhanan förlagd styrakena i ingrepp stående styrhävarra tvingas att löpa å "bestämda farhanor, kännetecknad därav, att drivanordningen för handhjulastyrningen är så föbunden ned den för infötan– de och utryckning av styrhävarmen tjänande, från förarens plats manövrer– "bara styranordningen, att vid styrhävarmens införande hanästyrningen från– kopplas, under det att vid styrhävarmens upphöjning denBammainkopplas, i ändamål att kunna utföra handhjulsstyrningen självhämmande, utan att dock detta självhåmmanae Inverkar störande på fordonets styrning medelst styr– havarmen. 2) Styranordning erfligt patentanspråk l), kärmeteoknad öärav, att mellan det från handhjulet drivna organet 1 styrartordningen (snäckhjul 57* 5fl. ï ig. 5–6) och det med styrhävarmen (54) förbundna or>;anet (axeln 53) är inkopplad en kopplingadel (61), vilken pä grund av svängning m en med ett till btyrhavarmen (5,26) förande drivrk (Btången 30) förenad hävarm (50) kan till– och frånkopplas* 3) styranordning enligt patentanspråk?), kännetecknad av ne– danstående anordningar: a) En på en styrhävarmen (54–) uppbärande axel (53 l anordnad, un– der inverkan av en fjäder (62) stående kopplingsdel (61), sm icke är vrid– D aromen däremot ftfrskjutbar i längdriktningen och som är försedd med kopp– lingständer (t>) ett snäckhjul (57)» är försett med kopplingständer (59),.–12– vilka korama 1 ingrepp med kopplings t änder (60) i den förskjiUbara 7:opp– lingsdelen (6l), så anart den sistnämnda påverkas av fjädern (62); c) en med styrhävarmsdrlvanordningen förbunden hävatång (50), som är förbunden med en på äxeln (65) vridbart anordnad arm (63,6), som vid lämplig svängning av havarmen { 50) med tillhjälp av ett melianstycke (66) trycker tillbaka kopplingsdelen (61) raot fjäderns (62) verkan och därvid bringar densamma ur ingrepp med snäckftjuiet, under det att vid den mot– satta svängningen avjhävarmen (50) fjädern kommer till verkan och därvid återställer kopplingen. il–) Styranordning enligt patentanspråk D–3), kunnetecknad därav, att drivanordningen (31,35,37*33,30,29,26) för styrhävarmen (5), mot trycket av en fjäder (39), som Böker att höja styrhävarmen, fasthålles medelst ett från förarens plats lämpligen medelst en pedal ( ) ut\ö»bart spärrorgan (M–2) (Tig, *0, (72.*ig. 7). 5) styranordning enligt patentanspråk k)t kännetecknad därav, att spärrorganet (72, T?lg*7) i och Tö? spärrning av etyrhävarmenB styranordning, mot verkan av en fjäder (39), kan bringas i ingrepp med en tapp (76) å ett knähävtyg (7,75). 6) Styranordning enligt patentanspråk l)–5), kännetecknad därav, att en svängbar spårränsare (6) är anordnad framför styrrulliJn å.styrhävar– men (5), vilken spårränsare genom en stångförbindelse är så förbunden med spärrorganet (72,?ig. 7) till styranordningen för styrhävarmen, att vid spår ränsarens höjning över 3tyrskenan, på grund av ett i den senare befintligt hinder, spärrorganet utlöses och i följd därav inkoppling av handhjulu– styrningen samt upphöjning av styrhävarmen automatiskt äger rum* 7) 3tyranordning enligt patentanspråk sÚ)* kännetecknad därav, att en hävarm (87) är fäst å spårränBaren (6,5'ig.s), vilken medelst en stång (90) är sammankopplad med en å den främre axeln lagrad hävarm (78), som å; sin sida åter medelst en stång (SO)grlper ln i spärrhaken (72), som för– reglar knähävtyget (7,75), så att spärrhaken kan skjutas tillbaka från ssårränsaren och knähävtyget frigöres. 8) Styranordning enligt patentanspråk l)–7), kännetecknad därav, att med styrhävarmens styranordning är lösbart flammankoppiat en kopplings– del, som vid utlösning av styranordninge–a|flpärrnlng från spårränsaren, åstad– kommer motorströmkretsens kortslutning, varvid emellertid kopplingen mellan drivanordningen cch koppilngsdelen upphävea, då sparrets utlösning sker av– –13– siktllgt, vid det att bilföraren nedtrycker pedalen. 9) 3tyranordnlng enligt patentanspråk 8), kännetecknad av nedan– stående anordningar: ft) ett 1 styranordningen inkopplat organ (vinkemävarmen 37» 38» Ptg. 17,18,19), vilket medelst en länk (10*0 är förenat med en omkring en fast axel (107) vridbar kopplingsdel (106), varvid densamma vid ut–'eller '–'inryckning av styranordningen svänges; b) en fjäder (108), som vanligen haller en kopplingsdel (106) 1 Ingrepp med en annan kopplingsdel (1Ö9), vara kontaktfjäder (111) i vilo– läge befinner sig å en bllndkontalt (112), men som vid den omnämnda sväng– ningen av koppilngsdelen (106) överföres på

den för kortslutningen av.mo– tortandströmkretsen avsedda kontakten (–II3)» 0) en med koppilngsdelen (106) i förbindelse stående vinkPlhäv– ara (118,119)» som vid nedtryckning av en pedal (>1–9) med tillhjälp av en med denna förbunden arm (121) svänges utåt och därigenom förskjuter den ena koppilngsdelen (106), mot trycket av en fjäder (108), på sådant sätt, at* densamma kommer ur ingrepp med motsvarande kopplingsdel (109). </4.. . /Õ/ÍJ. / f// V*. '\–I August Scherl, Berliini, Saksa. Ohjauslaite automobiilelhin « Tämä Keksintö tarkoittaa voimavaunujen (automobiilien) ohjaus– laitetta,.1a on sen multaan ohjauslaite yhdistetty ohjausvipuun, joka väli*lcytkimen avulla pitää kiinni johtopyörää tai ohjaustankoa maan– tiehen tai katuun upotetussa johtokiskossa, niin että vaunu tämän joh– tokiskon avulla tulee ohjatuksi ja pakoitetuksi kulkemaan määrättyä ra– taa pitkin.Tällaisen laitteen tarkoituksena on voida järjestää suhteei lisen kapeita kulkuratoja, joilla pyörät kulkevat.Fämä kulkuradat voi– daan nimittäin varustaa tavalliseen katukatteeseen upotetulla »sileällä katteella, esim. litteärautakiekoilla. sementillä, asfaltilla ja sen– tapaisilla ja täten saavutetaan se,että automobiilit voivat kulkea tyy– nee8ti ja nopeasti tavallisilla maanteillä,ilman että tietä koko levey– deltään tarvitsee varustaa erikoisella katteella* Jos tällaisella ohjauslaitteella varustettu automobiili laite– taan niin,että vaunuShjaaja milloin taliansa voi kohottaa ohjausvivun ohjauskjskosta Ja jälleen laskea sen siihen ja niin,että vaunua,ohjaus– vivun ollessa kohoitettuna, voidaan tavallisella tavalla ohflata kasi– pyörän avulla, niin on tästä se etu,että vaunu jälkimäisessä tapauk– sessa voi kulkea mitä tietä tahansa, esim. väietääkseen tai mennäkseen sivu tai kulkiessaan pitkin sellaisia teitä »jotka eivät ole varustetut kysymyksessä olevilla johtokiskoilla, jotavastoin ohjausvivun ollessa kytkettynä kuljettajan työ lakkaa, koska hänellä ei ole mitään tekemis– tä automobiilin ohjauksen kanssa. Sovitettaessa tällaista laitetta käy– täntöön ilmaantuu kuitenkin useita vaikeuksia ja on tämän hakemuksen tarkoituksena voittaa itämä vaikeudet. Nämä vaikeudet ovat eeuraavat: Kuten tunnettua on aut.omobiHeissä käsipyörävälitys laitetta– va niin,että se jm enemmän tai vähemmän itsepidättävä,niin ettei Jokainen pieni tiellä oleva este voi saada icul.letta.1aa Kadottamaan herruuttaan automobiilin yli.Automaattisesti ojattaessa ohjauslaittee– seen yhdistetyn onjausvivun avulla, joka kulkee lauskî ukossa, el sen– sijaan välityksen tarvitse olla itsestäänpidä+.tävs, vaan täytyy sen päinvastoin olla mahdollisimman vastuskyvytkin – Pkslnnön mukaan saa– daan nämä molemmat vastakkaiset käyttöehdot aikaan siten,että käeipyö– ravälitys Johtovivun painuessa kiskoon automaattisesti irtaantuu, se– kä Johtovivun kohotessa kiskosta Jälleen automaattisesti Kiinnittyy. Käsipyörävälitys voidaan niinmuodoin mielivaltaisessa määrissä laittaa itsepidättäväkel, ilman että automaåttlsta ohjauslaitetta ohjausvivus– ta tarvitsee käyttää.tsmän ollessa toiminnassa. Toinen vaikeus on se »että, niinpiankun on kysymys johtokiskon asettamisesta Julkisille maanteille, Joita muutkin kulkuneuvot käyttä– vät, täytyy käyttää urakiskoa, Jonkaattassa Johtopyörän laippa pyörii. Tällöin on kuitenkin aina otettava huomioon se mahdollisuus, että pyörä uran tukkeutuessa voi hypätä pois Ja tästä syntyisi vaara,koska, kuten yllä mainittjjrJohtovlvun välityksellä tapahtuvan automobiilin auto– maattisen ohjauksen aikana käslpyöräohjaus on Irroitettu Ja kuljettajan on se ensin kytkettävä, Jotta kiskolta suistumisen tapahduttua auto– mobiilin Johtopyörä Jälleen voii saada vaunun kiskolle. KeksiraiÖn mu– kaan voitetaan tämä vaikeus siteç., että.lohtopyörän hypätessä diskolta talloi olevar tukkeutuman tähden, käsipyörakytkln Jälleen automaattises– ti kytkeytyy,nlin että kuljettaja heti saa herruuden automobiilin yli. Keksinnön mukaan auttaa tällöin kuljettajaa myöskin ge.että au– tomobiileihin, Joita rä.Jähdysmoottorit käyttävät, on tehty sellainen laite,että moottorin sytytys automaattisesti lakkaa heti kun Johtopyö– rä tarkoittamattomasti hypppp Johtokiskon urasta. Moottorin räjähdyk– sien äkkinäinen lakkaaminen herättää silloin kuljettajan huomioon,niin että hän voi pystyttää automobiilin ta) kytkeä sopivalla tavalla käsi– pyöräohjauksen. Sitäpaitsi vaikuttaa moottori, sytytyksen lakatessa, Jarruttavasti automoblHiin, niin että vau nun pysäyttäminen käy hel– pommaksi. Mutta tietysti on lait.e niin konstruoitu,että sytytys ei lak– kaa silloinkun kuljettaja tahallaan Kohottaa.lohtopyörän.koska vaunun tällöin melkein aina on Kuljettava edelleen, Mukana seuraavissa piirustuksissa on v–avainnollistettu. Kuv.l on yleiskuva itse käyttösyeteemistä, johon keksintö kohdis'v. Kuviot 2–4 osoittavat ohjausvivun laakerointia etumaiseen vaunun akse– liin, sekä sen Kohoitus–Ja lasku la i teitä Kuljettajan palkalta.Kaviot 5 ja 6 esittävät sitä laitetta, jonka avulla johtovlpua ki inni kytket– täessä. käslpyöräohjaus irtikytkeytyy, Ja päin vastoin.Kuviot. 7–19 näytt"iv'!'t kasipyöräohjauksen automaatti sen Ylirjú kytkennän lohtopyör and n hypätessä Joht.okiskon urasta, 1* kuviot 15–19 näyttivät erikoisesti käyt– tömoottorin eytvt.vHvirran automaattisen katkaisun johtopyöran hypätessä Johtokiskolta. Kuviossa 1 esitetyn käyttÖflvsteejnJr mukaan on kadulle tai maan– tielle.npetpttu kaksi kulfcukiskoa 2, Joitten etäisyys on yhtäsuuri kuin automobil lei £P3 tavallisesti käytetty pyöräv?li ja näitten välillä on Johtokisko 3» jokaon muodostettu urakiskoksi. Tässä pyörii pyörä 4, jc– ka on laakeroitu automobiilin ohjauslaitteeseen kytkettyyn vipuun 5.Jol– lei automobiilin KäsiohJauKsenta ole entett.g, niin tulee automobiili Johtokiskon avulla ohjattua fculkukiskoja 2 pitkin ja kuljettajan el tarvitse silloift huolehtia ohjauksesta. Joa r\y* o>\1ausvJpu 5 on laitet– tu niin,että kuljettaja milldin tahansa voi Kohoittaa sen ylös, niin että vaunua voidaan ohjata käsipyörsn avulla, niin voi kuljettaja milloir, tahansa poiketa kulkutieltä, esim. kun hän tahtoo ajaa toisen vaunun sivu tai, silloinkuin löytyy ainoastaan yksiraiteinen tie, väistää vas– taan tulevaa vaunua.Kuviossa 1 otaksutaan »että rata on asetettu taval– liselle kadulle tai maantielle. Luonnollisesti voi laitos myöskin olla sellainen »että asetetaan erikoinen rata tien sivuun ja voidaan johto– kiskona silloin käyttää n.?.. vt<?nolkiøkoa,Jolla Johtopyörä pyörii. Vas– '.aantulo–ja sivuutuskohtiin pitäisi silloin laittaa erikoiset lavat. Kuten jo on mainittu, +£ytyy lnrjestää niin,että kuljettaja paikaltaan mielin määrin voi kohoittaa ja laskea loMopyörää Ja ettei silloin synny mitään vaikeutta käsipyöräohjauksen Jtsejarrutuksesta. Eräs käytäntöön sovittamistapa tämän tehtävän ratkaisemiseksi näytetään kuvioissa 2–4, joista kaksi ensinmainittua esittävät. Jorovl– vun laakeroinnin automobiiliin ylhäältä päin katsottuna Ja–leikkaukses– sa »viimeksi mainitun kuvionlesittaessä kiinni – ja irt.jkytkennn kul– 77 n i / JettaJan paikalta sekr– sen yhteydessä olevan ksipyöräohjauksen kytkennät Pitkin Johtokiskoa 3,,Jonka tässä ajatellaan olevan vignolkisko, pyörii.johtopyörä k..loka on laakeroitu ohjausvlpuun 5.Pyörän 1+ edessä on uttupuMlBtaJa 6,.tøka on kiinnite ny lohtopyöreto akseliin VÄjausvi–! pu 5,.loka on kahdesta osasta, ei ole kiinni vaunun kehyksessä,Koska tämä on ylös:|a ala Joustava suhteessaan vaubut. akseliin,vaan vaunun etum– maisessa akselissa8,Jolloin Jousi 10 palkin 9 välityksellä kannattaa vaunun kehystä. Etummaisen akselin yläpuolelle,kaskelle sitä,on sovitet– tu pystysuoraan seisova tappi 11».lonka ympäri palkki 12 vei liikkua 'vaakasuoi'a«??. tasossa.Pflkir: Ajamassakin päässä on tapit 13» Joihin oh– Jausvivun 5 molemmat osaf ovat kiinnitetyt korvien 14– avulla.Otijausvipu voi niinroriotr liikkua y3 ös Ja alas sekS samalla kiertää vav<??

suorasti tapin 11 ympäri.K1 erukkaJou*»t T5 painavat sitä.la samalla myöskin Joh– topyörää alaspäin kiskoa 3 vastaan.Palkkiin 12 on sitäpaitsi kiinnitet– ty taaksepäin *anKo 16, Joka korvan 17.Jossa on pitkînpâlr oleva uurre IS,avulla on kiinni vainun ohjausakselinsa 20 olevassa tapissa 19. Tämä akseli 20 on tunnetulla tavalla yhdistetty tangon 21 välityksellä vaunun akseli saareen 22. Jokainen Johtokiskon 3 käyristyksen aiheuttaja *ijrgon 16 heilahdus saa niinmuodoin aikaan ohjausakselin 20 asettelun Johtuvan Ja siitä/vastaavan vaunun ohjauksen,niin että se tarkasti voi seurata Johtokiskon kaarevuuksia. ' Johtopyörän kohoittamieeksi kiekosta JSytyy Johtovivun 'j alapuo– lelle kiinnitettynä taivutettu poikkitanko 23,Joka alapuolèltaan on pyö– ristetty.Tätä poikki tankoa 23 vastaan voi vastaavalla tavalla muovailtu rulla 24 asettua.Rulla 21+ pyörii vivun 26 päässä olevan tapin 25 ympäri. Vipu 26 on kiinnikiilattu akseliin 2/,.joka on laakeroitu etummaisessa akselissa 3 oleviin korviin 23. Likellä akselin 27 päätä on siihen kiinnitetty vipu 29,Jonka kanssa tanko 30 on Yhdistetty. Tästä käynee setvi Ile,että,kun. tankoa 30 on siirretty pituussuurmas– saan,vivun 29 vaikutuksesta myöskin vItm 26 Ja sen vanssa rulla?H ko– i.oaa tai laskee.J03 rulla 24– liikkuu ylöspäin, m i... 3e asettuu Johtovivussa H kiinni olevaa paikfcitankoa 23 vastaan Ja edelleen IUkVuessa koinolttaa Johtovivun Ja JohtopyfirÜn 'J– irti kiskosta Jousien Vj painetta vastaan. Tanko 30 on kytketty Tipuun 3I(kuv.U), jr,>.a on 32iden 'Kohdalla laakeroitu vaunun rungon suojus–seinään 33.Kytkentä aikaansaadaan tangon 35.1 and siihen kiinnitetyn 36:den kohdalla laakeroi– dun kulnuv 1 /un 37.38 avulla. Kuviosta 4 käy selville,että johtovipu tulee irtikytketyksi heti kun ksivlpu JT liidin;n ylämäin. T>1ltute– tuilla viivoilla osoitettuun asentoon,muïia että johtopyöra –py'–rl1 jc– tokiskolia, osien ollessa tavallisilla viivoilla piirretyin* asemoi* i«a. johtopyorän irtlkytkemisen täytyy nyt keksinnön umkaan voida tapah– tua Hyvin nopeasti ilman voimanponnistusta lcul.1etta.Jan puolelta,tosia irtikytkeminen: tavallisesti on välttämätön ainoastaan silloin, kuin tiellä–on.Jokin este.Ja kuljettajan niinmuodoin ne ti täytyy olla val– miina ryhtymään ohjaama?n vaunua fcästpyörän avulla.Ja hänellä nl lnmuo– d–>in el ole kädet vapaina vivun 3 r kääntämiseen. Tätä. tarkoitusta var– ten löytyy vahva vetojousi 39» joka 40:nen kohdalla on laakeroitu vaunun runkoon Ja MI:den kohdalla on kiinnitetty kulmavipuun 33. Jousi koettaa vetää vipua 38 ja n,4n*nnodoin myöskin tankoa 30 oivalle,kuv.U. ja kyt– keä irM 1ortoT»yör?r..Osat pysyvät kuitenkin normaali asennossa vastus– taen jousen 39 vaikutusta teitinha'an U2 avulla,joka ulokkeen 43 väli– tyksellä pitää ti1nni kulmavipua 37.38. TlVinfcaYa on kHnnikl?lattu lyhyeen akseliin 44,.joka on vääntyvästi laakeroitu korvaan 45 ja jonka toisessa pääesä on sivu/ipu 46, johon tar)0 47, joka on varustettu y?'–~ r.\T. rakoon sovite+vllq poikine 11a 43, on yhdistetty.Poljinta 43 alas– painattaessa kääntyy telkinhaka U2 sillä tavalla,ett?: loke 4? yppqntnn, Tällöin alkaa jousen 39 vntlpihns Ja saa se aikaar tovivun kehoituk– sen. Käsivipu tulee –in o in kuviossa a pilkutetuilla viivoilla osoitet– tuun asentoon. Jos johtovipu on jälleen kytkettävä, »tarvitsee kuljetk– jan vaan painaa vipu 31 alae,sifctenkun hän ensin on asettanut automo– biilin vastaavaan asentoon. Kuten edellä on huomautettu, on Järjestetty sillä tavalla,että kun johtopyörä on laskettava tai kehoitettava, samalla tapahtuu käsi– pyöräohjaukaen automaattinen Irti–ja kiir–nlkytkertä..Tätä tarkoitusta varten on,kuten kuviosta 4 näkyy, vipu 50 vääntyvästä laakeroitu oh– jauspesään 49. Vivussa 50 on pitkula and en uurre 51,jossa tankoon 30 kiin– nitetty tappi 52 liikkuu.samalla kun tankoa 30 13lkiitetään jihtopyörän koho!ttami3eksJ tai laskemiseksi kääntyy myöskin vipu 50. Mitä tästä seuraa on esitetty läherwuin kuvioissa 5 ja 6. Ohjauspesässä 49 on ohjausaksell 53 laakeroitu*. Sen toiseen päänän on Kiinnitetty ohjausvipu 54,.¦'oka tavallisella tavalla on yhdie tetty akseli sääreen,ni I n että autornohi ili tulee ohjattua leuten tavalli– sesti ruuvi:–. 55 avulla..iota tangon 56,1a Ksslpyörän välityKsellä voi – c3aan vääntää.la loka on yhteydessä K1 eruKKapyörän 57 Kanssa.Tämä fcleruk– kapyörä 5/ ei ole Kiinni ohjausakselîasa 53.vaan voidaan se kiinnl–ja ir tikytkeä viran 50 avulla.Pierukkapyörä 57 on varustettu määrätyllä etäisyy–– della ohjausakselin 53 ympärillä olevalla leveällä renkaalla 53,.loka on varustettu sisäpuolisilla hampailla 59.jotka voivat joutua kosketufcsiin toisen» ohjausalcselilla 53 olevan, siirrelt.pvän,mutta ei Käänne + t§r3n Vy*~ Kinorn 61 hammastatu" renkaan 60 Kanssa.Tämän KytKinosan ympärillä vair– kuttaa jouel 62,joka saa sân kosketukseer kierukkapyörän 59 hampaitten kanssa.1a koettaa pitää sitä siinä asennossa.Ky+>1 nosa 61 voidaan Kui– tenkin siirtää takaisin fcftä painetta vastaan,niin että se irtaantuu täs– tä Kosketuksesta.Tämä tapahtuu ohjausakselin 53 tapin f.t ympärillä kaan– tyvästl olerarvfjj, renkaassa 64 olevan nystyrän 63 avulla.Renkaan 64–.la kyh– klnosan 61 f siiliä löytyy toinenkin ohjausakselin 53 ympäri sovitettu lolllnra rengas 66,jossa olevassa urassa 6(pesään 49 ruuvattu tappi 63 liikkuu,niin etti: Rengasta 66 voidaan siirtää, mutta eil kääntää. Jos vipua 50 käännetään tangon 30 avulla,.loka välittää rullan 24 liikkeen käsivivusta 3I(kuv.4),niin vaikuttaa nystyrä 63 vastassaan olevaan kololliseen renkaaseen siten,että se työntää sitä.pes?ärj päin (oikealle päln)kuvlossa 5.Rengas 66 vaikuttaa vulkanisoi.ui sta Kuiduis– ta tai sentapaisista valmistetun välilevyn 69 avulla kytkinosaan 61 .1a tämän hampaitten 60 kosketus kierukkapyorän 57 hampaitten.59 kanssa lakkaa. Ohjauslaitteen käsipyörään yhfll+st*;? ruuvi 5Ç irtaan– tuu silloin kosketuksesta ohjausakseiir. ** vanssa,1a ohjauslaite on. n3 inrrvofloln irtikytketty, jo? y *pua 50 siirretään vastakkaiseen suun– taan vapautuu rengas 66, ia kytkin 60,59 asettuu entiseen asentoon jousen 62 vaikutuksesta.Laite on tällöin sellainen, ett?» irtikytkentä seuraa tangon liikkuessa vasemmalle (kuv.4)ja johtopyörän 4– asettuessa pal– koilleen ja Kiinnikytkentä seuraa.kuu tankoa 30 johtopyörän kohoitta– T3i3?ksi siirretään oikealle. On siis saavutettu se mitä haluttiin.ninlir tala,öttä johtopyorän ollessa alaslaske–t+\'r? käslpyöräoujaos gi* irti– kytketty, ja heti kun jo}*topyörää kohelletaan,kiinnifcÿ+keytyy täsipyörä ohjaus automaat h.i i.?eoti. T?hsn asti selitetyssä käytäntöön sovlttamis– laitteessa H ole ote>.;.u huomioon* sitä,että käytettäessä urakiskoa johtokiskona johtopyörä ajoittain voi hypätä pois »koska ura helposti tukkeutuu. Tämä estyy mikäli mahdollista laittamalla uranpuhdistaja. Mutta voi sattua että tämä uranpuhdistaja ei.lakea pitää uraa puhtaana, jotta se ei menisi rikki, täytyy sä tietenkin laittaa liikkuvaksi?niin v että se voi väistää sellaisia esteitä» joita se ei voi poistaa,1a sil– loin aiheuttaa este johtopyörän urasta suistumisen. Jos tänä tapahtuu, joutuu automobiili vaaraan, koska,kuten yllä on selitetty,käsipyörä– ohjaus siinä silmänräpäyksessä on irtikytketty eikä kuljettajalla ole automobiili vallassaan. Job hän on tarkaavainen.niin voi hän tietysti heti kytkeä käsipyöräonjauksen, mutta täytyy kuitenkin ottaa huomioon, että kuljettaja ajettuaan pitemmän ajan automaattisella ohjauksella tu– lee yhä tarkaamattomammaksl eikä huomaa vaarallista sllmänräpysä. Tästä syystä onkin tämä keksintö seuraavan käytäntöön sovitta– mi elävän mukaan järjestetty niin, että uranpuhdistajän suistuessa oras– ta ja pyôrÿn hypätessä urakiskolt.a tapahtuu käsipyöräohjauksen automaat– tinen V_1 inrlkytkents.Tähän tarkoitukseen käytetään sitä heilahdusta, joka syntyy kun urarpuMistaja kohtaa esteen, jota se ei voi poistaa. Konstruktioni, joka aiheuttaa muutoksen edellä selitettyyn laitteeseen johtopyörän

käyttölaitteen säätämiseksi, on Havainnollistettu kuviois– sa 7–16» Sensijaan että tangon 30 lukitseminen jousen 39 vetoa vastaan asetetaan kulmavipuun 37,33 telkinha'an 42 avulla (kuv.4–),sovitetaan se vipuun 29,jonka välityksellä, tankoa 30 liikuteltaessa, vipu 26 nousee ja laskee. Tätä tarkoitusta varten on etummaiseen akseliin 3 kiinni– tetty pukki /o/kuv.?/, johonka tapin 71 ympäri kääntyvä telkinhaka 72 on sovitettu.Sitäpaitsi on pukissa 70 tapin 73 ympäri kääntyvä tanko 74–, joka tangon 75 kanssa muodostaa tapin 76 ympäri kääntyvän vipunlvelen. Tanko 75 on toisesta päästään vivussa 29 olevan tapin 77 ympäri pyörivä. Telkinha 'an tarkoituksena on nyt tangon 30 lukitseminen. Jos seimittäin lukitsee vipunlvelen 74,75 keskustapin 76,niin pysyy vipu 29 ja sen kans– aa tanko 30 kuviossa 7 osoitetussa asennossa, jossa, jousen 39 vetoa vastaan,vipu 26 on alaspäin ja niinmuodoin johtopyörä Kiskon urasBa ja seurauksena vivun 50 asennosta onjauspesässä jää knsipyoräohjaus 3rtiky£ ketyksi. Jos sitävastoin telkinhaka 72 vedetään taaksepäin (kuviossa 7 oikealle),niin vapautuu kesKustappl 76 ja vlpunivel kääntyy,niin että tanko 30 voi seurata jousen 39 vetoa sekä irtikytkee johtopyörän k.1a. kiinnittää käsipyöräohjauksen kaatamalla vipua 50. Telkinha/an?2 tapptnsa TI ympäri tapahtuva lukitsemiseen,1a irroittanilBeen tarvittava liike voi tapahtua kahdella tavalla,nimittäin,jo>.o kJekonpuhdistäjasta – Joka myöhemmin selitetään tarkemmin – vivun 73 välityksellä tai myöskin kuljettajan paikalla olevan polkimen M–3 a– vulla, jonka atlaspa! nam inen, aivan kuten kuviossa saa aikaan johto– pyörän kohoit.tamisen,1a käsipyöräohjauksen kilnnlkytkemieen. Vipu 73 on nimittäin varustettu tapilla 79, johon tanko 80 on kääntyvasti kiin– nitetty. Tangon 30 toinen pää on kiinnitetty telklnha'assa 72 olevaan tappiin 31. Samaan tappiin 31 on sitäpaitsi kiinnitetty pukista 70 joh– tonsa saava tanko 32, joka köpden 33 välityksellä on yhdistetty kultna– vlvun 6,85 toiseen sakaraan 3H– ja sen kantta myöskin poikineen 47,1+8* Jos poljin painetaan alas, jousen 36 vetoa vastaan, niin vetyä köysi 33 telkinftakaa oikealle (kuv./) ja vipunivel vapautuu» Sama liike johtuu vipunivelelle vivun 73 pukatessa tank.oa SO oikealle (kuv,.7).Molemmilla tavoilla voidaan siis vjpu ja sen välityksellä jon«} 7–9 vapauttaa, niin että molemmissa tapauksissa käsi pyöräoh ja.us kiinnikytkeytyy. juuri seli– tetty 'Käsipyöräohjauksen kiin.niY.ytkennän aikaan saava vivun 73 liike, läh– tien kiskonuranpuhdlstajasta, näytetään tuvioissa 3 ja 9. Kiskon uran puhdistaja 6 on sovietu knäntyvssti tfohtopyörä* 4 akselille 7 ja on siihen lujasti kiinnitetty ylöspäin suunnattu vipu 37, joka tapin 33 vä– lityksellä on yhteydessä 39:n kohdalla (kuv.9) johdetun tangon 90 kans– sa. Tangon 90 toisessa paar,«» op nasta' 91. Vastapäätä tHS on 92,.iok–i or kiinni ontossa akselissa 93* Tämä liikkuu vaunun etummaiseen ak–?;aliir (!< laakeroidun akselin 27 ympärillä ja on sen toisessa päässä en– nen mainittu vipu 73,jonka vääntö oikealle (kuv.7)saa aikaan vipunivelen 7, i\? irttpääston,kuten yllä on selitetty. Jos uranpuhdistaja 6 kohoaa urassa olevan esteen johdosta, jofca on niin suuri, että se salni aikaan pyörän 4 kiskolta suistumisen, niin suorittaa uranpuhdistajassa oleva ¦ vipu 8/ vastaavan väännön oikealle (kuv.3). Seurauksena tästä liikkuu tanko 90 nastoineen 91 oikealle ja nasta pukkaa vipua 92.Tällöin vään– tyvät ontto akseli 93 ja siihen kiinnitetty vipu 70 oikealle, jolloin vipunlvelen 7H.75 irtaantuminen tapahtuu. Kuvioissa 10–12 esitetystä laitteesta käy selville, että ohjaus– vivun muodostavat tangot 5 päissään ovat varustetut Korvilla 9*4–,.loissa johtopyörän 4 akseli 7–on laakeroitu. Johtopyörä pyörii akselilla kuulaakerin 95 avulla. Akselin 7 päissä oleviin tappeihir 96 on nran– puhdistaja 6 kiinnitetty,1a on se muovailtu sopivalla tavalla levystä. Asetinruuvi 97» joka on kiinnitetty toisessa Korvassa 9“+ olevaan ulok– v.eeser–r 93.1a.loka on uranpuhdistajan vipua 37 vastassa, rajoittaa tä– rnan rentoa kisfcoon nähden. Puhdistaja lasketaan niin alas, että se–n kärki 99 tulee olemaan hyvin lähellä johtokiskon pohjaa. Kärjen 99 ta– kana c«n puhdistaja sitäpaitsi varus++tu ulokkeella TOO. Jos puhdistaja liukuu jonkun urassa olevan, esteen päälle, niin kohoaa se vielä enem– män ensin, kärjen 59 avulla ja sitten ulokkeen IOO avulla, ja t.smä hei– lahdus on kyllin suuri saadakseen aikaan vipunlvelen 7,75 vapauttami– sen vivun 87 välityksellä. Mutta hetikuin tämä tapahtuu »vefää jousi 39.kuten yllä on esitetty, tangon 30 takaisin, ja silloin tulee, ei ainoastaan käsipyöräohjaus klirmikytkettyä, vaan myöskin johtovipu 5 ja johtorulla 4 kohoitettua ylös. Täten tulee uranpuhdistaja kokonaan kohotettua eikä ole esteenä, Jos kuljettaja uudelleen tahtoo ohjata automobiilin takaisin uraan. vipunivel 7H–.75 ja sen läheiset osat ovat esitetyt suurennetus– sa mittasuhteessa ja eri puolilta kuvioissa 13–16, jotka tuskin kaipaa– vat lähempää reititystä. Huomautettakoon ainoastaan, että polkimen 4–8 kanssa yhteenkytketty tanko 32 uurteen 101 välityksellä on kiinni tel– kinha'asea 72, niin että ttVinha'an vivusta 78 johtuva liike voi tapah– tua ilman, että tangon 62 Ja polkimen tarvitsee seurata tämän liikkeen mukana ja että elkinhaka 72 vipuun 29 kiinnitetyn jousen 102 avulla Pysyy työasennossa. Kun kuljettaja painaa isäeivipua 31 alaspäin ja si– ten. tango n 30 välityksellä suoristaa vipunlvelen 74–,75.niin luisuu sen tappi 76 telkinha'an 1? luisua pintaa 103 pitkin ja paw– 'an.jousen 102 vaikutusta vastaan, takaisin.kunne? tppi 76 saavuttaa telkin– haan «.arjen, jonka jälkeen telkinhaka jousen 102 vaikutuksesta putoaa hakaan ja kiinnittää tapin ja vipunivel tulee tällölr klirrltettyä. Laite voidaan» kuten edellä,1o:on huomattu, kehittää edelleen i:::hf.r suuntaan, että johtopyörän hyppäyksestä johtunut automaattinen k33ipyöräolijauksen jälleen kiinnikytkentä ja uranpuhdistajan liike saa– vat aitaan moottorin sytytyksen Katkaisun. jot.*a kulje*ta.1a räjähdyk– sien äkkiä l–iiiepfa fMM varoituksen,1a jotta jarruttaminen helpot– tuisi. Mutta tietysti on laite tehiaúâ niin, että sytytys el katkea, ¦Jos ku33j.etta.1a tahallaan painamalla polfinta 48(kuv.7)kohoit.taa johto–* pyörän kiinnlkytkien kasipy3r and en.1 auksen, sillä silloinhan on kuljetta– jan käsipyörän avulla ohjattava automobiili radalta eikä moottori oaa lakata käymästä. Tätä tarkoitusta varten sovitettu laite on näytetty kuviossa 7 ja suuremmassa mittakaavassa kuvioissa 17–19* Kulmavipu 37, 38, joka Johtovivun kohol itämiseksi ja käslpyörä– ohjauksen jälleen kytkemiseksi, je Ui*n 39 avulla tulee vedettyä oikeal– le (kuv»7),kun syystä tai toisesta vipunivel 7,75 päästetään irti,on tangon JOU. välityksellä kiinnitetty kytklnosan TO* varteen 105• Kytkin– osa 106 on kääntyvästl kiinnitetty automobiilin kehyksessä olevaan akse– liin 107 ja on se laakeroitu sivuttain liikkuvasti. Johtuen jousen 108 paineesta kiinnikytkeytyy osa 106 osaan Io9» joka myöskin on –teääntyvastt sovitettu akselin 107 ympäri. K1 irtnikytkentä tapahtuu kytkinhampaitten TJO avulla. Kytkirosaan on kiinnitetty kosketinjousi 111, joka laattaa kahden eristetysti akselista asetetun toisistaan erillä olevan kosketti– men TI? ja 113 yli. Kosketin II?, on sokeakosketin, koskettimen 113 ol– lessa yhdistetty kaakelin II4 välityksellä,piirustuksessa el esitetyn käyttömoottorin Bytytysmagn?*1'"in lyhytsulkukoskettimeen.Johtopyörän ol– lessa alaslaskettuna lepää kosketinjousl 111 sokeakoskettlmella 112,jo– ten se el vaikuta moottorin sytytykseen. Jos sitävastoin johtokisxolla olevan esteen johdosta johtopyörä,4–, uranpuhdistajan 6 kohoamisen täh– den, tulee kohotettua jousen 39 avulla,niin väänt??. 37,38 t.ano–n 10U iq v.ir«n 105 väli t,vk*»11* kytkirm tqa mS«rs*yr kulman suhteessa akseliin IO/, ja koska kytkinosa 106 on hampaitten Ilo avulla kytketty osaan

109* niin Kääntyy tämä, ja kjtklnjousi 111 siirtyy sokea– koskettimelta 112 Vopkt–ttimelle 113* Täten sulkeutuu moottorin sytytys– kynttilään kulkeva magneetti virta–, n|»l+t?in roottori f. kanssa kosketukses– sa olevan vaununkehyksen ja koskettimen II3 yhdistetyn johdon 114 kautta Moottorin sytytyskynt.tllät jäävät siis ilman virtaa ja r.oottorl lattaa käymästä. Jotta tämä virtapiirin ivhytsulku ei t»pahtni«i (?niotnkun joh– 7?// : –tl– topvorār konotfttarir–en ? po Heime st a U.?5. on kvtklh– TOr osa/varustettu sen ympäri kulkevalla uralla,.josta II7*n kohdalla laa– keroidun kulmavivun 118,'«9 sakara 116 saa Johtonsa.vivun 119 toisessa paäösä on rulla 120, jonka kanssa kulmavjvun 84,35 yhteydessä oleva vi– pu 121 voi tulla kosketuksiin. T??n? tapahtuo Miloinkun poljin 48 pai– netaan alas Ja kulmavipu 84,85 kääntyy vastaavalla tavalla. Vipu 121 pai– naa siiloin rullan kuviossa 17 pilkutetuilla. vHvoilln näytetystä asen– nosta takaisin täysinäisillä viivoilla näytettyyn asentoon, kulrcavipun 118,119 kääntyy vastaavassa määrässä Ja sakara lié saa aikaan sen,että kytkinosa 106, Jousen 108 vaikutusta vastaan, –siirtyy vasemmalle (kuv.I niin että hampaat Ilo kytklnoslssa 106 Ja 109 irtaantuvat. Kytklnosan IOfi kääntö kulrcavivusta 37,38 ei tässä tapauksessa Johdit lcytkinosaan 109 Ja kosketinjousl 111 Jää siis sokeakoskettlmelle 112. Moottorin lyhytsulkua ei siis tapahdu Johtopyörää tahallaan kohotettaessarvaan ainoastaan silloinkuln Johtopyöra hyppää kiskolta uranpuhdlstajan vaiku– tuksesta. Lopuksi on huomattava, että kalkkia edellä selitettyjä laittei– ta voidaan rcyöskin käyttää sellaisissa li 1keneuvoieea, Jotka ovat varus– tetut hammastankoon kiinnitarttuvllla laitteilla. Patenttivaat iroukset. 1) Ohjauslaite automoilleihin, joiden pyörät ohjaukseen yhdis– tetyn, kulkutiehen asetetun Johtokiskon yhteydessä olevan Johtovivun avulla pahoitetaan kulkemaan määrättyjä kulkuratoja, tunnettu siitä,et–; t.ä kSsipyöräohjaus on silla tavalla yhdistetty ohjausvivuri kohoittami– seen Ja laskemiseen soveltuvaan kulje*tajan paikalta hoidettavaan oh– jauslaitteeseen, ette. laskettaessa ohjausvipu kesinohjaus irtikytkey– tyy, siinä tarkoituksessa,että kasipyöräohjaus voitaisiin saada itses– tään pidättäväksi, ilman että tämä itsestään päättäminen Kuitenkaan vaikuttaa häiritseväeti liikeneuvon ohjaamiseen ohjausvivun avulla. 2)patentt.i–vaatimuksen 1) mukainen ohjauslaite, tunnettu siitä, että käsipyörästä hoidetun ohjauslaitteen osan (kierukkapyörän 57*53, kuv..5–'i) Ja ohjausvivun (5*Okanssa yhdistetyn osan (akselin 53) välille on kytketty ky+kinosa (61), jota siirtämällä ohjausvipuun (5*26) johtavaan käyttölaitteeseen (tankoon 30) yhdistettyä ipua (50)voidaan kiinni–ja irtikytkeä. . 3)Patenttivaatlmuksen 2 mutainen ohjauslaite,tunnettu yeuraa– vista laitteista: a)oHjausvipua (5ij–)kannatavalle akselille (53)sovitetulta »jou– sen (62) vaikutuksen alaisesta kytkinosasta (61),joka el ole kääntyvä. mutta sensijaan pituussuuntaan liikkuva ja jossa on kytkinhanpaita (60)v h)kl.erutkapyöräetä (57)»joka on varus+ettuytkinhampailla (59), jotka joutuvat kosketuksiin siirrettävässä kytkinosassa (Uolevien kyt– Vinhani päitten (60) kanssa heti kun jousi (62)vaikut,taa kvtkinosaan (6Di c)johtovipukSyttölaitteeseen yhdistetystä vivusta (50)Joka on yhdistetty akselille (65) kääntyvästi sovitettuun osaar? (65,6l plus or minus),Joka vi– pua (50) sopivasti käännettäessä välikappaleen (66)avulla paijaa takai– sin kytkinosaa (61) vieteriä (62)vastaan ja tällöin pa.koittaa sen kierule käpyoran yhteydessä,kun sensijaan vipua (50) käännettäessä vastakkai– seen suuntaan jousi saa vaikuttaa ja asettaa tällöin kytkimen entiseen asentoon. i Patenttivaatimusten I–3 mukainen ohjauslaite, tunnettu siitä, että johtovivun (5)k?}yttölaite (31,35, 57,38,30,29,26) tulee kiinni pidet– (työ jousen (39)palnetta vastaan,joka koettaa kohoittaa johtovipua.kuljet 7VI> –I3– tajan palkalta sopivasti palklwen (US)avulla irroltettavan telklnha an (2) avulla (kuv.U)|72,kuv*7)* patenttivaatimuksen 4)mukainen ohjauslaite, tunnettu silta, että teîkinhaka (72,kuv.7) ohjausvivun ohjauslaitteen telkitseiniseksl.jousen (39) vaikutusta nastaan voidaan saada ottamaan kiinni vipuni ve– len (7,75) tapista (76). 6)Patenttivaatiinusten 1–5 mukainen ohjauslaite, tunnettu siitä, että kääntyvä ralteenpuMistaja (6)on sovitettu johtovivun (5lpäässä olevan johtopyörän eteen, ja on raiteenpuhdistaja tankoyhteyaen avulla niin yhdistetty johtovivun johtolaitteen teikinhakaan (72,kuv–7),että raiteenpuhdistajan kohotessa johtokiskoi'.a sillä olevan esteen tähden telkinhaka irtaantuu sekä seurauksena tästS kiinni kytkeytyy käsipyörä– ohjauB ja johtovipu kohoaa automaat t isâstl. 7)PatenttlvaatiTnu8tfen 5 ja 6 multai nen ohjauslaite, tunnettu siitä,että vipu (37) on kiinnitetty ralteenpuhdletajaan (6,kuv.8),joka tangon (90)avulia on yhdistetty etummaiseen akseliin laakeroi twin vi– puun (fg)joka taasen puolestaan tangon (SO)välityksellä on yhteydesr«*! tplklnha'sn (72)karssa, joka telkJteee vipunlvelen (7,75),ni in että raiteenpuhdistaja voi työntää takaisin telklnha'an ja vapauttaa vipuni– velen. 8)Patenttivaatimuaten 1–7 mukainen ohjauslaite, tunnettu eil– t.ä,ette johtovivun ohjauslaitteeseen on irroitettavasti' kytketty kytkin– osa, Joka raiteenpi;hdietajarj irrolttaessa ohjauslaitteen telkinnän saa aikaan moottorivirtapiirinfJhyt–sulun »jolloin kuitenkin kytkentä käyt– tölaitteen ja kytklnosan roinia lakkaa, tulkinnan vapauttamisen ta– pahtuessa tahallisesti, automobiilin kuljettajan painaessa poljlnta. 9)Patenttlvaatimuksen 6) mnkMner ohjauslaite, tunnettu alla lue– telluista laitteista; a)ohjau8laitteeBeen kyt.ketyp + g osasta (kuimavivus+.a 37,33,kUY. I/,IB,I9) 1.1 oka tangon (IOifJvälitykeellä on yhteydessä kiinteän akselin (I07)ympäri liikkuvan kytklnosan (I06)kanssa,jolloin se ohjauslaitetta liikuteltaessa kieppuu; h) jousesta (ioö) * joka tavallisesti pitää kytkinosaa (I06)yh– teyilessä toisen kytklnosan (I09)kanssa, jonka koeketinjousJ(lllllppo– asennost.a on sokeakoskettimella (112),mutta joka kytklnosan (I06)mai– ritun liikkeen Johdosta ellrtyy moottorlsytytysvirtaplirln lyhytBulun aikaansaamiseksi tarkoitetulle kosketjiraelle (113) • c)kytkinosan (I06)yhteydeeaä olevasta kulmavlvueta I II£, 119). Joka poiminta (H8)painettaessa kääntyy ulospäin jousen (I08)palnetta vastaan pnlkiroen yhteydessä olevan vivun (I2l)avulla, sillä tavalla,e+te toinen kytkinosa Irtaantuu toisen kytklnosan yhteydestä* –11 – vaenster (fig. 19), so that tandningen between koppllngedelarna 110 106 109 kommer ooh ur into engagement. I'm twisting of the kopplingsstycket 106 from the arm–vlnkelhaev 37.38 oeverfoeres Therefore it is in this case Icke LANGRE pa connecting part 109, 111 och kontaktfjaedern kvarfcllvr aaerfoer a fcllndkontakten 112 Sn kortslutning av motor via vid I avsiktlig hoejning av styrhaevarmen aeger weather Lunda Icke run, utan endast vid I sadan, som foeraniedes av sparraensarena hoejning at the rullens urhoppning ur groove. Bet Skall till elut bemaerkas, in that under the above–described anordningar aeven kunna finna to use up at the saddna fordon, vilka Aro each provided with an ordningar for ingiipande i do not kuggstang. Patentans–prak. 1) drill for Automobiler, lively hjul by means of a med–controls the Groningen The union, by means of a i i Farhan foerlagd styrakena into engagement staende styrhaevarra tvingas att Lopa a "relationships determined farhanor, the total diameter characterized in that the drive means for handhjulastyrningen AER sa foebunden ned for the infoetan–de och av utryckning styrhaevarmen tjaenande, from the foerarens plats manoevrer, "bara control device, in that vid styrhaevarmens an insertion from the hanaestyrningen–kopplas, under det att vid styrhaevarmens upphoejning denBammainkopplas, i aim of the

present att kunna perform an handhjulsstyrningen sjaelvhaemmande, utan att dock ratio sjaelvhammanae Inverkar stoerande pa On the vehicle by means controls the type of control–havarmen. 2) the control device erfligt patentansprak l), kaermeteoknad oeaerav, between att det from the handhjulet driven in organet 1 styrartordningen (snaeckhjul 57 5fl * i. ig. 5–6) and det med styrhaevarmen (54), are connected to or>; anet (the shaft 53) are inkopplad I kopplingadel (61), the edge throug Owing to svaengning I m med ett till the btyrhavarmen (5.26) Forand drivrk (Btangen 30) Foerenade haevarm (50) can till the frankopplas Science * 3) control arrangement as claimed in patentansprak?), characterized them–danstaende anordningar: a) I do not pa en styrhaevarmen (54 –) uppbaerande axel (53 I arranged, un–der inverkan av a spring (62) staende coupling part (61), sm Icke AER vrid–D AROMEN other hand, if fttfrskjutbar Science in the longitudinal direction which is provided with Kopp lingstaender (t>) generating a snaeckhjul (57) »is provided with kopplingstaender (59). –12 – vilka korama engagement with one kopplings s ander (60) in the foerskjiUbara 7–opp lingsdelen (6l), so anart of the cassettes be affected to av to the spring (62), c) I do not med styrhaevarmsdrlvanordningen Foerbundet haevatang (50), which is connected to the shaft pa en (65) pivotally arranged arm (63.6), which, when A suitable svaengning havarmen av {50) with tillhjaelp av ett melianstycke (66) Tryckeri tillbaka the connecting part (61) gaps fjaederns (62) Verkan och thus been brought, said device ur interaction with the snaeckftjuiet, under det att vid of mot–satta svaengningen avjhaevarmen (50) to the spring, coming to the Verkan och thus been aterstaeller the coupling. air) patentansprak control device according to the D–3) thereof can kunnetecknad in that the drive means (31,35,37 33,30,29,26 *) for styrhaevarmen (5) against the pressure audiovisual a spring (39) which Boeker in that the Hoeja styrhaevarmen, fasthalles from the foerarens by means of a suitably's seat by means of a pedal () ut \ o »bart spaerrorgan (M–2) (Tig * 0 (72 * ig. 7). 5) The control arrangement according to patentansprak k) s outside the home characterized in that the spaerrorganet (72, T? lg * 7) i och TO? spaerrning etyrhaevarmenB control arrangement av, av Verkan against a spring (39), national is brought into engagement with a pin (76) a ett knaehaevtyg (7.75). 6) The control device according to patentansprak l) –5), characterized in total diameter in that a pivotable sparraensare (6) is arranged styrrulliJn a.styrhaevar In front of the nozzle (5), the edge sparraensare By means of stangfoerbindelse I AER SSconnected with the spaerrorganet (72;? ig. 7) to the control device for styrhaevarmen in that the grooves at the raensarens hoejning oever 3tyrskenan, pa grund av ett in the latter check befintligt hinder, spaerrorganet is triggered och i foeljd outside the home inkoppling av handhjulu type of control–och av upphoejning styrhaevarmen automatiskt aeger rum * 7) 3tyranordning patentansprak according SU) * outside the home characterized in that a haevarm (87) is connected a sparraenBaren (6,5 'ig.s), the edge by means of a Stang (90) is connected by a framre a of the shaft journalled haevarm (78) which a; Sida sin is once again by means of a Stang (SO) grlper ln i spaerrhaken (72), as for the studs–knaehaevtyget (7.75), so that spaerrhaken national skjutas tillbaka from the ssarraensaren Science knaehaevtyget frigoeres. 8) The control device according to patentansprak l) –7), characterized in total diameter in that the control arrangement med styrhaevarmens AER loesbart flammankoppiat kopplings I–del, which, when the control device utloesning–a | flpaerrnlng from the sparraensaren, astad–kommer motorstroemkretsens kortslutning, wherein the coupling emellertid between the drive device cch koppilngsdelen upphaevea, da sparrets utloesning takes place in the audiovisual –13 – siktllgt, vid det att bilfoeraren nedtrycker pedalen. 9) 3tyranordnlng according to patentansprak 8), characterized staende–anordningar below: ft), the control device that 1 inkopplat means (vinkemaevarmen 37 »38» Ptg. 17,18,19), by means of a vilket laenk (10 * 0 AR foerenat I omkring by means of a fast–axis (107) pivotable coupling part (106), whereby said device at the ut 'eller' – 'inryckning control device svaenges b) a spring (108), which usually Haller coupling part (106) into engagement with one I I will give a coupling part (1oe9), Vice kontaktfjaeder (111) i–Vilo laege befinner signal a I bllndkontalt (112), which, when the men omnaemnda turnable, Groningen av koppilngsdelen (106) oeverfoeres pa den for kortslutningen av.mo–tortandstroemkretsen intended one contact (for –II3) »0) med en koppilngsdelen (106) i communicates staende vinkPlhaev–ara (118.119)» which, when nedtryckning av en pedal (> 1–9) tillhjaelp av med en By means of this example, are connected arm (121) svaenges outwards and daerigenom foerskjuter the ena koppilngsdelen (106), against the pressure av a spring (108), the head engaged, at * ur kommer said device into engagement with a corresponding coupling part (109). </4.. / o / o. / f / / v *. '\–l august scherl, berlin, germany. Drive automobiilelhin «This invention relates to a power cars (automobiles) the control device,.1 a is its mold control device connected to the control lever, which interval * lcytkimen makes keeping with the guiding wheel or handlebars of the–road or street embedded johtokiskossa, so that the carriage of this due to tokiskon allow Guest access is guided and walk down the ra–pitkin.Taellaisen device is designed to be able to arrange suhteei tion of narrow flow lines with wheels kulkevat.Faemae orbits can be in fact be equipped with the usual margin of the street with embedded "with a smooth margin, for example, litteaerautakiekoilla. cement, asphalt, and the like on and the hereby achieved that the automobiles can travel satis–nee8ti and quickly ordinary road, without any path across the width distance thereof needs to be equipped with a special margin * If such a control device as a car equipped with the mobile device so that an vaunuShjaaja at taliansa can lift control lever ohjauskjskosta And again, count it, and so on, the wagon, the control lever in the uplifted, to be the usual way ohflata eight–wheel, so this is the advantage that the wagon In the latter case, can travel any road may be, for example, vaeietaeaekseen or go to the page or passing along such roads "that are not at issue in the lead with the rails, while the control lever is connected to the driver ceases to work because he does not have the makings of any of the auto–mobile control. When fitting such a device in the practice occurs, however, a number of difficulties and this application is intended to overcome the difficulties itama. These difficulties are eeuraavat: As is known, aut.omobiHeissae hand wheel gear–ing device so that it is running meters, more or less self–locking, so that each small road to the barrier can get your lost hegemony icul.letta.1aa an automobile steering equipment yli.Automaattisesti ojattaessa – to the combined onjausvivun passing through a lauski Ukko, el it, instead of mediation have to be a self–hold. taevs, but have the opposite to be as vastuskyvytkin – Pkslnnoen that obtained by these two opposing terms of time, so that the kaeeipyoe–ravaelitys Johtovivun pushed forward rail automatically dissociation, as well Johtovivun rises again automatically attaches the rail. Hand wheel broker can then put in an arbitrary amounts itsepidaettaevaekel without automaattlsta control device needs to ohjausvivus–kaeyttaeae.tsmaen is in operation. Another difficulty is the fact "that, niinpiankun is a matter of

setting the guide rail to public roads which other vehicles will use the, need to use a grooved rail, Jonkaattassa Idler flange rotates. However, you must always take into account the possibility that the wheel groove blockage can jump off and turn this into a hazard, because, as the above mainittjjrJohtovlvun via an automobile automatic control during the kaeslpyoeraeohjaus is removed and the driver is connected to the first, order derailment occurs, auto–mobile Cord Wheel Again, can 't get the trolley rail. Keksiraioen according to the Sitec to overcome this difficulty., Ettae.lohtopyoeraen jumped diskolta stomped olevar obstruction star, kaesipyoerakytkln Again automat–ically switches, NLIN that the driver immediately gets domination of an automobile over. According to the invention help then the driver is also ge.ettae au–tomobiileihin, By the rae.Jaehdysmoottorit use is made of such a device that automatically stops the engine ignition as soon as the amount Johtopyoe, not intended for hypppp management of the rail groove. Engine explosion–Sien abrupt termination of the driver at the time of the wake, so that he can set up an automobile s) connected to a suitable manner the hand–wheel steering. It not only affects the engine, the ignition fail, the braking automoblHiin, so that the damage will stop the nun it easier. But, of course, is lait.e so constructed that ignition does not cease silloinkun the driver intentionally Kohottaa.lohtopyoeraen.koska trolley case almost always Shipping is still included in the accompanying drawings is a v–avainnollistettu. Kuv.l itself is a plan view kaeyttoesyeteemistae which the invention kohdis'v. Figures 2–4 show the operating lever to the front carriage bearing shaft, as well as a decrease in Kohoitus And you sat in the driver's palkalta.Kaviot 5 and 6 illustrate a device that allows johtovlpua ki Inni–ed. kaeslpyoeraeohjaus is disengaged, and the vastoin.Kuviot. 7–19 VISIB 'iv'! 'S casinos wheel steering to the automatic switching Ylirju lohtopyoer and jumped Joht.okiskon's career, 1 * Figures 15–19 seemed to especially drive motor eytvt.vHvirran automatic cut–off for gauge jumped Johtokiskolta. shown in Figure 1, the kaeyttoeflvsteejnJr the street or the two–tielle.npetpttu kulfcukiskoa 2, scholars are finding the distance is equal to the automobil cut £ P3 normally used pyoeraev? phenyl between the piece and their Distribution Management 3 »jokaon formed in grooved rail. This spins the wheel 4, jc, which is mounted on an automobile control unit connected to the lever 5.Jol–lei an automobile KaesiohJauKsenta not entett.g, so will the automobile cable rail using guided fculkukiskoja 2 along with driver el silloift need to worry about control. Joa r \ y * o> \ 1ausvJpu 5 is placed in a base so that the driver can milldin any Kohoittaa it up, so that the truck can be controlled by means of kaesipyoersn, so the driver can milloir, deviate from any of the path, for example, when he wants to drive a second vehicle page, or, where is found only in a single–track road, dodge against future vaunua.Kuviossa 1 is assumed "that the track is usually set to flow to the street or highway. Naturally, the facility can also be a kind of "special track that is set off the road and can be wire–kiskona about when to use?.. Vt <? Nolkioekoa in which management wheel is rotating. Against '. Aantulo and sivuutuskohtiin should then put the special blades. As already mentioned, the £ Inrjestaeae have to, so that the driver can place ad libitum kohoittaa and calculate loMopyoeraeae And then there would be no difficulty in the hand wheel control Jtsejarrutuksesta. A by adapting to solve this task is shown in Figures 2–4, which show the first two. Jorovl lever bearing a mobile car seen from above, and at section sa »kuvionlesittaessae stick to the latter – and irt.jkytkennn angle 77 ni / driver's seat sekr in the context of the ksipyoeraeohjauksen connections along the guide rail 3, which in this is thought to be vignolkisko, rotates. wire wheel k. Oct is mounted on ohjausvlpuun 5.Pyoeraen 1 in front of the uttupuMIBtaJa 6. Toeka is secured to the shaft ny lohtopyoereto–Vaejausvi! Pu 5. Oct has two parts, is not attached to the vehicle frame, since this is down: | | a flexible area in relationship to vaubut. axis, but the caravan the foremost akselissa8, In the spring of the beam 9 through 10 should the vehicle frame. Above the front axle, kaskelle it, is adapted to vertically standing pin 11 '. Lonka around the bar 12 to move took' vaakasuoi'a «?. tasossa.Pflkir: Pushed by either end of the pins 13 »To which pro–Jausvivun 5 OSAF both of which are attached to the ears 14 – avulla.Otijausvipu niinroriotr can move down the Y3 OS, and at the same time to get around seks vav <? ympaeri.k1 pin 11 directly erukkajou * »t t5 while also weighing sitae.la john pulleys down the rail 3 vastaan.palkkiin 12 is moreover secured to the back anko * 16, any ear is pitkinpalr 17.if the slit s, makes it caught the scent control axis 20 in the pin 19 This shaft 20 is a known way connected to the rod 21 via a wagon axle to the island 22 Each guide rail 3 curvature caused by * ijrgon 16 oscillation may then with the control shaft 20 layout Conducted And the fact / responsible for the carriage control, so that it accurately can follow the guide rail curvatures. "The idler disk kohoittamieeksi JSytyy Johtovivun 'j attached below the bent cross bar 23, the underside of each wheel is a cross–ristetty.Taetae rod 23 against a similar manner to the shaped roll 24 asettua.Rulla 21 rotates the lever 26 from the pin 25. lever shaft 26 is kiinnikiilattu 2 /,. which is mounted on the front axle 3 to the ears 23 Likellae end of the shaft 27 is fixed to the handle 29, with the rod 30 Which is combined. This is a fermented clarified the Ile that the. the rod 30 is moved in its pituussuurmas, the influence of the lever 29 also VITM 26 and the roller vanssa? i.oaa H or co–laskee.J03 roller 24 – moves upwardly, m i.. 3e is set Johtovivussa H paikfcitankoa the catch 23 and against still IUkVuessa koinolttaa Johtovivun And Johtopyfiruen 'J–Vj springs out of the rail pressure. The rod 30 is connected to the Tipuun 3I (kuv.U), Jr.,>. Has a 32iden 'The case for the wagon body mounted in the cover–to–wall 33.Kytkentae providing a rod attached to the 35.1 and 36 of the pivoted–dun kulnuv 1 / un 37.38 using the. Figure 4 it is apparent that the leadership of the lever is disconnected as soon as the ksivlpu JT glider;'s ylaemaein. T> 1ltute–position indicated by lines, muiia that for gauge–py' RL1–jc–tokiskolia, part of the usual lines Animations * DP * i «a for gauge irtlkytkemisen umkaan invention will now need to be able to take place very quickly without any effort on the power of lcul.1etta.Jan side, the true decoupling: usually is necessary only when the road–on.Jokin este.Ja the driver then they need to be Tuesday, ready to take the directed? the wagon fcaestpyoeraen avulla.Ja he lnmuo nl–d> is not in el hands–free translation of the lever 3 r. This. purpose, as can be found in strong tension spring 39 »every 40: th is mounted on the carriage frame and an MI of the angle lever is attached to the spring 33 attempts to pull the lever 38 and, 4n * nnodoin also oivalle rod 30, kuv.U. and coupled IRM 1ortoT »yor? r.. Lots remain in the normal position in accordance resistance of the spring 39 teitinha'an U2 effect by means of a cantilever mid–43 via ti1nni keep the angle of the lever 37.38. TIVinfcaYa is kHnnikl? Painted to the short axis 44. Which is torsionally mounted in the ear 45 and at the other side is paeaeesae / IPU 46 to which tar) 0 47 which is provided with Y? '– ~ R. \ T vllq fit into the slot 11a poikine 43, 43 is yhdistetty.Poljinta down when printing telkinhaka U2 turns in such a way ett?: the compartment 4? yppqntnn, this case will start the spring 39 vntlpihns And it gets aikaar tovivun–kehoituk it. Hand lever comes–in No figure in a primed lines the indicated

position. If the cord is connected to the lever again, "need to kuljetk–jan, but to press the lever 31 Alae, sifctenkun he first has set an automotive equivalent of a stable position. As noted above, it is arranged in such a way that when the wheel is calculated by wire or kehoitettava, takes place in the same hand pyoeraeohjaukaen Letting automatic emergency, practical, and nlkytkertae.. For this purpose, as shown in Figure 4, the lever 50 mounted on the deformable control – 49 jauspesaean The lever 50 is elongated and do groove 51 having a rod 30 attached to the pin 52 when the rod 30 liikkuu.samalla 13lkiitetaeaen jihtopyoeraen float! ttami3eksJ or lower the lever 50 also rotates What follows here is laeherwuin shown in Figures 5 and 6 Control Valve body 49 is mounted on the steering shaft 53 *. In another Paananen is attached to the steering lever 54. | 'Thorn in the usual way has been yhdie axis of the tibia, ni I n the autornohi ili will be guided leuten usually screw: –. 55 allows the rod iota.. 56.1 via a Kslpyoeraen can – c3aan vaeaentaeae.la October is connected to the K1 eruKKapyoeraen 57 Kanssa.Taemae fcleruk–kapyoerae 5 / Off is not ohjausakseliasa 53.vaan it can be kiinnl and ir tikytkeae post 50 avulla.Pierukkapyoerae 57 is provided with a certain distance – rate of the steering shaft 53 around the wide ring 53. Oct is provided with internal teeth 59.jotka may have a second kosketufcsiin »ohjausalcselilla to 53, siirrelt.pvaen, but not Translating R3N t Vy * § ~ 61 Kinorn Dental tattooed "ring 60 around the coupling part Kanssa.Taemaen vair affect jouel 62, which receives the SAN kosketukseer teeth of the worm wheel 59 kanssa.1a try to keep it in the asennossa.Ky> 1 Nosa 61 can be moved However, fcftae back pressure, so that It dissociation herein Kosketuksesta.Taemae of the steering shaft 53 around the pin ft–tyvaestl not olerarvfjj, the ring 64 of the protuberance 63 avulla.Renkaan.la SNC–64–f 61 klnosan hedgehog found in another of the control shaft 53 arranged around the lolllnra ring 66 having a groove 6 (49 screwed into the pin housing 63 moves, then ETTI The ring 66 can be moved, but eil to translate. If the lever 50 is turned to the rod 30 by means of. Oct to convey roller 24 3I movement of the hand lever (kuv.4), so as to influence the protuberance 63 faces the kololliseen ring in such a way that it pushes the sitae.pes? ARJ direction (to the right paln) 5 kuvlossa. vulkanisoi.ui ring 66 to affect the fibers of the intermediate plate or the like manufactured by means of the switch 69.1 61 with the teeth 60 a contact with the helical wheel 57 hampaitten.59 ceases. The steering gear handwheel in yhfll st *,? screw 5c Come come off when the contact ohjausakseiir. Vanssa **, 1a control device is. n3 inrrvofloln disengaged, already? y * lever 50 is moved in the opposite direction to release the ring 66, Ia switch is set to its former position 60,59 of the spring 62 is then vaikutuksesta.Laite such ett? "followed by disconnection of the rod moves to the left (kuv.4) and the guide wheel 4 – settles service nections in and Off Switch seuraa.kuu rod idler 30 kohoitta–T3i3? KSI to the right. It is therefore achieved what haluttiin.ninlir tala, take for gauge is down to calculate t \ 'r? kaeslpyoeraeoujaos gi * off–on, and as soon as you already} * kohelletaan pulleys, kiinnifcy interrupted taesipyoerae control auto hi i? eoti. R? Hsn up–explained practice sovlttamis device H is an extract from the>.,. * U consider the fact that the use of grooved rail johtokiskona wire wheel from time to time you can jump off "because the groove is easily clogged. This is prevented as far as possible by placing uranpuhdistaja. But it may happen that this uranpuhdistaja ei.lakea to keep track clean so it does not go out, have SAE, of course, to put a mobile? v so that it can dodge those obstacles "that it can not be removed, 1a eyes cause I created an obstacle to the idler career derailment. If this happens, the car will have a mobile in danger, because, as explained above, the hand wheel control in the blink of an eye is disconnected or the driver not the car for mobile power. Job tarkaavainen.niin he is, he can not, of course, immediately turn kaesipyoeraeonjauksen, but need to be taken into account that the driver after having driven for a longer period of automatic control becomes more and more dangerous and does not notice tarkaamattomammaksl sllmaenraepysae. Hence the practice of this invention the following be agreed to live according to mi–arranged so that uranpuhdistajaen stumbleth the emerging–and pyoryn jumped urakiskolt.a place the hand wheel control automatic V_1 inrlkytkents.Taehaen purpose, use of the oscillations that occur when the urarpuMistaja encounters an obstacle that it can not be removed. construct which causes a change in the above–described device management control device for controlling the wheel, is illustrated in Figures 7–16 »Instead of the rod 30 Lock spring 39 is placed bets against the angle lever 42 by means of telkinha'an 37.33 (kuv.4), the lever 29 is fitted, by means of which, the rod 30 is moved, the lever 26 rises and falls. For this purpose the front axle 3 is fixed to the bracket / o / FIG.? /, In whom pivoting around a pin 71 telkinhaka sovitettu.Sitaepaitsi 72 has a pedestal 70 has a pin 73 around the swivel rod 74 – which forms the rod 75 rotating around the pin 76 vipunlvelen. rod 75 at one end of the lever 29 rotating around pin 77. Telkinha 'is now an aim of locking rod 30. If the seimittaein locks vipunlvelen 74.75 keskustapin 76, so will the lever 29 and with aa rod 30 shown in Figure 7 the position shown, wherein, the spring 39 against tension lever 26 is down and consequently the wire wheel of the rail urasBa and as a result the lever 50 position onjauspesaessae is knsipyoraeohjaus 3rtiky £ ketyksi. If, on the other hand, telkinhaka 72 is pulled back (to the right in Figure 7), the release kesKustappl vlpunivel and 76 turns, so that the rod 30 can keep track of bets spring 39 and de–energizes the idler K.1a. attached to the hand wheel steering pouring lever 50 Telkinha / an? 2 tapptnsa TI occurring around the lock, 1a irroittanilBeen the necessary business can be done in two ways, namely, in>. kJekonpuhdistaejasta No – Which will be explained later in more detail – the lever 73 through the or also in the driver's seat of the pedal M–3–a on page which atlaspa! nam for, just as in Fig causes the wire wheel kohoit.tamisen, 1a hand wheel control kilnnlkytkemieen. Namely, the lever 73 is provided with a pin 79, to which rod 80 is pivotally attached. Rod 30 is attached to the other end of the pin 72 telklnha'assa 31, the same pin 31 is not only attached to the trestle 70 due to Tonsa receiving the rod 32, which koepden 33 is connected via vlvun 6.85 kultna–3H–the one end of the cover and also its sons 47.1 8 * If the pedal is pressed down, the spring 36 against tension, the rope hydrogen telkinftakaa 33 to the right (FIG. /) and PTO lever is released », the same movement of the lever 73 is caused vipunivelelle pukatessa tank.oa SO right (Fig,.7). Both methods can therefore be vjpu much, and thus the «} 7–9 released, so that in both cases, the hand pyoeraeoh ja.us kiinnikytkeytyy. just explained for "Hand wheel steering kiin.niY.ytkennaen the actuating movement of the lever 73, starting from kiskonuranpuhdlstajasta, displaying tuvioissa 3 and 9 of the rail groove cleaner 6 is sovietu knaentyvssti tfohtopyoerae * 7 and the shaft 4 is firmly attached to the upwardly directed lever 37, at which the pin 33 is in communication with explanations for 39 o'clock position (kuv.9) of secondary shaft 90 with the same. The second shaft 90 Paar, «» cr spike '91 is opposite the tHS 92. Iok or closed–in hollow shaft 93 * This moves the carriage to the front activity?; Aliir (! <rotatably mounted around the shaft 27 and has its other end i – ing

said lever 73, a torsion right set (fig. 7) causes the lever pivot 7 i \? irttpaeaeston, as described above. uranpuhdistaja if the groove 6 increases due to an obstacle, jofca is so large that it salni of wheel 4 on the rail derailment, then perform the uranpuhdistajassa | lever 8 / torque corresponding to the right (kuv.3). as a result, the rod 90 moves to the right and nastoineen 91 pin fest lever clockwise 92.taelloein–ment hollow shaft 93 and attached to the lever 70 to the right to vipunlvelen 7h.75 separation occurs. of the device shown in Figures 10 to 12 it is apparent that the control lever bars and rods 5 are at their ends provided with lugs 9 * 4 –,. States four idler shaft 7 is journalled. Management Wheel rotates on the shaft 95 by means of a ball marker. The shaft 7 at the ends of the tappeihir nran 96 is attached to the 6–cleaner, 1a is molded in a suitable plate. The interlocking screw 97 "which is attached at one ear 9" v.eeser the protrusion r 93.1a.loka uranpuhdistajan lever 37 is up against a restriction of the relaxed–rnan kisfcoon other. Cleaners lowered until it's tip–99 is going to be very close to the bottom of the guide rail. The tip of the 99–channel c «The cleaner it is not only equipped with a projection tu TOO. If the cleaner slides in a groove in the barrier function so that it rises yet more first group of tip 59 and then through the projection IOO, and hi–t.smae lahdus is large enough to bring about 7.75 vipunlvelen release of the lever 87 via the. But as soon as this occurs »vefaeae spring 39.kuten above, the rod 30 back, and then it becomes not only klirmikytkettyae steering hand wheel, lever, but also lead wire 5 and the uplifted up roller 4. Thus, it becomes uranpuhdistaja completely elevated and there is no obstacle, if the driver wants to re–steer the car back into the groove of the mobile. 7H–lever joint.75 and nearby parts are shown on an enlarged right proportion and in different parts of the Figures 13–16, which needs little closer to the VAT–routing. It is noted only that the pedal 4–8 interconnected with the rod 101 through the groove 32 is closed tel–kinha'asea 72 so that the lever 78 ttVinha'an resulting from the movement may take place without the rod 62 and the pedal needs to follow this movement is involved, and elkinhaka 72 of the lever 29 attached to the spring 102 through Remains in the working position. When the driver presses down on the isaeeivipua 31 and thus. Tango 30 through to straighten vipunlvelen 74 –, 75.niin slipping the pin 76 telkinha'an 1? slip along the surface 103 and the paw–'an.jousen 102 against the action of takaisin.kunne? 76 TPPI achieve telkin–hook '. everyday life, after which telkinhaka the influence of the spring 102 and the hook falls to secure the pin and the lever will pivot taelloelr klirrltettyae. The device can be "as above, 1o: it has been observed to further develop the i::: hf.r direction that the leadership of the wheel due to the jump in auto k33ipyoeraeolijauksen again closed the connection and uranpuhdistajan business are given the ignition of the engine cut–off fence. jot. * a * transport ta.1a explosion suddenly Sien–l–iiiepfa FMM warning, 1a braking in order to facilitate the reset. But, of course, is a device tehiaua so that the ignition el break, | If ku33j.etta.1a deliberately pressing POLFIN 48 set (fig. 7) kohoit.taa management * wheel kiinnlkytkien kasipy3r and en.1 auksen, for then is the driver's hand wheel using controlled car mobile race and the engine quit attending dec.. adapted for this purpose, the device shown in Figure 7 and on a larger scale in Figures 17–19 * The angle lever 37, 38 which Johtovivun kohol germination and kaeslpyoerae control to turn again, Ui * s through 39 will be pulled to the right (in FIG » 7) where for one reason or another 7.75 pivot lever is released, the rod DEC. through the attached kytklnosan TO * 105 • The coupling arm portion 106 is attached to an automobile kaeaentyvaestl frame of the shaft 107 and is mounted on movable sideways. Due to the pressure of the spring 108 parts kiinnikytkeytyy portion 106 Io9 ", which is also teaaentyvastt arranged around the axis 107. K1 irtnikytkentae takes place by means of kytkinhampaitten TJO. Kytkirosaan is attached to the contact spring 111 on the plate two insulated from the shaft set apart portions of the contact against the TI? and more than 113. Contact II?, It is sokeakosketin, the contact 113 being connected to the tile II4 through the drawing el the drive motor Bytytysmagn? * 1 "'in the lyhytsulkukoskettimeen.Johtopyoeraen being lowered resting kosketinjousl 111 sokeakoskettlmella 112, already as it el affect the engine ignition. If, on the other hand, johtokisxolla an obstacle due to wire wheel, 4 –, 6 uranpuhdistajan increase in the residues, it is elevated by means of the spring 39, the torsion spring; cyli?. 37.38 t.ano–10U v.ir IQ 's intermediate 105, wk * »11 * kytkirm TQA mS« rs * yr angle relative to the axis of the IO /, and because of the coupling teeth 106 is connected to a part of the joy of using the 109 * Turns as this one, and kjtklnjousi 111 moves the keyboard, blind–112–Vopkt ttimelle 113 * Thus closes the engine ignition candle passing the magnetic current, n | »I t? f in the rotor in contact therewith to the vehicle frame and the contact II3 composite conductor 114 through the motor sytytyskynt.tllaet are, therefore, no power and r.oottorl battens from attending. In order for this circuit is ivhytsulku's »pahtni« i (? niotnkun lead to 7? / /: tl–topvorar konotfttarir–en? Heime po st a U.? kvtklh–5 is part of the Tor / equipped to a circular groove. II7 * n which the quality of keroidun the bell crank 118, «9 square must Johtonsa.vivun 116 119 in the second main part of a roll of 120, of whom 84.35 kulmavjvun in connection with the vi–pu 121 may come into contact with. T?'s? tapahtuo Miloinkun pedal 48 is pressed down and the angle lever pivots 84,85 a similar manner. lever 121 presses the roller siiloin primed in Figure 17. vHvoilln shown in position to the full back position shown in solid lines, kulrcavipun corresponding to an amount of 118.119 turns and causes the jaw lie that the coupling 106, against the action of the spring 108, moves to the left, (so that the teeth kuv.I pleasure kytklnoslssa 106 and 109 are loosened. Kytklnosan IOfi pivot kulrcavivusta 37.38 You led in this case lcytkinosaan kosketinjousl 109 and 111 will therefore remain sokeakoskettlmelle engine 112 short–proliferation does not happen intentionally cable wheel kohotettaessarvaan only silloinkuln for gauge jumps the rail uranpuhdlstajan the influence of the. Finally, it is noted that the lime in the above–described apparatus for the rcyoeskin can be used in such 1keneuvoieea phenyl, Which are fitted to the rack–tions kiinnitarttuvllla devices. Patenttivaat iroukset. 1) automoilleihin control device, having wheels of a combined control, set in the path of the cable connection to the rail Johtovivun to upset to pass through flow paths laid, characterized in that; t.ae kSsipyoeraeohjaus is connected to the public in ohjausvivuri kohoittami–tion and calculation of the appropriate transport * Tajan the place to be treated control device, you do not. calculation of the control lever kesinohjaus irtikytkey expires, is for the purpose of eight–wheel steering to get itself to detain, without that self–termination of haeiritsevaeeti However, the impact on business advice to control the joystick. 2) patentt.i to claim 1), wherein the control device, characterized in that the handwheel is treated control apparatus portion (the worm wheel 57 * 53, Fig.. 5 – 'i) and control lever (5 * Okanssa of the combined part (shaft 53) from ky is connected to the kinosa (61) and moving the control lever (5 * 26) leading to the control device (bar 30) connected to the ipua (50) can be attached to and disconnected. . 3) Patenttivaatlmuksen 2 muddy control device, characterized yeuraa–following devices: a) the control lever

(5ij–) to a support shaft (53) from the matched »a spring (62) on the underground coupling part (61) which is pivotable el. but instead moving in the longitudinal direction and having a kytkinhanpaita (60) gn) kl.erutkapyoeraeetae (57) »which is equipped ettuytkinhampailla (59) in contact with a mobile coupling part (Uolevien Vinhani the ends of the coupling (60) as soon as the spring (62) influence, the kvtkinosaan (6Di c) johtovipukSyttoelaitteeseen combined with the lever (50) which is connected to the shaft (65) pivotally mounted osaar? (65.6 plus or minus l), which the lever (50) suitably turning the spacer (66), using the back Go ahead – sin coupling part (61) steel spring (62) against and then pa.koittaa the kierule kaepyoran, when instead the lever (50) is turned in the opposite direction of the spring may be affected and set then switches to its former position. I as claimed in claims I to 3, wherein the control device, characterized in that the johtovivun (5) D?} yttoelaite (31,35, 57,38,30,29,26) is kept closed–(TYA spring (39) against palnetta who tries kohoittaa johtovipua.kuljet 7VI> I3 – Tajan palkalta suitably palklwen (U.S.) by means of an irroltettavan telklnha (2) through (kuv.U) | 72, Fig 7 *) * according to claim 4), wherein the control device as a bridge that teikinhaka (72, kuv.7) of the control lever steering control telkitseiniseksl. spring (39) on the pin can be attached to the water–side vipuni (7,75) of a pin (76). 6) Patenttivaatiinusten 1–5, wherein the control device, characterized in that the swivel ralteenpuMistaja (6) is adapted to johtovivun (5lpaeaessae the front idler, and it is raiteenpuhdistaja tankoyhteyaen johtovivun connected by means of the guiding device teikinhakaan (72, Fig–7), the raiteenpuhdistajan rises pulled the cord. "as a barrier to the star telkinhaka dissociation, and as a result taestS stick turns the hand wheel–ohjauB and management of the lever rises automatically t isastl. 7) PatenttlvaatiTnu8tfen 5 and 6 Multai actuated control device, characterized in that the lever (37) is attached to the ralteenpuhdletajaan (6, kuv.8), which rod (90) is connected to the front helpfully shaft journalled lever with a twin (FG) from where they in turn bar (SO) via yhteydesr is «*! tplklnha'sn (72) EV, which telkJteee vipunlvelen (7.75), ni in the raiteenpuhdistaja can push back the release of telklnha'an and vipuni–Velen. 8) according to control Patenttivaatimuaten 1–7, characterized EIL t.ae, do not johtovivun control device is removably "connected to the connection part, any raiteenpi hdietajarj irrolttaessa telkinnaen control device provides a barrier moottorivirtapiirinfJhyt" However, when coupling the actuator, and kytklnosan roinia stops, the interpretation of the release occurs, the intent, an automobile driver presses the poljlnta. 9) Patenttlvaatimuksen 6) mnkMner control device, characterized through from the listed devices; a) ohjau8laitteeBeen kyt.ketyp g portion of (kuimavivus. 37,33 a, UKu. the I / IB, the I9) 1.1 thorn rod (IOifJvaelitykeellae is connected to the fixed axis (I07) around the rolling kytklnosan (I06), wherein the control device is moved swirls, h) a spring (IOO) * which normally keep the clutch parts (I06) teyilessae one another kytklnosan (I09) having a koeketinjousJ (llllppo–asennost.a is sokeakoskettimella (112), but which kytklnosan (I06) of said Brea movement of the conduit ellrtyy moottorlsytytysvirtaplirln lyhytBulun referred to achieve kosketjiraelle (113) • c) the switch portion (I06) yhteydeeaae the kulmavlvueta I £ II, 119). In any extraction (H8) is pressed, turns outward spring (I08) palnetta pnlkiroen the context of the lever (I2l) by means of a way of e ye second break free from the coupling of the second link kytklnosan *

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C08K3/08 C08K7/06 F42B12/74 G21F1/10 (Advanced/Non–invention);
A01K95/00 A01L5/00 B32B15/02 B32B27/04 B32B27/18 B32B3/06 B32B3/26 B60R99/00 C03C3/00 C08K3/00 C08K7/00 C08K9/00 C08L101/00 E04C2/10 E04H9/02 E04H9/14 F02F11/00 F16F15/02 F16J15/10 F16J15/12 F42B12/00 G21F1/00 (Core/Invention);
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European class: A01K85/00 A01K95/00A B29C70/58 C08K3/08 E04B1/98A F16J15/32E2B4 F42B12/74B F42B7/04C L29L31/22

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Classification Explorer

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Forward Citations: WO17086718, WO16168306, WO15134426, WO15006697, WO13127945, WO13107096, WO13049095, WO10127117, WO10127106, WO10127101, WO09091987, WO09091987, WO07094764, WO07094764, USD774872, USD762105, USD737116, US9642731, US9512544, US9462797, US9403295, US9403071, US9376552, US9249283, US9153377, US9105382, US9079368, US8981405, US8853921, US8841358, US8840660, US8814723, US8808726, US8784890, US8752984, US8715339, US8704442, US8702257, US8668732, US8591069, US8569949, US8547002, US8487034, US8439528, US8415695, US8382824, US8329219, US8303643, US8267992, US8236046, US8193702, US8128689, US8118857, US8089029, US8080055, US8057535, US8057534, US8052745, US8052744, US8052743, US8048150, US8002821, US7998192, US7985252, US7799244, US2017064938, US2015343119, US2015328024, US2015008004, US2013157053, US2011150998, US2011050098, US2010331100, US2010280164, US2010280145, US2010279100,

US2010175305, US2010070020, US2009324875, US2009315214, US2009314482, US2009254171, US2009143856, US2009127801, US2008248895, US2008190009, RU2579586, RU2561407, KR101731785, KR101682849, KR101477451, KR101477451, KR101277193, JP5784222, JP2016056383, JP2014534089, JP2014514587, JP2014065752, JP2013147660, JP2013127021, JP2012504391, JP2012062489, JP2009526120, JP2009526119, EP1989047, EP1987089, EP1987089, EP1897906, EP1897567, CN105121898, CN105121898, CN104426416, CN103050162, CN102873821, CN102786720, CN102439083, CN102439083, CN102421839,

Abstract:
Source: US2006055077A The invention relates to an extrusion method and to an extrudable metal polymer composite having increased density, improved viscoelastic properties, malleability and ductility and thermoplastic extrusion or injection molding properties.

0) US3194313A – EARTH DRILLING RIGS

35) Family number: 22776805 (US3194313A) © PatBase

Title: Earth drilling rigs

Priority: GB19560029153 19560924

Family:

Publication number	Publication date	Application number	Application date
GB875127 A	19610816	GB19560029153	19560924
US3194313 A	19650713	US19610133090	19610822

Probable Assignee: F N R D LTD

Assignee(s):(std)**:** F N R D LTD

Assignee(s): F N R D LIMITED

Inventor(s):(std)**:** DALRYMPLE FANSHAWE HEW ; FANSHAWE HEW DALRYMPLE

International class (IPC 8–9)**:** E21B19/20 (Advanced/Invention); E21B19/00 (Core/Invention)

International class (IPC 1–7)**:** E21B15/00

CPC: E21B19/20

European class: E21B19/20

US class: 166/77.53 175/85 414/22.55 414/22.62 414/22.63

Classification Explorer

Cited documents: US3002560 A, US2867338 A, US2781185 A, US2773605 A, US2737839 A, US2735556 A, US2450934 A,

Forward Citations: WO11001295, WO11001295, WO0133036, WO0133036, USRE29020, US9556689, US9500049, US9476267, US9194193, US9091128, US8905699, US8839852, US8696288, US8646522, US8506229, US8496238, US8485067, US8474806, US8469648, US8419335, US8408334, US8393844, US8371790, US8192129, US8192128, US8162045, US8128332, US8065937, US7743834, US7665531, US7546882, US7503394, US6854520, US6056060, US6047775, US6000472, US5931231, US5294228, US4834604, US4709766, US4697830, US4604724, US4585079, US4567952, US3977480, US3958698, US3888318, US3881375, US3835938, US3780815, US3499498, US3456745, US3404741, US3381589, US3329405, US3294185, US2011200412, US2011048807, US2010329823, US2010296899, US2010230166, US2010187740, US2010034619, US2010032213, US2009245996, US2009211813, US2009008081, US2008282847, US2006278400, US2004026088, FR2526080, EP2401471,

Abstract:
Source: GB875127A 875,127. Driving railed vehicles. F.N.R.D. Ltd. Sept. 23, 1957 [Sept. 24, 1956; Aug. 9, 1957], Nos. 29153/56 and 25259/57. Class 104 (2). [Also in Groups XXI, XXIX and XXXII] In an earth boring rig pipe sections are removed from or supplied to the drill string by hangers 100 running on a railway 10. The railway comprises an endless rail 107 having a removable section 116 forming part of a batcher 12, adjustable stops being provided for the rail at either end of the section 116. A number of hangers in excess of those loaded is carried by the railway, each hanger having a support arm 105 with roller 106, and a spring–loaded, projection 108 which is engaged by a conveyer chain 110 co–extensive with the rail. As each pipe section is removed from the string the spinning–off mechanism 44 swings the section so that its upper end enters a hanger and is held therein by catches 101. The loaded hanger is moved to the section 116 by the chain, the stop at the discharge end of the section 116 being operative. When the batcher is full the other stop becomes operative, and the section 116 together with the batch of loaded hangers is lowered by a cable 117. The lower end of the pipe sections are received in a trolley 6 running on rails 121. The trolley carries pipe separators 127 and has racks 123 engaged by pinions 124 mounted on the rig frame. If the trolley is loaded as shown in Fig. 12, the lower ends of the batch of pipe sections passes between separators 127^{A}, 127B. As the pipe sections engage the bottom of the trolley, cams 130 are lowered to move the separator 127^{A} into contact with the batch of pipe sections suspended from the hangers. The hangers are released from the batch of pipe sections by pressing rods 103, the batch of hangers is raised, and the cams move upwardly to move the separators 127^{A}, 127^{B} and the batch of pipe sections to the right to rest against the previously stacked pipe sections. During this movement a rack 132 on the cam moves a ratchet wheel 122 driving the pinions to move the trolley into position to receive a further batch of pipe sections. The section 116 is returned to the rail 107, the stops at the ends of the batcher are released, the empty hangers are removed from the batcher by the chain, and the stop at the discharge end of the batcher is operated so that the

batcher is ready for the next batch of loaded hangers. When used for supplying pipe sections to the string, the ratchet on the wheel 122 is reversed and means over the string are provided for the operation of the rods 103.

0) US2004154715A – METHOD AND DEVICE FOR DETECTING TYRE WEAR OR TH...

36) Family number: 30050728 (US2004154715A) © PatBase

Title: METHOD AND DEVICE FOR DETECTING TYRE WEAR OR THE LIKE

Priority: FR20000015243 20001120 WO2001FR03622 20011119

Family:

Publication number	Publication date	Application number	Application date
DE60143407 D1	20101216	DE20016043407	20011119
EP1337404 A1	20030827	EP20010996469	20011119
EP1337404 B1	20101103	EP20010996469	20011119
FR2816887 A1	20020524	FR20000015243	20001120
FR2816887 B1	20030314	FR20000015243	20001120
US2004154715 AA	20040812	US20040432195	20040325
US7391306 BB	20080624	US20040432195	20040325
WO0240296 A1	20020523	WO2001FR03622	20011119

Probable Assignee: DUFOURNIER TECHNOLOGIES SAS

Assignee(s):(std)**:** DUFOURNIER ARNAUD ; DUFOURNIER TECHNOLOGIES ; DUFOURNIER TECHNOLOGIES SAS

Inventor(s):(std)**:** DUFOURNIER ARNAUD

Agent(s): ROTHWELL FIGG ERNST AND MANBECK PC

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC NL PT SE TR US

International class (IPC 8–9)**:** B60C11/24 B60C23/00 (Advanced/Invention); B60C11/24 B60C23/00 (Core/Invention)

International class (IPC 1–7)**:** B60C11/24

CPC: Y10T152/10027 B60C11/24

European class: B60C11/24

US class: 116/208 152/154.2 340/425.5 340/442 340/446

Classification Explorer

Cited documents: WO9938715 A1, US6883567 BB, US6748797 BB, US6591671 BB, US6332071 BA, US6220199 BA, US6009314 A, US3929179 A, US3770040 A, US3694803 A, US3578055 A, JP11170819, GB2286161 A1, EP0890458 A2, DE19745734 A1, DE19649506 A1,

Forward Citations: WO15071564, WO14096745, WO12045983, WO12045983, WO11067535, WO10106297, WO05039896, WO04059248, USD717727, US9646432, US9610810, US9493145, US9315178, US9073392, US8996239, US8892298, US8881573, US8731767, US8700364, US8607633, US8606547, US8558680, US8108099, US8095247, US7827846, US7792618, US7756621, US7711460, US7689332, US7577532, US7557694, US7509834, US7469579, US7082819, US2015321522, US2015105972, US2014277929, US2014121997, US2013199681, US2013035836, US2012316839, US2012266650, US2012085172, US2011015879, US2010295669, US2010235044, US2008114513, US2008065285, US2008027658, US2007295071, US2005131600, US2005120787, JP2013513102, FR2999997, FR2965955, FR2953164, FR2943276, EP1522425, EP1314580, DE102015223363, CN104884927, CN102741067, CN102427957,

Abstract:
Source: US2004154715A The invention concerns a method whereby when the tyre reaches a wear threshold level, acoustic wear indicators emit a sound signal by coming into contact with the ground. Magnetic, optical and mechanical embodiments are also disclosed. A detector consisting of a microphone placed beneath the vehicle and a processing unit switches on an indicator placed in the instrument panel. In a more sophisticated version, the detector by matching the acoustic signal phase with the ABS data, identifies the tyre concerned. The invention is useful for detecting tyre deterioration, or that of any, other type of surface such as pads, and the like, and for detecting the presence of snow chains or nails.

0) US2005186893A – AUTOMATED APPARATUS AND SYSTEM FOR COOKING, DRY...

37) Family number: 32193170 (US2005186893A) © PatBase

Title: AUTOMATED APPARATUS AND SYSTEM FOR COOKING, DRYING AND PEELING SHELLFISH PRODUCTS

Priority: US20040779872 20040217 US20050598056 20050216 WO2005US04811 20050216

Family:

Publication number	Publication date	Application number	Application date
AU2005214917 AA	20050901	AU20050214917	20050216
BRPI0507758 A	20070710	BR2005PI07758	20050216
CA2556365 AA	20060815	CA20052556365	20050216
CN1921768 A	20070228	CN200580005215	20050216
IN02639KN2006 A	20070601	IN2006KN02639	20060913
MXPA06009325 A1	20070323	MX2006PA09325	20050216
US2005186893 AA	20050825	US20040779872	20040217
US2007202786 AA	20070830	US20050598056	20050216
US7179160 BB	20070220	US20040779872	20040217
WO05079409 A2	20050901	WO2005US04811	20050216
WO05079409 A3	20060302	WO2005US04811	20050216

Probable Assignee: MICHAEL HULIN

Assignee(s):(std)**:** HULIN MICHAEL J ; MICHAEL HULIN

Assignee(s): MICHAEL J HULIN

Inventor(s):(std)**:** HULIN MICHAEL J

Inventor(s): MICHAEL J HULIN ; HULIN MICHAEL

Agent(s): PHILLIPS ORMONDE FITZPATRICK; CRAIG WILSON AND CO; MICHAEL I KROLL; JACKIE JAY SCHWARTZ; JACK SCHWARTZ AND ASSOCIATES PLLC

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A22C29/02 (Advanced/Invention); A22C29/00 (Core/Invention)

International class (IPC 1–7): A22C29/00 A22C29/02

CPC: A22C29/005 A22C29/02 A22C29/026

European class: A22C29/00B A22C29/02 A22C29/02F4

US class: 452/1 452/1P 452/2 452/2P 99/535 99/539 99/568

Classification Explorer

Cited documents: US7179160 BB, US6372275 BA, US6248010 BA, US6117003 A, US5928072 A, US5651731 A, US5246118 A, US5059151 A, US4966072 A, US4916775 A, US4862794 A, US4829636 A, US4769870 A, US4660468 A, US4532677 A, US4330904 A, US4038722 A, US3988805 A, US3722035 A, US3665555 A, US3594860 A, US2047688 A,

Forward Citations: US9622494, US8647180, US8028618, US7303060, US2013212903, US2010212514, US2010000110, US2007284221, US2007202786, ES2611497, CN102873049, CN102873049,

Abstract:
Source: US2005186893A A fully automated apparatus and system for processing shellfish such as shrimp and crawfish including the cooking, drying and peeling thereof. The present invention utilizes excessive heat

generated by boilers and the like to heat the dryers. The product is cooked in a brine mix that once used is transferred to a broth processing system to make a seafood flavored broth and is also injected as a fine mist into a furnace where is crystallizes into a solid product to be used as a seafood flavored salt.

0) WO07110489A1 – SURVIVAL DEVICE IN THE CONTEXT OF NATURAL DISAS...

38) Family number: 38528463 (WO07110489A1) © PatBase

Title: SURVIVAL DEVICE IN THE CONTEXT OF NATURAL DISASTERS CONSISTING OF A DWELLING MODULE AND ITS ACCESSORIES

Priority: WO2006FR00482 20060303

Family:

Publication number	Publication date	Application number	Application date
EP2132389 A1	20091216	EP20060726019	20060303
WO07110489 A1	20071004	WO2006FR00482	20060303

Probable Assignee: FRANCH JEAN JACQUES

Assignee(s):(std)**:** FRANCH JEAN JACQUES

Inventor(s):(std)**:** FRANCH JEAN JACQUES

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LC LI LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MW MX MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9)**:** E04H9/02 (Advanced/Invention); E04H9/02 (Core/Invention)

CPC: E04H9/02 E04H9/14 E04H9/145 Y02B10/30

European class: E04H9/02 E04H9/14 E04H9/14F Y02B10/30

Classification Explorer

Cited documents: WO9630602 A1, US6938381 BA, US5363610 A, US3916578 A, FR2580708 A1, DE660200 A,

Abstract:
The invention concerns a set of devices of a dwelling module for meeting emergency and extreme emergency requirements for coping with submarine quakes, standard earthquakes, floods and a plurality of natural disasters. Said set consists of several subassemblies, namely a dwelling module and other elements such as a foot, a heel, a leg, an emergency anti–seismic air lock, an extensible telescopic air lock, a protective shield, a horizontal wind turbine and the like.

39) Family number: 3255205 (US4228838A) © PatBase

Title: DEVICE FOR PREVENTING SKIDDING AND FOR INCREASING THE GRIP OF VEHICLE WHEELS ON ICE AND SNOW

Priority: AT19770008140 19771114 CA19780313338 19781013 DE19772759899 19771109 DE19772759924 19771109 DE19782831301 19780717 DE19772750111 19771109

Family:

Publication number	Publication date	Application number	Application date
AR216345 A1	19791214	AR19780274054	19781012
AT350925 B	19790625	AT19770008140	19771114
AT814077 A	19781115	AT19770008140	19771114
BE871795 A1	19790301	BE19780191554	19781106
BR7807395 A	19790724	BR19780007395	19781109
CA1101322 A1	19810519	CA19780313338	19781013
CH634782 A	19830228	CH19780010708	19781016
CS207689 B2	19810831	CS19780007308	19781109
DD139417 A5	19800102	DD19780208622	19781023
DE2750111 A1	19790517	DE19772750111	19771109
DE2750111 B2	19810806	DE19772750111	19771109
DE2750111 C3	19820401	DE19772750111	19771109
DE2759899 C2	19830623	DE19772759899	19771109
DE2759924 C2	19831222	DE19772759924	19771109
DE2831301 A1	19800207	DE19782831301	19780717
DE2831301 C2	19831215	DE19782831301	19780717
ES474001 A1	19790401	ES19780474001	19781005
FI63348 B	19830228	FI19780003148	19781016
FI63348 C	19830610	FI19780003148	19781016
FI783148 A	19790510	FI19780003148	19781016
FR2408472 A1	19790608	FR19780029344	19781013
FR2408472 B1	19820806	FR19780029344	19781013
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GB2007607 B2	19820714	GB19780039802	19781009
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JP54075704 A2	19790616	JP19780137388	19781109
JP58005804 B4	19830201	JP19780137388	19781109
MX146633 A	19820719	MX19780175248	19781017
NL173934 B	19831101	NL19780010899	19781101
NL173934 C	19840402	NL19780010899	19781101
NL7810899 A	19790511	NL19780010899	19781101
NO146088 B	19820419	NO19780003575	19781023
NO146088 C	19820818	NO19780003575	19781023
NO783575 A	19790510	NO19780003575	19781023
PL124512 B1	19830131	PL19780210758	19781107
PL210758 A1	19790716	PL19780210758	19781107
SE7811515 A	19790510	SE19780011515	19781108
SU993810 D	19830130	SU19782690402	19781109

US4228838 A	19801021	US19780957099	19781103	
YU256978 A	19820630	YU19780002569	19781106	
ZA7805737 A	19790725	ZA19780005737	19781011	

Probable Assignee: NIVEAU AG

Assignee(s):(std)**:** NIVO AG ; NIVEAU AG ; CONFON AG

Assignee(s): NIVEAU 4002 BASEL CH AG ; NIVEAU A G ; NIVEAU AG 4002 BASEL CH ; NIVEAU AG BASEL CH ; NIVEAU AG CH ; NIVO AG FA ; NIVEAU AG TE BAZEL ZWITSERLAND ; NIVO AG FIRMA ; ZERLAUTH HELLMUTH ; NIVEAU TE BAZEL ZWITSERLAND AG ; NIVO FIRMA AG ; NIVEAU CH AG ; NIVEAU BASEL CH AG

Inventor(s):(std)**:** PREUSKER W ; PREUSKER WERNER ; PREUSKOR W ; ZERLAUT H ; ZERLAUTH H ; ZERLAUTH HELLMUTH ; BEANTRAGT NICHTNENNUNG ; ZERLAUTH HELMUTH ; ZERLAUTH HELMUT ; TSERLAUT KHELMUT ; PROJSKER VERNER ; HERUMUUTO TSUERURAUTO

Inventor(s): KHELMUT TSERLAUT AT ; H ZERLAUTH ; HELLMUTH ZERLAUTH ; VERNER PROJSKER DE ; ZERLAUTH HELMUTH AT ; VERZICHT DES ERFINDERS AUF NENNUNG ; VERZICHT DES ERFINDERS AUF NENNUN ; W PREUSKER ; WERNER PREUSKER ; PREUSKER WERNER 5239 ATZELGIFT DE ; PREUSKER WERNER DE

Agent(s): FETHERSTONHAUGH AND CO

International class (IPC 8–9): B60B15/00 B60B15/10 B60C27/00 B60C27/02 B60C27/04 B60C27/20 G03C1/61 (Advanced/Invention) ; B60B15/00 B60C27/00 G03C1/52 (Core/Invention)

International class (IPC 1–7): B60B15/00 B60B15/06 B60B15/10 B60B15/20 B60B15/26 B60B39/00 B60C27/00 B60C27/02 B60C27/04 B60C27/06 B60C27/20

CPC: G03C1/61 Y10T156/1043 Y10T156/1044 B60B15/10 B60C27/045

European class: B60B15/10 B60C27/04B G03C1/61

US class: 152/216 156/221 156/222 156/228

Classification Explorer

Cited documents: US4120336 A, US3861752 A, US3133581 A, US3089528 A, US2610898 A, US2581770 A, US2443261 A, US1435863 A, NL7810899 A, JP48063404 A2, GB912860 A, GB509210 A, GB2007607 A1, FR2291874 A1, FR2257441 A1, FR1368348 A, DE474326 A, CH225479 A, BE871795 A1, AT325435 B,

Forward Citations: WO9825778, WO0172533, US8439096, US7448421, US6357500, US4854359, US4576214, US4405006, US2010276046, US2009056848, KR100799989, JP61179004, JP57172805, JP2018365, JP2009208752, FR2579140, FR2408472, EP1418063, EP0056130, DE3148112, DE3142489, DE3100325, DE19950946, DE19502143, CN102700357, AT378354,

Abstract:
Source: US4228838A The invention relates to an anti−skid device for vehicle wheels for travelling on ice and snow with a disc−like casing connected to the wheel rim with resilient−elastic anti−skid arms, constructed in such a way that in the position of use their ends can be swung out radially into the tire tread area while adapting to the rolling shapes of the tire and can be swung in when not in use, so that a device is obtained which can effortlessly be fitted whenever required, which is inexpensive to manufacture and which permits higher speeds than are possible when travelling with snow chains or spiked tires.

0) DE102004020282A1 – IMPEDANCE OR ADMITTANCE CIRCUIT OHMIC LOSS MEAS...

40) Family number: 33126387 (DE102004020282A1) © PatBase

Title: IMPEDANCE OR ADMITTANCE CIRCUIT OHMIC LOSS MEASURING METHOD, INVOLVES FEEDING CURRENT PORTION INTO MEASURING IMPEDANCE/ADMITTANCE OF CIRCUIT AS POWER SOURCE TO REDUCE IDEAL CONDUCTIVE VALUE THAT REFERS TO CIRCUIT INDUCTIVITY/CAPACITANCE

Priority:
DE20031018619 20030424 DE20031020114 20030506 DE20031021504 20030513
DE20031021505 20030513 DE20031022045 20030515 DE20031022737 20030520
DE20031027270 20030617 DE20031042538 20030915 DE20031046051 20031003
DE20031047067 20031009 DE20031048033 20031015 DE20031048360 20031017
DE20031050430 20031029 DE200410016969 20040406 DE200410020282 20040426

Family:

Publication number	Publication date	Application number	Application date
DE102004020282 A1	20060720	DE200410020282	20040426

Probable Assignee: KOLLER ROMAN

Assignee(s):(std)**:** KOLLER ROMAN

Inventor(s):(std)**:** KOLLER ROMAN

International class (IPC 8–9): G01R27/02 (Advanced/Invention); G01R27/02 (Core/Invention)

CPC: G01R27/26

European class: G01D5/00 G01R27/26

Classification Explorer

Forward Citations: WO14040731, DE102012023931, DE102012017977,

Abstract:
The method involves feeding a current portion into measuring impedance/admittance of a circuit as a power source to reduce ideal conductive value of the impedance/admittance in proportion to ohmic loss of the impedance. The current portion is fed as a current drain in the impedance/admittance to increase the value. The value refers to a circuit inductivity or capacitance and to transformed impedance or admittance. Independent claims are also included for the following: (1) a method for coding measurement values; (2) an arrangement for measuring ohmic loss in impedance or admittance circuit; (3) a method for semi–automatic or fully automatic transport as well as for evaluation and addressing of goods; and (4) a shopping trolley for executing a method for semi–automatic or fully automatic transport as well as for evaluation and addressing of goods.

41) Family number: 14516722 (US5197008A) © PatBase

Title: SYSTEM FOR CONTROLLING THE OUTPUT POWER OF A MOTOR VEHICLE

Priority:

JP19900013553 19900125
JP19900017821 19900130
JP19900017829 19900130
JP19900017823 19900130
JP19900017825 19900130
JP19900017828 19900130
JP19900017839 19900130
JP19900017830 19900130
JP19900017838 19900130
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JP19900124293 19900516
US19910644374 19910123
US19920980425 19921123
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JP19900127019 19900518
US19910645961 19910125
JP19900124280 19900516
JP19900127011 19900518
US19930001909 19930108

Family:

Publication number	Publication date	Application number	Application date
DE69100084 D1	19930624	DE19916000084	19910124
DE69100084 T2	19930916	DE19916000084T	19910124
DE69101500 D1	19940505	DE19916001500	19910123
DE69101500 T2	19940818	DE19916001500T	19910123
DE69103288 D1	19940915	DE19916003288	19910125
DE69103288 T2	19950105	DE19916003288T	19910125
DE69110485 D1	19950727	DE19916010485	19910123
DE69110485 T2	19960215	DE19916010485T	19910123
DE69111094 D1	19950817	DE19916011094	19910123
DE69111094 T2	19960328	DE19916011094T	19910123
EP0439191 A1	19910731	EP19910100985	19910125
EP0439191 B1	19940810	EP19910100985	19910125
EP0439349 A1	19910731	EP19910300530	19910124
EP0439349 B1	19930519	EP19910300530	19910124
EP0440365 A2	19910807	EP19910300501	19910123
EP0440365 A3	19920325	EP19910300501	19910123
EP0440365 B1	19950621	EP19910300501	19910123
EP0441176 A1	19910814	EP19910100835	19910123
EP0441176 B1	19940330	EP19910100835	19910123
EP0444772 A2	19910904	EP19910300503	19910123
EP0444772 A3	19911204	EP19910300503	19910123
EP0444772 B1	19950712	EP19910300503	19910123
JP2518088 B2	19960724	JP19900127011	19900518
JP2564967 B2	19961218	JP19900124282	19900516
JP2576666 B2	19970129	JP19900124283	19900516
JP2580836 B2	19970212	JP19900124293	19900516
JP2580838 B2	19970212	JP19900127019	19900518
JP2595762 B2	19970402	JP19900124289	19900516
JP2621667 B2	19970618	JP19910025215	19910128
JP2623911 B2	19970625	JP19900124275	19900516
JP2623912 B2	19970625	JP19900124277	19900516
JP2861256 B2	19990224	JP19900124281	19900516
JP3258934 A2	19911119	JP19900124275	19900516
JP3258935 A2	19911119	JP19900124277	19900516
JP3258936 A2	19911119	JP19900124283	19900516

JP3258939 A2	19911119	JP19900124286	19900516
JP3258940 A2	19911119	JP19900124287	19900516
JP3262783 A2	19911122	JP19900124290	19900516
JP3264740 A2	19911126	JP19900124293	19900516
JP3264846 A2	19911126	JP19900124282	19900516
JP3269240 A2	19911129	JP19900124281	19900516
JP3276874 A2	19911209	JP19900124289	19900516
JP4022737 A2	19920127	JP19900127019	19900518
JP4022747 A2	19920127	JP19900127011	19900518
JP4024167 A2	19920128	JP19900127016	19900518
JP4219434 A2	19920810	JP19910025215	19910128
KR0129671 B1	19980408	KR19910001278	19910125
KR940002631 B1	19940326	KR19910001034	19910122
KR940009017 B1	19940929	KR19910000032	19910104
KR940009018 B1	19940929	KR19910001169	19910124
KR940009019 B1	19940929	KR19910001244	19910125
US5197008 A	19930323	US19910645828	19910125
US5216608 A	19930601	US19910644251	19910122
US5253172 A	19931012	US19910645043	19910123
US5276624 A	19940104	US19920980425	19921123
US5309362 A	19940503	US19930001909	19930108

Probable Assignee: MITSUBISHI MOTORS CORP

Assignee(s):(std)**:** MITSUBISHI JIDOSHA KOKYO KABUS ; MITSUBISHI MOTORS CORP

Assignee(s): MITSUBISHI JIDOSHA KOGYO KK ; MITSUBISHI JIDOSHA KOKYO KK ; MITSUBISHI JIDOSHA KOGYO KABUSHIKI KAISHA ; MITSUBISHI JIDOSHA KOGYO K K ; MITSUBISHI MOTORS CO ; MITSUBISHI MOTORS CO LTD ; MITSUBISHI JIDOSHA KOGYO K K TOKIO TOKYO JP ; MITSUBISHI JIDOSHA KOGYO (AKA MITSUBISHI MOTORS CO ; MITSUBISHI JIDOSHA KOGYO 33 8 SHIBA 5 CHOME MINATO ; MITSUBISHI JIDOSHA KOGYO A CORP OF JAPAN KK ; MITSUBISHI JIDOSHA KOGYO AKA MITSUBISHI MOTORS COR

Inventor(s):(std)**:** HASHIGUCHI MASAYUKI ; HIROAKI YOSHIDA ; HIROO YUASA ; HIROSHI YOSHIDA ; ISODA KEIJI ; ITO MASAYOSHI ; ITOH MASAYOSHI ; KATSUNORI OTAKE ; KEIJI ISODA ; KIICHI YAMADA ; MASANORI TANI ; MASAYOSHI ITO ; MASAYOSHI OSAKI ; MASAYUKI HASHIGUCHI ; MIYATA YASUNOBU ; MIYATA YASUYUKI ; OHTAKE KATSUNORI ; OOTAKE KATSUNORI ; OSAKI MASAKI ; OTAKE KATSUNORI ; SHIGEHARA TOSHIO ; TADAO TANAKA ; TANI MASANORI ; TOSHIO SHIGEHARA ; YAMADA KIICH ; YAMADA KIICHI ; YASUNOBU MIYATA ; YOSHIDA HIROAKI ; YUASA NORIO ; YOSHIDA HIROSHI ; TANAKA TADAO ; SHIGEHARA AKIO ; OSAKI MASAYOSHI ; YUASA HIROO

Inventor(s): YUASA HIROO NAGOYA SHI AICHI JP ; YOSHIDA HIROAKI OKAZAKI SHI AICHI JP ; YASUNOBU MIYATA KOMAKI SHI AICHI KEN JP ; YAMADA KIICHI NAGOYA SHI AICHI JP ; YAMADA KIICH MIDORI KU NAGOYA SHI AICHI JP ; TOSHIO SHIGEHARA OKAZAKI SHI AICHI KEN JP ; TANI MASANORI OKAZAKI SHI AICHI JP ; TADAO TANAKA OKAZAKI SHI AICHI KEN JP ; SHIGEHARA TOSHIO OKAZAKI SHI AICHI JP ; OTAKE KATSUNORI NAGOYA SHI AICHI JP ; OHTAKE KATSUNORI NAGOYA SHI AICHI JP ; MYATA YASUYUKI ; MIYATA YASUNOBU KOMAKI SHI AICHI JP ; MASAYUKI HASHIGUCHI OBU SHI AICHI KEN JP ; MASAYOSHI OSAKI OKAZAKI SHI AICHI KEN JP ; MASAYOSHI ITO OKAZAKI SHI AICHI KEN JP ; MASANORI TANI OKAZAKI SHI AICHI KEN JP ; KIICHI YAMADA NAGOYA SHI AICHI KEN JP ; KEIJI ISODA MIDORI KU NAGOYA SHI AICHI KEN JP ; KATSUNORI OTAKE NAGOYA SHI AICHI KEN JP ; ITOH MASAYOSHI OKAZAKI SHI AICHI JP ; ITO MASAYOSHI OKAZAKI SHI AICHI JP ; ITO MASAYOSHI OKAZAKI SHI AICHI KEN JP ; ISODA KEIJI MIDORI KU NAGOYA SHI AICHI JP ; ISODA KEIJI NAGOYA SHI AICHI JP ; HIROSHI YOSHIDA AICHI KEN JP ; HIROO YUASA NAGOYA SHI AICHI KEN JP ; HIROAKI YOSHIDA OKAZAKI SHI AICHI KEN JP ; HASHIGUCHI MASAYUKI OBU SHI AICHI JP ; HASHIGUCHI MASAYUKI OHBU SHI AICHI JP ; HASHIGUCHI MASAYUKI OOBU SHI AICHI KEN JP

Designated states: DE FR GB

International class (IPC 8–9):	B60K28/16 B60R16/02 B60T8/172 B60T8/174 B60T8/175 B60T8/1763 B60T8/58 B60W10/00 B60W10/04 B60W10/06 B60W10/18 B60W10/20 B62D15/02 B62D5/06 B62D6/00 F02D11/04 F02D11/10 F02D29/02 F02D35/00 F02D41/04 F02D41/14 F02D45/00 F02D9/00 F02D9/02 F02P5/15 G01M17/007 G01N19/02 G08B21/00 (Advanced/Invention); B62D101/00 B62D105/00 B62D111/00 B62D113/00 B62D137/00 (Advanced/Non–invention); B60R16/02 B60T8/17 B60T8/58 B60W10/00 B62D5/06 B62D6/00 F02D11/10 F02D29/02 F02D35/00 F02D41/14 F02D45/00 F02D9/00 F02P5/15 G01M17/007 G01N19/02 G08B21/00 (Core/Invention)
International class (IPC 1–7):	B60K26/00 B60K28/10 B60K28/16 B60K31/12 B60K41/00 B60K41/20 B60T8/58 B62B15/00 B62B6/00 B62D101/00 B62D105/00 B62D111/00 B62D113/00 B62D137/00 B62D5/04 B62D5/06 B62D6/00 F02D11/04 F02D11/10 F02D29/02 F02D35/00 F02D41/04 F02D41/14 F02D45/00 F02D9/00 F02D9/02 F02P5/15 G01M17/007 G01N19/02 G05D13/62 G08B21/00
CPC:	B62D6/006 G01N19/02 B60W2710/0605 B60K28/16 B60T8/172 B60T8/175 B60T2201/16 B60T2210/12 B62D15/02
European class:	B60K28/16 B60T8/00B12 B60T8/00B4 B60T8/172 B60T8/175 B62D15/02 B62D6/00D4 G01N19/02 L60T201/16 L60T210/12
US class:	180/197 180/282 180/400 364/424.05 364/426.01 364/426.03 701/101 701/41 701/70 701/72 701/80 701/83 701/84 701/90
Classification Explorer	
Cited documents:	WO9003287 A1, US5096015 A, US5051908 A, US5046461 A, US5041978 A, US5029090 A, US5019989 A, US5015041 A, US5005132 A, US4998593 A, US4985838 A, US4985837 A, US4976330 A, US4946015 A, US4933857 A, US4933856 A, US4914366 A, US4897811 A, US4893255 A, US4876731 A, US4866618 A, US4855917 A, US4841446 A, US4825367 A, US4809183 A, US4794539 A, US4783806 A, US4779447 A, US4779202 A, US4773099 A, US4763262 A, US4752957 A, US4745562 A, US4731845 A, US4723290 A, US4719981 A, US4716593 A, US4685528 A, US4669569 A, US4651289 A, US4640557 A, US4637487 A, US4633214 A, US4624011 A, US4594878 A, US4559604 A, US4530110 A, US4528688 A, US4484348 A, US4467437 A, US4455759 A, US4326101 A, US4319221 A, US4315426 A, US4212063 A, US3893330 A, US3538742 A, JPS62231836, JPS62201046 U, JPS4912871, JP63137067 A2, JP62231836 A2, JP62223428 A2, JP62201046 U1, JP62153533 A2, JP62010437 A2, JP61253228 A2, JP61011608 A2, JP60191875 A2, JP60140193 B4, JP60092976 A2, JP60076413 A2, JP49012871 A2, JP2070939 A2, JP2027124 A2, JP1290933 A2, JP1094032 A2, GB2213289 A1, GB2066538 A1, GB1207692 A, EP0363570 A1, EP0338588 A2, EP0325290 A2, EP0318857 A1, EP0307834 A2, DE3912014 A1, DE3819474 C1, DE3741248 C1, DE3546571 A1, DE3545717 A1, DE3545715 A1, DE3516399 A1, DE3423116 A1, DE3127302 A1,
Forward Citations:	WO9950124, WO9932807, WO9614564, WO9408829, WO15176876, WO14199328, WO13088580, WO12073359, WO08040330, WO08034659, WO0053447, WO0003889, WO0003889, USRE41617, US9651572, US9545963, US9529365, US9505407, US9459627, US9442492, US9442491, US9442486, US9429955, US9411340, US9411339, US9411336, US9400502, US9139107, US8930097, US8761996, US8744683, US8706374, US8645038, US8494715, US8160790, US8112214, US7949456, US7942127, US7920953, US7920950, US7917272, US7831346, US7809485, US7788965, US7779812, US7765048, US7726278, US7693640, US7680577, US7664582, US7647150, US7610980, US7584645, US7551992, US7546193, US7482704, US7472012, US7429847, US7412318, US7366638, US7363118, US7069146, US7058493, US7051827, US7028804, US6934614, US6882915, US6847875, US6816799, US6789017, US6704636, US6687594, US6686835, US6618661, US6584399, US6564131, US6554091, US6543278, US6508102, US6480771, US6470731, US6389347, US6347680, US6304809, US6295500, US6287465, US6282465, US6278922, US6266603, US6256561, US6240354, US6208920, US6174263, US6163747, US6131054, US6125319, US6089344, US6009365, US6009364, US5973463, US5948030, US5941925, US5927421, US5906650, US5862503, US5826209, US5814718, US5809445, US5806009, US5790966, US5787375, US5774821, US5742507, US5735584, US5734595, US5734160, US5732379, US5732378, US5732377, US5732372, US5725067, US5713189, US5711025, US5711024, US5711023, US5710705, US5710704, US5701248, US5694321, US5683152, US5671982, US5671143, US5657230, US5627756, US5625558, US5598335, US5574999, US5563792, US5555499, US5487007, US5473544, US5469646, US5465210, US5465208, US5461568, US5452207, US5449049, US5446657, US5432701, US5422810, US5394329, US5388046, US5385393, US5377110, US5357435, US5351192, US5344222, US5335176, US2016272067, US2016163134, US2015321669, US2015268263, US2015165569, US2013041541, US2012325042, US2011178685, US2011166761, US2011077798, US2011040457, US2010313847, US2010198471,

US2010106371, US2010094505, US2010017096, US2009138164, US2009138158, US2009020100, US2009005943, US2008255719, US2008246335, US2008228366, US2008116832, US2008015764, US2007294018, US2007260388, US2007222286, US2007168102, US2007087874, US2006288966, US2006169522, US2006131089, US2006043790, US2006037803, US2006025895, US2006009895, US2005203692, US2005119815, US2005113992, US2005085985, US2005071063, US2005065702, US2005052027, US2005033499, US2004167692, US2004093140, US2004046346, US2004024565, KR101327208, KR100726999, KR100569114, JP6112309, JP6011434, JP5516754, JP4619548, JP4201680, JP3236003, JP3059827, JP2015182752, JP2011201388, JP2006170002, JP2005208637, JP2003500275, JP2002014033, GB2406395, GB2398846, GB2398846, GB2290884, GB2290884, GB2263340, GB2263340, FR2851649, FR2772865, FR2684337, EP1627790, EP1510374, EP1285842, EP1201522, EP1072490, EP0961890, EP0871859, EP0809167, EP0803395, EP0565095, EP0487078, DE4414129, DE4218034, DE4218034, DE19844090, DE10251381, DE102012019895, DE102010031467, DE102007039176, DE102007039176, DE10128486, CN104080682,

Abstract:
Source: US5197008A A motor vehicle output power control system quickly reduces the drive torque produced by an engine on a motor vehicle depending on the magnitude of a lateral acceleration which is produced when the motor vehicle makes a turn, or the amount by which drive wheels slips when the motor vehicle is accelerated. A target drive torque depending on the lateral acceleration and a demanded drive torque demanded by the driver of the motor vehicle are added at a predetermined ratio into a turn target drive torque, which is selected as a final target drive torque. The motor vehicle output power control system includes an electronic control unit for controlling an actuator to lower the output drive torque of the engine, independent from controlling action of the driver, such that the output drive torque of the engine is equalized to the final target drive torque.

0) WO9802325A1 – HIGH–POWERED POWERTRAINS BY WHEEL AND AXLE POTE...

42) Family number: 20593303 (WO9802325A1) © PatBase

Title: HIGH–POWERED POWERTRAINS BY WHEEL AND AXLE POTENTIAL ENERGY

Priority: KR19960028068 19960712 WO1997KR00136 19970710

Family:

Publication number	Publication date	Application number	Application date
AU199735587 A1	19980209	AU19970035587	19970710
AU720540 B2	20000601	AU19970035587	19970710
CA2257166 AA	19980122	CA19972257166	19970710
CA2257166 C	20030422	CA19972257166	19970710
CN1084268 C	20020508	CN19971095746	19970710
CN1222887 A	19990714	CN19971095746	19970710
DE69712489 D1	20020613	DE19976012489	19970710
EP0914263 A1	19990512	EP19970932024	19970710
EP0914263 B1	20020508	EP19970932024	19970710
JP2001506948 T2	20010529	JP19980505861T	19970710
KR19980010030 A	19980430	KR19960028068	19960712
VN1788 A1	20010326	VN19990000113	19990212
WO9802325 A1	19980122	WO1997KR00136	19970710

Probable Assignee: PAEK UN KIL

Assignee(s):(std)**:** PAEK UN KIL ; UN KIL PAEK

Assignee(s): UNKILPAEK

Inventor(s):(std)**:** PAEK UN KIL ; KIL PAEK UN

Inventor(s): UN KIL PAEK

Agent(s): DAVIES COLLISON CAVE; DAVIES COLLISON CAVE PTY LTD

Designated states: AT AU BE CA CH CN DE DK ES FI FR GB GR IE IT JP LU MC MX NL PT RU SE US VN

International class (IPC 8–9)**:** B60K1/00 B60K17/00 B60K17/04 B62M3/00 F16C3/10 F16C9/04 (Advanced/Invention); B60K1/00 B60K17/04 B62M3/00 F16H3/08 (Advanced/Non–invention); B60K17/00 B60K17/04 B62M3/00 F16C3/04 F16C9/00 (Core/Invention); B60K1/00 (Core/Non–invention)

International class (IPC 1–7)**:** B60K17/00 B60K17/04 B62M3/00 F16C13/00 F16H3/72

CPC: B60K1/00 B60K17/00 F16C3/10 F16C9/04

European class: B60K17/00 F16C3/10 F16C9/04 L60K1/00

Classification Explorer

Cited documents: WO9207200 A1, FR2649066 A1, FR2643326 A1, AU4475289 A1, AU4475289,

Forward Citations: CN104822947,

Abstract:
High–powered powertrain of an electric car for boosting a motor output so as to operate a large–capacity generator and to drive car wheels comprises: traction pulleys (11, 11') and drive members (28, 28') of clutches (27, 27') mounted free on motor axles (10, 10') with first pulleys (11, 11') keyed to the axles and traction rods (13, 13') coupled from pulley hubs (12, 12') to other pulley rims (15, 15') for serving as levers in series to boost motor output; traction pulleys (11) and driven members (34) of clutch (27) mounted free on generator axle (43') with first pulley (19) keyed to axle (43') and traction rods (13) coupled to next pulley rims (15), with drive member (28), for operating clutch (27) easily and increasing the boosted output to rotate generator axle (43'); driven member (34') of clutch (27') keyed to drive propeller shaft (48), with drive member (28'), for operating clutch (27') easily in sending the boosted output to drive wheels.

0) US2002149188A – AUTOMATIC VEHICLE SLIDE DETECTION AND POSITION ...

43) Family number: 28320175 (US2002149188A) © PatBase

Title: Automatic vehicle slide detection and position correction system

Priority: US20010836005 20010417

Family:

Publication number	Publication date	Application number	Application date
US2002149188 AA	20021017	US20010836005	20010417

Probable Assignee: MAJOR WILLIS G

Assignee(s): MAJOR WILLIS G

Inventor(s):(std)**:** MAJOR WILLIS G

International class (IPC 8–9)**:** B60B39/00 (Advanced/Invention)

International class (IPC 1–7)**:** B60S9/00

CPC: B60B39/024 B60B39/025 B60B39/04

European class: B60B39/02D6 B60B39/02D8 B60B39/04

US class: 280/757 280/757P

Classification Explorer

Forward Citations: US9581179, US8482436, US7990287, US7755519, US7234730, US2012283904, US2010276006, US2007158502, US2007056191, US2006096580,

Abstract:
Source: US2002149188A A vehicle anti–tire–slide onboard road gripping media dispensing safety system that dispenses road gripping media (such as salt, sand, and any other solid, liquid, or gaseous media which allows tires to grip the road during slippery road conditions (such as ice, snow, rain, mud, etc...). The vehicle anti–tire–slide onboard road gripping media dispensing safety system provides a safer, faster, more controlled deceleration of a vehicle when braking during slippery road conditions. It reduces potential accidents, reduces deaths, reduces insurance claims/rates, reduces salt truck expenses for cities and makes a driver feel safer when riding on slippery roads. It increases tire traction, allows for increased acceleration when taking off from a stand still, and it allows the driver to have more control on slippery roads at higher speeds. It allows a vehicle to become unstuck in snow, mud, on rainy, on icy ground and during other bad weather conditions. It also allows the driver behind you to stop safer and quicker due to releasing media from the rear of your vehicle. The vehicle safety anti–tire–slide onboard road gripping media dispensing safety system main parts generally comprise of a cover (10), container (60), and release mechanism (190), nozzle (400), road gripping media (450), trigger/selector switch (490), media low level display (500), media low level sensor (510), car movement sensor (520), wheel rotation sensor (530), heating element (540), connector (550), cable/wire (560), and controller/computer (570).

0) US3141267A – PRECISION GRINDING MACHINE

44) Family number: 29926530 (US3141267A) © PatBase

Title: PRECISION GRINDING MACHINE

Priority: US19620183538 19620329

Family:

Publication number	Publication date	Application number	Application date
AU2387462 A1	19640507	AU19620023874	19621101
DE1427475 B1	19701119	DE19621427475	19621206
FR1344622 A	19631129	FR19620917808	19621206
GB958738 A	19640527	GB19620042825	19621113
NL286460 A	00000000		00000000
US3141267 A	19640721	US19620183538	19620329

Probable Assignee: CINCINNATI MILLING MACHINE CO

Assignee(s):(std)**:** CINCINNATI MILLING MACHINE CO

Assignee(s): THE CINCINNATI MILLING MACHINE CO

Inventor(s):(std)**:** DALL ALBERT H ; DALL ALBERT HERMAN ; DECKER JACOB ; JACOB DECKER ; LUCBKEMANN HARRY E ; LUEBKEMANN HARRY EMIEL

Inventor(s): HARRY EMIEL LIEBERMANN JACOB BECKER AND IBEN HERMAN DALL

International class (IPC 8–9): B24B47/04 B24B47/06 B24B47/20 B24B49/04 (Advanced/Invention); B24B47/00 B24B49/02 (Core/Invention)

International class (IPC 1–7): B24B47/20 G06F17/50 G06F19/00 G06K9/03

CPC: B24B47/04 B24B47/06 B24B47/20 B24B49/04

European class: B24B47/04 B24B47/06 B24B47/20 B24B49/04

US class: 451/1

Classification Explorer

Cited documents: US3019565 A, US2927408 A, US2909009 A, US2843976 A, US2843975 A, US2843974 A, US2795088 A, US2692457 A, US2553699 A, US2303639 A, US2175057 A, US2108310 A, GB885062 A, GB857971 A, GB689049 A,

Abstract:
Source: GB958738A 958,738. Ratchet gear; securing gearwheels on shafts. CINCINNATI MILLING MACHINE CO. Nov. 13, 1962 [March 29, 1962], No. 42825/62. Headings F2Q and F2U. [Also in Division B3] In a grinding machine (see Division B3) a shaft 67 is rotatable in bearings located in a bushing fixed in a portion 48. An overrunning sprag–type clutch engages with a clutch bushing 72 keyed to the shaft 67. The clutch comprises a casing 73 rotatable relative to the portion 48 a limited amount. Inside the casing is a cylindrical sprag pin 74 held in close proximity with the bushing 72 by an adjustable plunger 75. The sprag pin 74 is held in simultaneous contact with the face of the plunger 75 and the bushing 72 by a spring–loaded plunger 76 urging the sprag pin 74 toward a fixed pin 77 attached to a bracket 78 secured to the portion 48. The longitudinal axis of the plunger 75 is slightly offset from the centre of the shaft 67 so that the space between the bushing 72 and plunger 75 is wedge shaped. When the casing 73 is rotated clockwise the sprag pin 74 is wedged and rotates the shaft 67, the amount of clockwise rotation being limited by the clearance between the pin 77 and the end of the cavity in the casing 73. When the casing 73 is rotated counterclockwise, the sprag pin 74 is released and is caused by the spring–loaded plunger 76 to follow back round the bushing 72 until it engages the fixed pin 77 which causes the plunger 76 to shift slightly and allow the pin 74 to stop slightly before the casing 73 is stopped. This moves the sprag pin 74 out of simultaneous contact with the plunger 75 and the bushing 72, so that the bushing 72 and shaft 67 may be freely rotated in either direction. Thus a slight relative rotation between the bushing 72 and casing 73 is required to move the clutch from a released position to an engaging position, the amount of movement being varied by adjusting the plunger 75. A spring 81 in compression between the portion 48 and the casing 73 urges the latter counterclockwise to the released position. A shaft 98 has a flat–sided end 98a loosely received in a sleeve 99 rotatably mounted by bearings in a depending yoke 48a. A gear 102 is integral with the sleeve 99. A roller collar 107 fixed to the end of the sleeve 99 has axles 109, 110, 111. A double ball bearing roller 112 rotatable on journal diameter 109a of axle 109 engages the flat surface of the shaft 98, and single ball bearing rollers 113, 114 rotatable on journal diameters 110a, 111a of the axles 110, 111 engage the cylindrical surface of the shaft 98. The journal diameters 109a, 110a, 111a are round but eccentric to the longitudinal axes of the axles. Rotation of the axles, which are releasably held in the collar by set screws, preloads the rollers 112.

0) US2004021437A – ADAPTIVE ELECTRIC MOTORS AND GENERATORS PROVIDI...

45) Family number: 30222504 (US2004021437A) © PatBase

Title: ADAPTIVE ELECTRIC MOTORS AND GENERATORS PROVIDING IMPROVED PERFORMANCE AND EFFICIENCY

Priority:

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US20020290537	20021108	US20030353075	20030129	US20030353083	20030129
US20040809808	20040326	US20030736896	20031217	US20030736791	20031217
US20040771496	20040205	US20030457938P	20030328	US20030359305	20030206
US20030736792	20031217	US20030736901	20031217	US20050083901	20050321
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WO2003US08671	20030328				

Family:

Publication number	Publication date	Application number	Application date
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WO04073158 A1	20040826	WO2004US03390	20040206	
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Probable Assignee: MATRA MFG AND SERVICES SAS

Assignee(s):(std)**:** PYNTIKOV ALEXANDER V ; WAVECREST LAB LLC ; SOGHOMONIAN ZAREH SALMASI ; PYNTIKOV ALEXANDER ; PAVLOV KEVIN J ; WAVECREST LAB L L C ; SALATINO JOHN A ; PAVLOV KEVIN ; SALATINO JOHN ; FEEMSTER MATTHEW ; FEEMSTER MATTHEW G ; MALSOV BORIS A ; MASLOV BORIS A ; WAVECREST LAB ; MATRA MFG AND SERVICES SAS ; WAVECREST LABORATORIES LLC ; YUAN GUOHUI

Assignee(s): BLUWAV SYSTEMS LLC ; WAVECREST LABORATORIES L L C ; WAVECREST L ORATORIES LLC AB ; MATRA MANUFACTURING AND SERVICES SAS ; MATRA MFG ; WAVECREST LABORATORIES

Inventor(s):(std)**:** ALEXANDER ; ALEXANDER V PYNTIKOV ; BORIS A MASLOV ; FEEMSTER MATTHEW ; FEEMSTER MATTHEW G ; GUOHUI MASLOV BORIS A FEEMSTER ; GUOHUI YUAN ; MALSOV BORIS A ; MASLOV A ; MASLOV BORIS ; MASLOV BORIS A ; PYNTIKOV ALEXANDER ; PYNTIKOV ALEXANDER V ; PYNTIKOV V ; SALATINO JOHN ; SALATINO JOHN A ; SALMASI SOGHOMONIAN ZAREH ; SOGHOMONIAN ZAREH ; SOGHOMONIAN ZAREH SALMASI ; YUAN GUO HUI ; YUAN GUOHUI ; ZAREH SALMASI SOGHOMONIAN ; MATTHEW FEEMSTER ; MATTHEW G FEEMSTER ; PAVLOV KEVIN ; PAVLOV KEVIN J

Inventor(s): OGHOMONIAN ZAREH SALMASI

Agent(s): FREEHILLS PATENT AND TRADE MARK ATTORNEYS; FREEHILLS PATENT ATTORNEYS; HERBERT SMITH FREEHILLS; FPA PATENT ATTORNEYS PTY LTD; MBM INTELLECTUAL PROPERTY LAW LLP; MORRISON AND FOERSTER LLP; MCDERMOTT WILL AND EMERY LLP; MARSHALL GERSTEIN AND BORUN LLP; WAVECREST LABORATORIES LLC

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B60L3/00 B60K1/00 B60K6/04 B60K6/26 B60K6/46 B60K6/52 B60L11/00 B60L11/12 B60L15/20 B60L8/00 B60W20/00 H02K1/12 H02K1/14 H02K1/18 H02K15/00 H02K15/02 H02K16/00 H02K16/04 H02K21/22 H02K3/52 H02P21/00 H02P21/14 H02P23/00 H02P25/02 H02P25/08 H02P27/00 H02P27/06 H02P5/00 H02P6/00 H02P6/08 H02P7/00 (Advanced/Invention);
B60K7/00 B60L15/20 H02K11/00 H02K11/04 H02K16/00 H02K29/00 H02K3/28 H02K3/52 H02P25/08 H02P27/06 H02P5/06 H02P7/05 (Advanced/Non–invention);
B60K6/00 B60L11/02 B60L15/20 B60L8/00 B60W20/00 H02K1/12 H02K1/14 H02K1/18 H02K15/00 H02K16/00 H02K21/22 H02K3/46 H02P21/00 H02P21/14 H02P23/00 H02P25/02 H02P27/00 H02P27/04 H02P6/00 H02P6/08 (Core/Invention);
B60K7/00 H02K11/00 H02K11/04 H02K16/00 H02K29/00 H02K3/28 (Core/Non–invention)

International class (IPC 1–7): B60K1/00 B60K6/00 B60K6/04 B60K7/00 B60L11/00 B60L11/12 B60L15/20 B60L3/00 H02K1/12 H02K1/18 H02K15/00 H02K15/02 H02K16/00 H02K21/22 H02K23/00 H02K3/52 H02P1/18 H02P21/00 H02P21/14 H02P25/08 H02P29/00 H02P5/06 H02P6/00 H02P6/08 H02P7/00 H02P7/05 H02P7/62 H02P7/63

CPC: Y02T10/644 Y02T10/645 B60L3/0061 H02K7/1838 H02K2213/06 H02K2213/12 Y02T10/648 Y02T10/642 B60L2220/18 B60L2220/44 H02K1/141 H02K1/187 H02K3/28 H02K7/183 H02K11/044 H02K11/046 H02K21/22 H02K29/00 H02K2213/09 H02P23/0077 Y02T10/641 H02P2209/07 H02K11/048 B60K1/04 B60K6/46 B60K6/52 B60K7/0007 B60K17/356 B60K2001/0411 B60K2001/0416 B60K2007/0038 B60K2007/0092 B60L3/102 B60L11/126 B60L11/1877 B60L15/20 B60L2210/20 B60L2220/46 B60L2240/12 B60L2240/16 B60L2240/18 B60L2240/20 B60L2240/22 B60L2240/421 B60L2240/423 B60L2240/549 B60L2260/28 B60Y2400/61 Y02T10/6217 Y02T10/6265 Y02T10/646 Y02T10/705 Y02T10/7077 Y02T10/725 B60L3/003 B60L3/04 B60L11/1803 B60L2200/26 Y02T10/7275 Y10T29/49002 Y10T29/49009 Y10T29/49012 Y10T29/49071 Y10T29/53161 H02K16/04 B60L7/14 B60L8/003 B60L8/006 B60L11/007 B60L11/1864 B60L11/1885 B60L11/1887 B60L15/2009 B60L2200/12 B60L2210/30 B60L2210/40 B60L2220/14 B60L2220/16 B60L2240/14 B60L2240/32 B60L2240/429 B60L2240/441 B60L2240/443 B60L2240/445 B60L2240/461 B60L2240/465 B60L2240/622 B60L8/00 B60L2210/46 Y02T10/7061 Y02T10/7241 Y02T10/7291 Y02T90/16 Y02T90/162 Y02T90/34 H02K11/33 Y02T10/7083 H02P23/0004 H02P6/34 H02P27/06 H02P25/08

Y02T10/7258 H02P25/024 B60W20/00 B60K6/26 Y02T10/7005 H02K3/52

European class: B60K1/04 B60K6/04B4 B60K6/04F B60K6/04H2 B60K6/04T2 B60K6/26 B60K6/46 B60K6/52 B60L11/12D2 B60L11/18M36 B60L15/20 B60L3/10B B60L8/00 H02K1/14B H02K1/18C H02K16/04 H02K21/22 H02K3/28 H02P21/00B H02P21/14 H02P23/00C H02P23/00M H02P25/02C H02P25/08 H02P27/06 H02P6/00B L60K1/04A1 L60K1/04A3 L60K17/356 L60K7/00E L60K7/00R L60K7/00W L60L210/20 L60L220/18 L60L220/44 L60L220/46 L60L240/12 L60L240/16 L60L240/18 L60L240/20 L60L240/22 L60L240/421 L60L240/423 L60L240/549 L60L260/28 L60W20/00 T02K11/00H1 T02K11/04C T02K11/04D T02K11/04D1 T02K213/09 T02K29/00 T02K3/28 T02K7/18A2W T02P209/07 Y02T10/62F10 Y02T10/62F2 Y02T10/64B Y02T10/64D Y02T10/64D4 Y02T10/64D6 Y02T10/64D8 Y02T10/70 Y02T10/70B Y02T10/70H4 Y02T10/70J2 Y02T10/70J2B Y02T10/72B6 Y02T10/72D

US class: 180/65.5 180/65.51 180/65.510P 29/592.1 29/592.100S 29/596 29/596P 29/598 29/605 29/736 295/960 307/10.1 307/10.100P 310/156.12 310/216 310/216.001 310/216.001S 310/218 310/254.1 310/259 318/138 318/254 318/400.01 318/400.010P 318/400.07 318/400.11 318/400.12 318/400.2 318/400.21 318/400.210P 318/400.24 318/400.240P 318/400.29 318/400.34 318/400.41 318/400.410P 318/432 318/432S 318/439 318/650 318/650P 318/724 700/95

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Abstract:
Source: US2004021437A An adaptive architecture for electric motors, generators and other electric machines. An adaptive electric machine provides optimal performance by dynamically adapting its controls to changes in user inputs, machine operating conditions and machine operating parameters. Isolating the machine's electromagnetic circuits allows effective control of more independent machine parameters, enabling greater freedom to optimize and providing adaptive motors and generators that are cheaper, smaller, lighter, more powerful, and more efficient than conventional designs. An electric vehicle with in−wheel adaptive motors enables delivery of higher power with lower unsprung mass, giving better torque−density. The motor control system can adapt to the vehicle's operating conditions, including starting, accelerating, turning, braking, and cruising at high speeds, thereby consistently providing higher efficiency. A wind powered adaptive generator can adapt to changing wind conditions, consistently providing optimal performance. An adaptive architecture may improve performance in a wide variety of electric machine applications, particularly those requiring optimal efficiency over a range of operating conditions.

0) US2007175951A – GEARING SELECTOR FOR A POWERED SURGICAL CUTTING...

46) Family number: 34940219 (US2007175951A) © PatBase

Title: GEARING SELECTOR FOR A POWERED SURGICAL CUTTING AND FASTENING INSTRUMENT

Priority: CA20072576459 20070130 EP20070250374 20070130 US20060343563 20060131

Family:

Publication number	Publication date	Application number	Application date
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Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC MK NL PL PT RO SE SI SK TR YU

International class (IPC 8–9): A61B17/00 A61B17/02 A61B17/03 A61B17/068 A61B17/07 A61B17/072 A61B17/10 A61B17/11 A61B17/115 A61B17/285 A61B17/295 A61B17/32 A61B17/94 F16H15/48 (Advanced/Invention) ; A61B17/00 A61B17/02 A61B17/03 A61B17/068 A61B17/28 A61B17/32 A61B17/94 F16H15/00 (Core/Invention)

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Abstract:
Source: US2007175951A A powered surgical cutting and fastening instrument includes a drive shaft; a motor; and a gear shifting assembly connected to the drive shaft and the motor. The gear shifting assembly may include at least a first stage gear assembly coupled to the motor and to the drive shaft for operating the gear shifting assembly in a first gear setting; and a gear coupling assembly for selectively coupling at least one additional gear to the drive shaft for operating the gear shifting assembly in a second gear setting.

47) Family number: 28290889 (US2003231485A) © PatBase

Title: TUBULAR ELECTRO–LUMINESCENT PANEL(S) LIGHT DEVICE

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US9593815 BB	20170314	US20150829114	20150818	
US9648672 BB	20170509	US20150729380	20150603	

Probable Assignee: TORMACH LLC

Assignee(s):(std)**:** CHIEN TAENG LU ; CHIEN TSENG L ; CHIEN TSENG LU ; TORMACH LLC ; WALLAGE RAYMOND ROGER

Inventor(s):(std)**:** WALLAGE RAYMOND ROGER ; CHIEN TSENG L ; CHIEN TAENG LU ; CHIEN TSENG LU

Inventor(s): CHIEN TSENG

Agent(s): BACON AND THOMAS PLLC; ROBERT

International class (IPC 8–9)**:** A41D27/08 A41G1/00 A42B1/24 A43B3/00 A45C15/06 B60Q1/26 B60Q3/02 B60R11/00 B60R13/00 C10G1/00 C12M1/00 C12M1/06 C12M1/12 C12M1/34 C12M3/00 F21K2/00 F21K9/232 F21K99/00 F21L13/00 F21L14/00 F21L4/00 F21L4/02 F21L4/08 F21S10/00 F21S10/02 F21S10/06 F21S2/00 F21S4/00 F21S6/00 F21S8/00 F21S8/08 F21S9/02 F21V1/00 F21V1/10 F21V11/00 F21V13/00 F21V13/02 F21V14/00 F21V14/02 F21V14/06 F21V14/08 F21V15/01 F21V17/00 F21V17/02 F21V19/00 F21V19/02 F21V21/00 F21V21/005 F21V21/08 F21V21/092 F21V21/14 F21V21/22 F21V21/26 F21V21/30 F21V23/00 F21V23/02 F21V23/04 F21V23/06 F21V25/02 F21V29/00 F21V29/502 F21V29/70 F21V3/00 F21V3/02 F21V31/00 F21V33/00 F21V5/00 F21V5/04 F21V7/00 F21V7/04 F21V8/00 F21V9/00 F21V9/16 G01J5/00 G01S3/786 G02B27/22 G02F1/13 G02F1/1335 G02F1/13357 G03B1/00 G03B15/03 G03B19/18 G03B21/00 G03B21/14 G03B21/20 G03B23/00 G03B29/00 G03B3/00 G03H1/22 G04B19/04 G04B19/30 G04B37/12 G04B47/00 G04C10/00 G04C19/00 G04G99/00 G06F1/26 G06K9/00 G06T7/00 G06T7/20 G08B13/24 G09F13/18 G09F13/22 G09F23/00 G09F23/04 G09F9/33 G09G3/30 G09G3/32 H01L21/00 H01L21/68 H01R11/00 H01R13/66 H01R25/00 H01R27/00 H01R3/00 H01R33/00 H01R33/009 H01R39/00 H02G3/14 H02J4/00 H02J7/00 H02J7/02 H02M1/00 H04N1/21 H04N5/225 H04N5/232 H04N5/235 H04N5/247 H04N5/33 H04N5/76 H04N5/77 H04N7/18 H04N9/31 H05B33/08 H05B37/02 H05B41/30 (Advanced/Invention);
B60R13/02 F21S2/00 F21V1/10 F21V21/22 F21V21/29 F21V21/30 F21V23/04 F21V23/06 F21V33/00 F21V8/00 F21V9/08 F21W121/00 F21W131/30 F21Y101/00 F21Y101/02 G02B5/32 G09F13/22 H01H9/18 H01J7/44 H01R103/00 H01R13/713 H01R24/76 (Advanced/Non–invention);
A42B1/00 A43B3/00 A45C15/00 B60Q3/00 B60R11/00 B60R13/00 F21L4/00 F21S4/00 F21V1/00 F21V17/00 F21V21/00 F21V21/005 F21V21/08 F21V21/14 F21V23/00 F21V23/04 F21V3/00 F21V33/00 G03B21/00 G03B21/14 G09F13/22 H01R3/00 H01R33/00 H05B37/02 (Core/Invention);
B60R13/02 G02B5/32 (Core/Non–invention)

International class (IPC 1–7)**:** F21V21/00 F21V21/08 F21V9/16 G01D11/28 G02B6/04 H01J1/62 H01R11/00

CPC: A42B1/242 A41D27/085 A42B1/244 A43B1/0036 A43B3/0005 A45C15/06 B60Q1/26 F21S2/00 G09F13/22 H05B37/0245 F21V19/00 F21V19/0015 F21V19/003 G03B15/03 H05B37/0218 H05B37/0236 Y02B20/42 F21V33/006 G02B6/0021 G02B6/0045 G09F23/00 H01H2009/186 H02G3/14 A43D999/00 B60R11/00 B60R13/00 B60R2011/0063 B60R2013/0287 H04M1/05 H04M1/6058 F21S10/066 F21V23/0407 H05B33/0857 A43C9/02 F21V29/20 F21V19/02 F21V1/00 F21V3/00 H01R33/06 F21V23/045 F21V5/048 F21V7/0066 F21V29/70 G03B21/2086 Y10T307/406 H05B33/0842 F21S10/007 F21V14/003 F21V14/006 G06F1/266 H02J4/00 H02J7/0042 H02J7/007 F21S2/005 F21S8/038 F21L4/00 F21L2001/00 F21S4/10 F21S4/20 A43B3/001 G03B21/20 F21V3/026 F21V14/08 F21V23/023 F21V33/0048 H01R33/92

F21S6/003 H01R13/6675 F21V23/005 F21V21/092 G09F13/18 G09F2013/222 F21V15/01 F21V33/00 F21V33/0024 F21V33/0056 H01R13/6691 H01R13/713 H01R24/76 H01R25/006 H01R2103/00 F21V14/06 F21V33/004 H02J2007/0062 F21V13/02 H02J7/0045 H02J7/027 G06K9/00369 G06K9/00771 G01J5/0025 G08B13/2491 G03B21/006 G02B27/22 G03B35/24 F21V23/00 H05B33/08 F21S9/035 H02J7/00 H05B37/00 G02F1/1313 H04N5/2256 H04N5/247 F21S6/004 H02J7/0027 H02J7/02 F21Y2113/002 F21S10/002 F21V21/29 F21V29/00 Y10S362/806 F21V17/002 F21K9/23 F21Y2107/40 F21V3/023 G03B21/142 G03B21/2046 G03B23/00 F21Y2115/30 F21Y2103/37 H01R33/09 A61L9/03 A61L2209/12 F21V33/0004 F21S10/00 F21V9/00 F21V9/12 F21Y2105/00 F21Y2111/00 H05B33/0803 F21S10/06 F21V1/10 G09F9/33 G09F19/12 G03B21/001 G03B21/26 G03B23/10 F21Y2113/13 H02J7/022 F21Y2103/33 F21Y2113/10 F21S4/28 F21S10/02 G09F23/04 F21V11/08 F21V23/003 H04N9/315 G01S3/7864 A41G1/005 G02B6/0008 G02B6/001 F21V23/0471 F21V23/02 F21Y2103/10 F21Y2103/00 H04N5/23206 G04B47/02 G06T2207/30232 H04N5/2252 H04N5/332 H04N5/2354 H04N5/23241 H04N5/76 F21K9/13 F21S9/02 F21Y2101/02 G06T7/004 F21V3/02 F21V17/02 F21K9/235 F21V19/006 G03B21/2053 G03B21/2033 G03B21/206 G03B21/145 G03B21/208 F21K9/60 F21V5/04 F21W2131/30 G04B19/30 B60Q3/78 F21W2131/109 F21Y2101/00 H04N5/2257 G03B29/00 F21V14/00 F21V5/00 F21V7/00 F21V11/00 H02J7/0047 H02J2007/0059 F21V29/502 F21K9/65 H04N7/181 F21S6/002 F21S10/023 F21S10/063 F21V23/0442 F21K9/232 F21K9/238 F21V14/02 F21V23/006 H02J7/0052 C12M21/12 C10G1/00 C12M23/06 C12M23/46 C12M27/02 C12M27/20 C12M41/40 G08B13/19619 G08B13/19636 G08B13/19656 G08B13/19695 C10G32/00 F21S8/035 F21S9/022 F21V9/08 F21V21/08 F21V21/14 F21V21/22 F21V21/30 F21V23/04 F21V23/0492 F21V23/06 F21V33/0052 F21W2121/00 F21Y2115/10 G06T7/70 H04N5/33 H04N7/183 Y10S362/80 H04N5/23296 H04N5/77 H04N1/212

European class: A41D27/08B A41G1/00B8 A42B1/24B A43B1/00C10 A43B3/00E A43B3/00E10 A43D999/00 A45C15/06 A61L9/03 B60Q1/26 B60Q3/02Q B60R11/00 B60R13/00 F21K9/00 F21K9/135 F21S10/00 F21S10/00A F21S2/00 F21S4/00E F21S4/00L F21S4/00L6 F21S8/03G1 F21S8/03T F21S9/02 F21S9/02E F21V14/02 F21V21/08 F21V21/14 F21V23/04 F21V29/00 F21V33/00A F21V9/00 F21V9/08 F21V9/12 G02B27/22 G02B6/00L4E G02B6/00L4L G02B6/00L6O4S G03B21/00 G03B21/20 G03B35/24 G09F13/22 G09F19/12 G09F23/00 G09F9/33 H01R13/66D10 H01R25/00D H01R33/06 H01R33/09 H02G3/14 H04M1/05 H04M1/60T2B H05B33/08D K61L209/120 L60R11/00R4A15 L60R13/02R R21S10/06 R21S2/00A R21S8/03G1 R21V1/10 R21V21/22 R21V21/29 R21V21/30 R21V23/04S R21V23/04S8 R21V33/00B R21V9/08 R21W121/00 R21W131/109 R21Y101/02 R21Y103/00 R21Y103/025 R21Y105/00 R21Y111/00 S02B6/00L6I4S4 T01H9/18E T01R103/00 T01R13/66D10 T01R13/713 T01R24/76 Y02B10/30

US class: 1/1 29/595 29/825 307/31 313/498 313/511 313/512 315/155 315/160 315/250 315/287 315/314 315/317 315/32 315/86 340/472 345/77 348/142 348/143 348/151 348/159 348/169 348/207.1 348/372 348/373 348/744 348/E5.024 348/E5.026 348/E5.043 348/E5.09 348/E7.085 348/E9.025 349/5 349/62 352/133 353/10 353/101 353/103 353/119 353/122 353/43 353/62 353/7 353/85 353/87 353/95 359/15 359/32 362/101 362/103 362/104 362/108 362/109 362/135 362/145 362/149 362/157 362/158 362/183 362/184 362/190 362/20 362/219 362/221 362/225 362/23 362/23.01 362/23.19 362/231 362/233 362/234 362/235 362/238 362/241 362/249 362/249.01 362/249.02 362/249.03 362/249.06 362/249.07 362/249.09 362/249.11 362/249.12 362/250 362/251 362/253 362/257 362/259 362/267 362/269 362/276 362/277 362/280 362/281 362/285 362/294 362/295 362/296.01 362/298 362/3 362/311 362/311.01 362/311.02 362/311.03 362/311.13 362/338 362/34 362/35 362/362 362/369 362/372 362/375 362/382 362/390 362/394 362/397 362/404 362/421 362/427 362/457 362/487 362/555 362/562 362/565 362/603 362/640 362/641 362/642 362/643 362/644 362/645 362/646 362/647 362/648 362/659 362/8 362/800 362/806 362/84 362/85 362/86 362/87 362/88 362/92 362/95 362/96 362/97.1 363/178 368/10 368/223 368/227 368/242 368/278 368/67 368/80 368/82 368/84 396/155 439/11 439/131 439/165 439/31 439/490 439/502 439/536 439/6 439/638 439/8 713/300

Classification Explorer

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Abstract:
Source: US2003231485A A tubular Electro−Luminescent panel(s) light device offer a desired bending directions with super brightness basing on certain width of panel incorporated proper invertor system. The said panel(s) with much narrow width than tube means to allow the panel(s) can be bend at any direction and angle within the tube means to offer a desired light effects. The said panel(s) can be flat or twisted within the tube means which may have the desired colored, transparency, wall thickness, diameter, shape, length for requirement. The said device may incorporated with non−elastic means, magnetic means, tube holder, sensor means, Integrated circuit to add a lot of desired variety features.

0) US3117642A – AUTOMOBILE AUTOMATIC–PARKING DEVICE

48) Family number: 22845847 (US3117642A) © PatBase

Title:	AUTOMOBILE AUTOMATIC–PARKING DEVICE
Priority:	US19560621634 19561113

Family:

Publication number	Publication date	Application number	Application date
US3117642 A	19640114	US19560621634	19561113

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Inventor(s):(std):	LARINOFF MICHAEL W
International class (IPC 8–9):	B62D15/00 (Advanced/Invention); B62D15/00 (Core/Invention)
International class (IPC 1–7):	B60S9/14 B62D5/00
CPC:	B60T2201/10 B62D15/0285
European class:	B62D15/02H6 L60T201/10
US class:	180/204 180/444 180/446
Classification Explorer	
Cited documents:	US2906355 A, US2736915 A, US2339291 A, US1905717 A, US1570547 A,
Forward Citations:	US9511765, US8645015, US7836991, US7737866, US7640108, US6223847, US6097314, US4931930, US4735274, US3669200, US3395771, US2011082613, US2009085771, US2009014227, US2006287826, US2006235590, US2006113119, US2006024149, FR2502773, DE19817142, DE19817142, DE19817142, DE102005058499, CN102762436,

Abstract:
Source: US3117642A ‘Nhat is claimed is: 1, An auiomatic steering device for right or left–hgnd parking of dirigibic vehides comprising in combination, vehiclwdriven forward~trave1 measuring means adapted to be set in operation by the operator for Iefi CT figllt' hand parking at a prescribed vehicle position' relatiye to a pariccd vehicle for measuring a predetermmcd disumce the nmoving vehicle must move forward parallel to ihs parked vehicle in accordance with a prescribed par]–l~ ing csursc before the moving vehicle is intended ic 'be stopped and shifted imc reversc for reverse~tr;\vel parking movement along said course; impulse–generating pilot means rcsponsive to reverse–travel parking movements of the vehicle for generating position–prescribing impulses operative to cient a predetermined steering–wheel positicn for each geographical position of the vehicle in its reverse–travel parking movements, said pilot means comprising vehicie~driVen programming means positionaizle in response to said parking movements for programming ihe generation of said position–prescribing impulses in accordance with said prescribed parking csurse, and posi~ tion–sensing means responsive to the position of bcih said course–programming means and steering wheels for generating said position–prescribing impulses in accordance with said pzrking course and for interrupting said impulse at each said predetermined steering wheel posi_lt; tion, 'whereby thc steering Wheels may be caused to be turned by said impulsés, until their position is in balance with flue: posiiion of said course–programming means at which point said impulses stop and steering–wheel movement ceases, said balance being only momentary since as the position of said programming moans is :hanged by the steady movement of thc vehicle, said positicnsensing means is continuously sending impulses tending to restore a balance between the steeringwheel position and programming mcans position thereby to cause the steering wheels to follow automatically the parking movement prescribed by said programming means; and, steering–:nechanism operating means rcsponsivc to the positionprescribing impulses of said position–sensing means for causing the steering mechanism to position the steering Wheels in compliance with The prescribed impulses, said posidonabic programming means comprising vehicledriven rotary–drive means including a normally stationary rclary driven–member and a rotary drive–member fer driving said driven–member, said drive–member being normally out of driving engagement with said driverrmember, and means actuated by said forward–travel measuring means for effecting driving engagement of said drive member wiih said driven–member at the termination of said forward–travel movement, and said forward–travel measuring means comprising rotary electric switching msans adapicd to be rotated by said rotary drive–means durizg said forward–travel movement, for actuating said driving–engagement means at thc terminadon of said forwarcbiravcl movement, said forv/ard~trave1 measuring moans also comprising operator–confroiled means for initi~ ally placing, and temporarily holding, said rotary electric switching means in driving engagement Wifli said rotary drive–means. 2. An automatic steering device in accordance with claim 1 in which said normally stationary rotary–driven member includes a vehicle–driven cam means providing a cam pro§1e determining said parking course. 3. An automatic steering device in accordance withclaim 1in which said normally stationary rotary–driven

member includes a vehicle–driven electric rotary–switchpotentiometer ‘device having a position–voltage profile that determines said parking course. 4. An automatic steering device in accordance with claim 1 in which said normally stationary rotary–driven member includes a vehicle–driven cam means providing a cam profile determining said parking course and in which said position–sensing means comprises hydraulic– ‘/alve means, said hydraulic–valve means including reciprocably mounted valve–body means constituting a camfollower actuated by said cam means, and valve–stem means responsive to the position of the steering wheels. 5. An automatic steering device in accordance with claim 4 in which said position–sensing means also includes link means, said link means coupling said valvestem means with said steering–mechanism for countering movement of said valve–body means by said cam means. 6. An automatic steering device in accordance with claim 5 and in which said steering–mechanism operating means comprises a double–acting spring–balanced hydraulic ram actuated by hydraulic impulses from said hydraulic valve means and means for linking said ram to said steering wheels to position the steering wheels in accordance with prescribed impulses. 7. An automatic steering device in accordance withclaim 1in which said normally stationary rotary–driven member mcludcs :L vehicle–driven cam means providing a cam prohle determining said parking course, and in which said position–sensing means comprises electricswitch means having a reciprocably mounted switch–merrv ber constituting a cam–follower adapted to be actuated by said cam means, and a separate reciprocably mounted switch–mernher responsive to the position of the steering wheels. 8. An automatic steering device in accordance with claim 7 in which said position–sensing means also comprises link means coupling said separate switch–member with said steeringmcchanism for countering movement of said cam–follower switch–member by said cam means. 9. An automatic steering device in accordance withclaim 1in which said normally stationary rotary–driven member includes a veliicle~driven electric rotarycvvitchpotentiometer device having a position–voltage profile determining said parking course, in \vh.icl'1 said position–sons ing means comprises magnetically–actuated, steering wheel~ reversing electric–switch means, a separate potentiometer device responsive to the position of the steering wheels, and a pair of independently energized solenoid means for magnetically actuating said steering wheel reversing electric–sv/itcii means, one of said solenoid means being actuated through said electric–rotary–switch–potentiometer device and the other through said separate potentiometer device, and in which said steering meclianism–operating means comprises electric motor means and a solenoidactuated reversible driving means powered by said electric motor means and controlled by said steering wheel reversing electric–switch means, said separate potentiometer device and said rotary switclnpotentiorneter device being positionable to eiiect a condition of magnetic balance of said pair of independently energized solenoid means and electrical balance of no current How in said reversing electric–switch means. 10, /an automatic steering device in accordance with claim 9 in which said reversing electric–switch device comprises a spring–balanced, centrally–pivoted magnetic switching armature having a position of magnetic force balance between said pair of actuating solenoid means in which the circuits its switches control are open, said position corresponding to the electrical balance position of no eurrent iow in said reversing electric–switch means as established by said rotary–switch–potentiorneter device and said separate potentiometer device, do ll. An automatic parking device in accordance with claim 1 in which said position–sensing means comprises separate, independently movable, mutually co~acti.ng valving members having a zero impulse–sending position relative to each other in which said steering–mechanism operating means is maintained hy the valving members in a condition of rest, one of said members being dispinceable by said programming means, and in which said position–sensing means also includes means responsive to displacement of said steering wheels for elfecting displacement of the other one of said members. 12. An automatic parking device in accordance with claim 1 in which said position–sensing means comprises separate, independently movable, mutually co–acting electric switching members having a zero impulse–sending position relative to each other in which said steeringmechanism operating means is maintained by the electric switching members in a condition of rest, one of smd members being displaceable by said programming means, and in which said position–sensing means also includes means responsive to displacement of said steering wheels for effecting displacement of the other one oi' said members. l3. An automatic steering device in accordance withclaim 1in which said steering–mechanism operating means comprises electrically powered driving means and reversing clutch means for coupling said electricalb/–powered driving means to the steering–mechanism, said clutch means being controlled by impulses generated by said position–sensing means to position the steering wheels in accordance with the prescribed impulses. 14. An automatic steering device in accordance withclaim 1including a hrst solenoid–operated means for actuating said driving engagement means when said vehicle has moved forward said predetermined distance from said prescribed vehicle position, the solenoid circuit of said solenoid–operated means being normally open, ond in which said rotary electric switching means is rotated by said rotary drive–means during said forward–travel movement, from a starting position in which the solenoid circuit of said solenoid–operated actuating means is “open,” to a nnishing position in which said circuit is "closed,” for automatically closing the solenoid circuit of said solenoid–operated actuating means on reaching said finishing position, a second solenoid–operated means for initially placing and temporarily holding said rotary switching means in driving engagement with said rotary drive means in the starting position of said rotary switching mems, and operator controlled switching means for closing the solenoid circuit of said rotary switching means at will. 15. An automatic steering device in accordance with claim lrl– in which said operator–controlled switching means for closing the solenoid circuit of said rotary eicotric switching means comprises a depressible daslrboardniounted parking button, and in which said rotary driving–rnember is of a sirigle–tlirectional design effecting driving engagement of said rotary driven–member only during the vehicle reverse travel, whereby the steering device cannot function in the event of accidental or rnal–opcration in which the dash–board–mounted parking button is inanualiy depressed while the vehicle is traveling with no intention by the operator for automatic parking. 16. An automatic parking device in accordance with claim 14 in which said rotary drive means further includes a friction clutch designed to slip when the torque it transmits exceeds a predetermined value. 17. An automatic steering device for right or lofthand parking of dirigible vehicles comprising in combination, vehicle–driven fcrivarddravel measuring means adapted to be set in operation by the operator for left or right–hand parking at a prescribed vehicle position relative to a parked vehicle for measuring a predetermined distance the moving vehicle must move forward parallel to the parked vehicle in accordance with a

prescribed parking course before the moving vehicle is intended to be stopped and shifted into reverse for reverse−travel parking movement along said course; impulse−generating pilot means responsive to parking movements of the vehicle for generating position−prescribing impulses operative to eifecr a predetermined steering−wheel position for each geographical position of the vehicle in its parking movements, said pilot means comprising vehicle−driven programming means positionable in rcsponse to said parking movements for programming the generation of said position−prescribing impulses in accordance with said prescribed parking course, and position−sensing means responsive to the position of both said course−programming means and steering »v/heels for generating said positionprescribing impulses in accordance with said parking course and for interrupting said impulses at each said predetermined steering wheel position, whereby thc steering wheels may be caused to be turned by said irnpulses, until their position is in baiance with the position of said course−programming means at which point said impulses stop and steering−uvhoel movement ceases, said balance being only momentary since as the position of said programming mearzs is changed by the steady movement of the vehicle, said position−sensing means is continuously sending impulses tending to restore−a baiance between the steering−wheel position and programming means posi− tion thereby to cause the steering wheels to follow automatically xhe parking movement prescribed by said programming means; and, steeringmechanism operating means responsive to the position−prescribing impulses of said position−sensing means for causing the steering mechanism to position the steering wheels in compliance with the prescribed impulses, said programming means comprising a vehiclefciriven electric−rotary−switch−potentiometer device having n position−voltage proile determining said parking course, and said position−sensing means comprising magneticallyactuated steering wheel reversing electric−switch means, a separate potentiometer device responsive to thc position of the steering wheels, and a pair of independently energized solenoid means for magnetically actuating said electric−switch means, one of said solenoid means being actuated through said vehicle−driven electric rotary−switch−potentiometer device and the other through said separate potentiometer de'/ice.

49) Family number: 20442739 (US1865014A) © PatBase

Title:	AUTOMATIC DEVICE FOR HORSELESS VEHICLES FOR THE PROTECTION OF PEDESTRLANS AND THE VEHICLE ITSELF
Priority:	US19300479201 19300902

Family:

Publication number	Publication date	Application number	Application date
US1865014 A	19320628	US19300479201	19300902

Probable Assignee:	HEINRICH KARL
Assignee(s):(std):	HEINRICH KARL
Inventor(s):(std):	HEINRICH KARL
Inventor(s):	KARL HEINRICH
International class (IPC 8–9):	B60R21/34 (Advanced/Invention); B60R21/34 (Core/Invention)
International class (IPC 1–7):	B60R19/00
CPC:	B60R21/34
European class:	B60R21/34
US class:	293/24 293/37 293/45

Classification Explorer

Forward Citations: US9205803, US4093290, US3784244, US2015191145,

Abstract:
Source: US1865014A 1. It hasbeen mentioned already that a pull wiLl_be exerted from the right upon rope 10§as will he shown later, and as this pull isrelatively strong it is evident that the pincer–like part 5 is bein ulled also to the right, but as pivot 7 hold? it, it means therefore also a hol ing of the plug 6. The 'so far described construction is made so that an occasional shock of the vehicle, such that happens when the vehicle moves with '6i1e or several of its wheels over a stone, or when it sinks into a hole in the road, etc., will not cause the moving of the pincer–like part 5 around its pivot 7 and therefore plu 6 will not be released. In this instance, sprglg 19. acts as a shock absorber and when a heavy shock takes place bars 1 and and associated garts therewith, such as rod 2, guide B, an part 4, will be moved somewhat around the pivot –ta without bringing the pincer–like part 5 out of its po ition in which it holds the plug 6, It is, however, diderent when bar 1 wil be pushed to the right say, by a person that is being struck thereby, or when somebody grasps t e har 1 or 15 ecans in the first instance of “pushing” ,bar 1, the guide 3 moves to the ri ht w ereby the left end of the guide pushes against part 4 which in turn exerts that pressure upon the pivot ic, thus bringing forcibly the rgncer–like part 5 out of its' normal position y moving the left end downward,'as indicated by the dotted lines in Figure 5, where– _bly the ri ht end of part 5 moves up and t ereby releases the plug 6 which then yields to the pull exerted upon it by rope 10. A similar function takes iplace when the bar 1 or 15 will he grasped ecause a push is exerted thereupon both from above and from the left and the spring 12 will be bent downwardly ancl will take an approximate position, as indicated IE 12' ésee also Figure 5). The downwardtgu 'ng o bar 1 or bar 5 acts directly upon e pivot 4a whereb part comes also out of its position in whicliit holds the plug 6 and it is therefore not necessary that the guide 3 moves so far to the right that ‘part 4 is touched by the left end thereof. In this case the pf–(essure upon pivot eta is exerted directly m above. _i The rope or chain or wire 10 is fastened by its other end to a device 16 that is held by rope 10 in a suspended position. This device 16, which is shown in igures 1 and 2 ' consists of two wooden or metallic curved bars or shanks 17 and 18 that are linked together or suitably held together at 19. They are supported near the point 19 by han rs 20, but they are not fastened to them. ii their extension towards the front of the vehicle they are so formed that they are separated more from each other in the parts that are situated in front of the front wheels of the vehicle. At this point theyunake a. large bow' so that the front wheels 21, 22 will not be hampered in making their movements ,when they are steered. The front ends of shanks 17 and 18 reach points that lie further outward than the vertical plane of the respective front wheels and those points may he even further outward than the vertical plane of the rear wheels a it will he the case wlttih a\;t‘E\krnol;11lesk¢;r1nz1oto‘1it;:‘é1filx?d 'glue iront enso e an an o eower corners of the blanket 23 that is stretched out by 1ts lower edge between them. The upger partof this blanket might be rolled up, ut it is preferable that it is only folded (lied) gp ln such manner that it will be unfolded in e most rapid manner when a collision, as aforesaid, occurs. The upper end of the blanket 2B_that may have a rectangular shape may be suitably fastened to the underside of the vehicle b _ y or to the front bumper al, or to bar 15 or to any other suitable part in the front of the vehicle. Rope or chain or wire 10 is ,fastened at the rib or crossbar 24 that holds the two shanks 17 and IS. From the previous description it is already seen that whenever plug 6 is released the front part of device 16 wi 1 fall immediately to the ground (see Figure 1) and will thus revent t e person that ha been struck by saidp vehicle from getting under the wheels of thislvehicle H0 D5 IIS because

blanket 23 forms then a protectineg curtain. The device 16 cannot be mov backwards when its front part lies on the ground because. books or teeth 184 that are directed somewhat backward and that are arranged on the underside of the shanks 17, 18 will hook in on the support 20 wherebrg these shanks are allowed to move forwu when pulled in that direction. In order to pre vent the blanket itself from getting under the wheels, the following arrangement– is made that is illustrated 'in Figures 1, 8 and 15. _It consists of two parallel arranged bars SB, 69 which might extendin the same direction as the front bumper, if there is ony, and they might be in front or somewhat underneath that front bumper. The bar indicated by 69, which is therear o11e,i|;srov'ided with teeth or hooks that are direc towards bar 68 which is comlpletel? even and –which should be prefers. ly 0 rounded shaie, as shown. Between bars 68 and 69 there ould be only as much room as to permit the blanket 23 (or 256, e Figures B and 9) that is passed between these‘t'wo hers 68, 69‘to move reely if pulled down in a vertical direction or forward by the device 16 1 and 2), or bglthe ham 17a and 1Sa o Figures 8 .and 9 w fch will be described later. ,however, the blanket 23 (or 234' of Figures 8 and 9) is pushed backwards ‘hy a 'prison that has been struck by the vehicle _ blanket will hook itself ful: on the teeth or points gli bar,69, the result beilggethe stretching of at portion of the bla t situated be# tween its lower edge then lyiplg on the –ground and the line on whxch the tee or points hook in on the blanket. Suliicient resistance is thus aiforded by the blanket for preventing its moving under the wheels and consequently also that of a, person prmsing agust it. lanket 23 (233 will be unhooined m the teeth 70 when e device 16 moves forward, as will be enshrined su uently, and in this instance sai blanket spread with its nearly full lexigth in front of–the vehicle. The rear –(or under) side of the blanket should be roughened Ol! Erovided with holes that ailow the teeth or p into 70 to penetrate therein. The foremost art of the shanks 17, 18 might be surrountfed by cloth or rubber or the underside thereof might be formed as brushes with strong Ebres so that 'these parts will be given a certain amount of give _ when they are in their relea.sefl_"position in which they encounter unevenness of the ground. ` _ _ . As it is desirable to protect the persons also softensthe fall of the person –that has been struck by the vehicle. The device that moves the hunks forward and thereby spreads out and stretches the blanket 23 consists of the following simple means. Connected to rope or chain or wire 10 is another rope or chain or wire 25 that is connected to al' pivnfed or linked lever 26. This lever 26 is so held in respect to one of the front wheels that its free end will strike the s kes of this wheel when rope 10 is released? The moving of !ever`26 'IJJ that manner may be obtaine in various ways as, for instance, by means of a spring, but I prefer to make it in a simpler way, as will be shown hereinafter _in –connection with rope or chain 'or wire 30 andfwegi shoe 31. O11 the free end of lever 26 a. h 27 is placed but not rigidly fastened theretoand t e po1nt of the hook IS so directed that it will hook itself on one of the spokes of that front wheel that is verticall positioned at that moment and above th axle of that wheel when ropes 10 and 25 will be released. In cases Where :no spoke are employed it might u well be the tire ,of the front wheel into which the hook may hook. Fastened to hook 27 i a 'rope or cha1n or wire 2S.which is also fastened to the rearmbst ends of the sbanks 17 and 18, that is at the int 19. Whenever ropes 10 and 25 are rellsased and the lever 26 moves towards the respective front wheel, which in Figure 2 inthe leftside one, hook 27 hooks itself on one of the s okes of that wheel in the aforesaid manner whereby the turning wheel separates the hook 27 from the lever 26 undmcves it around whereby the rope 28 will be phlled–_which slides then on top of t,he` wheel axle and in turn pulls the shanks 17, IIEc]f_lt;:5,'lw1{Jli§n;v;l;1ie;;therehy spread and also I I 8 _ .. _ So far the means have been _described that actuate the aizfety adgvicuis. it isnnhowevet necessa to rin o ve ice on 'nic stop bg as the driver of an automobile or trnclr or– of a trolley car may not have presence of mind enoughpto act nsropidly, auch action must be automatic and the followingiimple meEs?'emem1;lsoyedif1;thi]sires`pect., _nnected– ver , re rayv a sling near the point where? the bool: 2; is placed, isa rope, chain, or wire 30, which is astened to one of the wedgiqahc that serve for atoppinfg the vehicle. are are preferably two o these wedge shoes which are indlcahedhy 31, 32 when lt is the C253 mth automohil –or motor trucks, but on trolley ears and the like vehicles there may be more employed |.nd`the wedge sl10e will have a shape from injuries during the falling thereof, af 'that is somewhat diferent. from that of the mechanism is made in connection with the device 16 that will move the blanket 23 as far to the front that the person will fall upon it and as in this instance the blanket wlll be stretched there will he a space left between the ground and the blanket which wedge shoe employed for stoppingautomobiles and motor trucks (see Figure 7). The wedge shoe for the automobile and motor truck is shown in– Figure 3 and Figure 4 and consists of thepart 33 that clamps itself on the wheel, its tire, respectively, and B0 Sl –I0 IE 4 _ 1,sas,n14– the botteugnpart 34 that is provided with teeth of ailet angular shape for gripping on the ground without, however, digging in which might cause the vehicle to somersault. Part 33 can be made of Hexible steel while the teeth 35 can be made of iron. Both wedge shoes 31, 32 are held by– a wooden or steelbar 36. in such position in which they face the Wheel _rims or tire –with the broader part of 33 which is the rear end of the wedge shoe. Fastened to har 36 are ropes or wires or chains 37, 38 of certain length which are also fastened at fi suitable place of the vehicle body or at the inner edges of the mud–guards of the rear wheels. ~ To wedge shoe 32 (see Figure 2) is connected a rope or wire or chain 39 that is also connected to rope 10 and in case where rope will he released will also rogue 39 be released as wel] as rope 30, as has een pointed out previously. The wedge shoes 31, 32 then move to the ground and the turning rear wheel moves right into the space 40 (see Figilre 3) and clamps itself fast at the narrower part form by 33. The wedge shoes thus hold the rear wheels and slide on the ground for a distance that depends upon the momentum of the vehicle whereby the rear wheels will not touch the ground:–' In order to prevent these rear wheels breaking the ropes or chains or wires 30, 39 and simply' take the wedge shoes around them these ropes 30, 39 should be of great strength and besides that o special means must be employed in the form of rings 42, 43 through which the ropes 30, 39, respectively, arepassed. _ . Rings 42, 43–are fastened to the hangers 20; but they may be fastened to any other suitable part of the chassis or car body. At `a eertnin stretch in advance of the' rings 42, 43 plugs 44, 45 are. fastened .to the ropes 30, 39, respectively, and these plugs inust be'so big that they cannot pass through the ring holes of 42 and 43. The distance etween the plug 44 or 45 from its ring 42, #13, respectively, must correspond there ore with the distance that lies between tl1e”:Eront part of the wedge shoe 31, 32, respectively, and the lowermost part of the respective renr wheels when the wedge shoes are in their normal, suspended position(It wiil he noted from F`l,|!,'l11‘8 2 that lug 44 is not directlv–fastened to rope 30, Ent to a special branch rope. Torope 30 i therefore :Ea tened another rope. Lever 26 itself will not he engaged by anlylpart of the left side front whee w on it wi e released, but it will simply move backwards as far as rope 80 will pull it

whereafter rope 30 will slip out and separate itself from lever 26. – From the foregoin description it is shown that all–essential para are so su pended that they will éo to active position through the safest me ium in 'this respect. namely through gravity. and that it is performed in a most rapid manner. _ , It is necessary that for certain vehicles such as trolley cars, wedge shoes must he employed that have a shape diiferent from those emplqyed with automobiles, motor trucks, etc. n connection with them no teeth are necessary and it will not be necessary that they have a broadened and a narrow upgqrr part like those emplayehle for automo– 1 es. It is also necessary that there is protection for the Eedestrian when automobiles or ruotor trac s move backwarrls. In this respect a har 1' and another one 15' that is associated therewith may be employed and‘a, similar mechanism be in–ou ht in connection therewith, as has been discrihed previously. In order to indicate those parts that have similar functions or uses as has been set forth in connection with the parts in the front of the vehicle, the same respective numeral is employed with the addition of a prime. In genenal, the scheme is the some as described previously with the distinction that there is no confer–ation with the front wheels. The we ge shoes 31' and 32' are applied' to the rear wheels and a. blanket 23' will be spread out similar to that indicated by BB when a. person takes hold of bar 1' or bar 15', or when it will be. struck by these bers. ` Referring more pai–ti.cularl to Figures 8 and 9, it will be noted that tile invention is represented in mform that is more sirnplilied than that shown in Figures Land

0) US5694812A – MULTI–FUNCTIONAL APPARATUS EMPLOYING AN ELECTRO...

50) Family number: 30268031 (US5694812A) © PatBase

Title: MULTI–FUNCTIONAL APPARATUS EMPLOYING AN ELECTROMAGNETIC DEVICE AND AN INTERMITTENT MOTION MECHANISM

Priority:

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Probable Assignee: LEAR AUTOMOTIVE DEARBORN INC

Assignee(s):(std)**:** LEAR AUTOMOTIVE DEARBORN INC ; UNITED TECHNOLOGIES MOTOR SYST ; UNITED TECHNOLOGIES AUTOMOTIVE ; UNITED TECHLOLOGIES MOTOR SYST ; UT AUTOMOTIVE DEARBORN INC

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Agent(s): MCCARTHY TETRAULT LLP

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International class (IPC 1–7)**:** B60Q1/05 B60R1/06 B60R16/02 B60S1/08 B60S1/16 B60S1/18 B60S1/34 B60S1/46 B60S1/48 B60S1/58 B60S1/60 E05B47/00 E05C3/12 F16D11/04 F16H1/32 F16H19/04 F16H27/06 F16H27/08 F16H37/06 F16M13/00 G05G9/06 H01Q1/00 H01Q1/10 H01Q1/32 H02K7/06 H02K7/10 H02K7/116 H02K7/14 H02P1/00 H02P7/06

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European class: B60N2/02B6B B60N2/02G B60Q1/05 B60S1/08 B60S1/16 B60S1/18 B60S1/34L B60S1/48B2B B60S1/58B B60S1/60B E05B47/00D1 E05B81/06 E05B81/25 F16D11/04 F16D11/14 F16H27/04 G06K13/08A4 H01Q1/10 H01Q1/10B H01Q1/32 H01Q1/32L10 H01Q1/32L8 H02K11/00 H02K7/116B H02K7/116B1 H02K7/12 L60S1/04T P05B81/13 P05B83/16 T02K11/00 T02K7/10 T02K7/116B T02K7/116B1

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Classification Explorer

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Abstract:
Source: US5694812A A multi−functional apparatus employs an electromagnetic device. The electromagnetic device selectively causes movement of an intermittent motion mechanism thereby moving a mechanical device coupled thereto. In another aspect of the present invention, a single electric motor selectively actuates three intermittent motion mechanisms thereby causing three mechanical devices coupled thereto to operate. In a further aspect of the present invention, a clutch mechanism selectively drives a window wiper. A method for operating the multi−functional apparatus of the present invention is also provided.

0) US2014041980A – ADAPTIVE ENERGY TRANSFER SYSTEM AND METHOD

51) Family number: 55762058 (US2014041980A) © PatBase

Title: ADAPTIVE ENERGY TRANSFER SYSTEM AND METHOD

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Probable Assignee: GENERAL ELECTRIC CO

Assignee(s):(std)**:** GEN ELECTRIC ; GENERAL ELECTRIC CMPANY

Assignee(s): GENERAL ELECTRIC CO

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Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class(IPC 8–9)**:** B60K31/00 B60M3/00 B61K9/08 B61K9/10 B61L1/02 B61L1/18 B61L1/20 B61L13/04 B61L15/00 B61L21/10 B61L23/00 B61L23/04 B61L25/02 B61L27/00 B61L3/00 B61L3/10 B61L3/12 B61L3/16 B61L3/18 B61L7/06 B64C39/02 G01C21/00 G01N27/02 G01P3/66 G05D1/00 H01R41/00 H04B17/00 (Advanced/Invention); B61L1/20 B61L23/16 (Advanced/Non–invention)

CPC: H01R41/00 B61L23/042 B61L3/121 B61L15/0027 G01N27/023 B61K9/10 B61L3/18 B61L27/0094 B61L15/0081 B61L27/0088 B60M3/00 B61L1/181 B61L1/20 B61L3/125 B61L13/047 B61L27/0038 B61L27/0077 B61L25/025 B61L2205/04 B60K31/00 G05D1/00 B64C39/024 B64C2201/123 B64C2201/127 B61K9/08 B61L23/045 B61L1/187 B61L25/023 B61L25/026 B61L23/044 B61L3/10 B61L1/02 B61L15/0072

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Forward Citations: WO16182994, WO16182497, WO16149064, WO16039789, WO15118185, US9682716, US9669851, US9656387, US9650059, US9581998, US9481384, US9255913, US9162691, US9102341, US2016107664, US2016075356, US2015338287, US2015158510, US2015033864, US2014180609, US2013334373, US2013284859, FR3032794, EP3135555, EP3095667, DE102013219763, CN105109517, AU2015215857,

Abstract:
Source: US2014041980A Systems and methods of the invention relate to transferring energy from a vehicle to a device via a track circuit. Embodiments of the present invention include a power source of a vehicle that can be utilized to transfer energy through a track circuit to a device coupled thereto. The track circuit can include a section of track having a first pair of insulated joints located on a first rail and a second pair of insulated joints on a second rail, each pair separated by a distance. Moreover, a signal can be communicated to the vehicle based on receipt of the transferred energy.

0) DE2557729A1 – VORRICHTUNG ALS SCHNEE– UND/ODER EISFAHRHILFE F...

52) Family number: 2500434 (DE2557729A1) © PatBase

Title: VORRICHTUNG ALS SCHNEE– UND/ODER EISFAHRHILFE FUER FAHRZEUGE
DEMOUNTABLE SNOW GRIP FOR CAR TYRE – WITH SPRUNG HOOPS CLAMPED OVER TREAD AND SECURED ON FLANGE FITTING RING

Priority: DE19752557729 19751220

Family:

Publication number	Publication date	Application number	Application date
DE2557729 A1	19770623	DE19752557729	19751220

Probable Assignee: MAYER KARL M

Assignee(s):(std)**:** MAYER KARL M

Inventor(s):(std)**:** MAYER KARL M

Inventor(s): M MAYER KARL

International class (IPC 8–9): B60C27/02 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/02

CPC: B60C27/02

European class: B60C27/02

Classification Explorer

Forward Citations: FR2624064,

Abstract:
Source: DE2557729A1 Vorrichtung als Schnee– und/oder Eisfahrhilfe fuer Fahrzeuge, durch G e h e n n z e i c h n e t, dass sie aus mehren einzelnen Greiferarme (4), diese am inneren Ende in einem drehbar angeordneten Flansch ring (1) drehbar gelagert, nach aussen in ein federndes Glied, wie in einem Federo@gel (6) ueberrgeht und dann ueber die Laufflaeche des Reifens als den Reifen bis auf die Rueckseite desselben umfassende Greiferbuegel ausgebildet sind. The snow grip has a set of metal hoops at the ends of sprung arms linked to a flange ring secured on the wheel hub. As the flange ring is turned relative to the wheel hub the hoops are pulled into the tread. The hoops are strung with grip chains and are designed to flex with the tyre movements so that the system can be used to drive on snow covered roads, no just used to pull vehicles out of snow drifts. The grips are simple to fit, with simple tools, and do not require the wheel to be rotated while fitting. They store in a folded conditions and are readily removed when reaching clear roads. By flexing with the tyre they are not loosened easily, with the sprung arms made from spring steel, either in flat or profiled form.

0) US2002189139A – VACUUM BORING AND MUD RECOVERY SYSTEM

53) Family number: 28289210 (US2002189139A) © PatBase

Title: VACUUM BORING AND MUD RECOVERY SYSTEM

Priority: US20000722797 20001127 US20020217055 20020812 US20020363058P 20020311 US20060810747P 20060605 US20060814721P 20060620 US20040810184 20040329 US20020384719P 20020603 US20050208565 20050822 US20050212077 20050825 US20060814791P 20060620 US20070809957 20070604 US20090592142 20091119 US20090277201P 20090922 US20090275411P 20090828 US20080203830P 20081230 US20090653871 20091218 US20100807119 20100827

Family:

Publication number	Publication date	Application number	Application date
US2002189139 AA	20021219	US20020217055	20020812
US2005210623 AA	20050929	US20040810184	20040329
US2006032012 AA	20060216	US20050212077	20050825
US2006032095 AA	20060216	US20050208565	20050822
US2008040945 AA	20080221	US20070809957	20070604
US2010095559 AA	20100422	US20090592142	20091119
US2010196129 AA	20100805	US20090653871	20091218
US2010326481 AA	20101230	US20100807119	20100827
US6453584 BA	20020924	US20000722797	20001127
US6988568 BB	20060124	US20020217055	20020812
US7503134 BB	20090317	US20040810184	20040329
US7644523 BB	20100112	US20050208565	20050822
US8739354 BB	20140603	US20100807119	20100827

Probable Assignee: BUCKNER LYNN A

Assignee(s):(std)**:** BUCKNER LYNN A ; BUCKNER LYNN ALLAN ; BUCKNER LYNN ALLEN

Inventor(s):(std)**:** BUCKNER LYNN A ; BUCKNER LYNN ALLAN ; BUCKNER LYNN ALLEN

Inventor(s): BUCKNER LYNN

Agent(s): LYNN A BUCKNER

International class (IPC 8–9): A47L5/38 B08B3/02 B08B9/00 B08B9/04 B60P1/00 B60P1/60 B63C7/22 E01H1/08 E01H1/10 E02F3/88 E02F3/92 E02F5/00 E02F5/28 E02F7/06 E03F7/10 E03F9/00 E21B21/06 E21B43/114 E21B7/18 F26B5/04 (Advanced/Invention); B60P1/00 E01H1/00 E02F3/88 E02F5/00 E02F7/00 E03F7/00 E03F9/00 F26B5/04 (Core/Invention)

International class (IPC 1–7): C09K3/00 E01H1/08 E02F3/88 E21B21/06 E21B3/18 E21B43/114

CPC: E02F3/8891 E02F3/925 E01H1/0827 E01H1/103 E02F3/9206 E02F5/28 E02F7/06 E03F7/10 E03F9/002 E02F3/384 E02F9/26 E02F3/907 E02F3/964 E02F5/282 Y10S37/905 E02F3/94 E02F3/8825 E02F3/8816 E02F3/9262 E02F3/9268 E21B21/066

European class: E01H1/08C E01H1/10B2 E02F3/38B2 E02F3/88C E02F3/88C2 E02F3/88K E02F3/90D E02F3/92J E02F3/92P2 E02F3/92T2 E02F3/92T4 E02F3/94 E02F3/96D2 E02F5/28 E02F5/28B E02F7/06 E02F9/26 E03F7/10 E03F9/00B E21B21/06N2C

US class: 134/166.00CP 134/166C 134/168C 15/104.31 15/300.1 15/302 15/315 15/315P 15/340.1 15/340.100P 15/340.100S 15/346 15/352 175/66 175/67 210/295 210/360.1 210/787 220/212 34/406 34/406P 37/304 37/304P 37/317 37/317P 37/320 37/323 37/466 37/905 37/905S 373/230 414/467 414/467P

Classification Explorer

Cited documents: USRE34585 E, US7837050 BB, US7470100 BB, US7415748 BA, US7191485 BA, US6988568 BB, US6860042 BB, US6857837 BB, US6771371 BB, US6686950 BA, US6615849 BA, US6604304 BA, US6547964 BA, US6523221 BA, US6470605 BA, US6454212 BA, US6453584 BA, US6385867 BA, US6378627 BA, US6250846 BA, US6209568 BA, US6202330 BA, US6116525 A, US6115881 A, US6070290 A, US6000151 A, US5946767 A, US5920194 A, US5860232 A, US5791073 A, US5778648

A, US5722113 A, US5636648 A, US5622571 A, US5487228 A, US5425188 A, US5410775 A, US5408766 A, US5402551 A, US5328297 A, US5295317 A, US5266169 A, US5212891 A, US5203646 A, US5200033 A, US5160034 A, US5048148 A, US5016717 A, US4935984 A, US4921133 A, US4773113 A, US4661848 A, US4622709 A, US4574420 A, US446745 A, US4446591 A, US4199837 A, US4019649 A, US3930324 A, US3847576 A, US3755851 A, US3658589 A, US3512206 A, US2057842 A, US2007169305 AA, US2006048331 AA, US2006032095 AA, US2006032012 AA, US2005235453 AA, US2005223514 AA, US2005210623 AA, US2005076965 AA, US2004194354 AA, US2004098824 AA, US2004020270 AA, US2003140946 AA, US2002189139 AA, US2002152576 AA, JP8257522 A2, JP58222225 A2, JP10095573 A2, EP0387758 A2, DE4223931 A1,

Forward Citations: WO16070218, WO15168743, WO15105807, WO14116620, WO13134332, WO13079671, WO12051234, WO09142774, WO07085813, WO07060211, US9690960, US9689616, US9687890, US9664011, US9662599, US9643107, US9581356, US9556692, US9551366, US9528259, US9511395, US9399853, US9388543, US9382688, US9375764, US9364777, US9358548, US9350425, US9337065, US9260050, US9260049, US9260048, US9217335, US9200490, US9139969, US9103091, US9069033, US9063530, US9058707, US9056266, US9045072, US9023131, US8944187, US8925753, US8858124, US8834072, US8833608, US8752662, US8739429, US8667717, US8584795, US8393049, US8360260, US8336231, US8289155, US8276291, US8156666, US8069746, US8056253, US7846331, US7802854, US7798745, US7735186, US7676966, US7644523, US7544018, US7526884, US7523570, US7503406, US7503134, US7415748, US7186062, US7033124, US6988568, US6857837, US6709217, US6709216, US6702539, US6698989, US2016318071, US2016258653, US2016129552, US2016090799, US2016016289, US2015375935, US2015360626, US2015345261, US2015151662, US2014277962, US2014262993, US2014230938, US2014230937, US2014190905, US2014190904, US2013318739, US2013307672, US2013298369, US2013281003, US2013269150, US2013209181, US2013192645, US2013189060, US2013062089, US2011311321, US2011110727, US2011110726, US2011107548, US2011103901, US2011088289, US2010293806, US2010211429, US2010196129, US2010147753, US2010098520, US2009277297, US2009184059, US2009183924, US2009133296, US2009084735, US2009052986, US2008244859, US2007175667, US2006123745, US2006032095, US2005210623, US2005108848, US2004096298, US2004086360, FR2984928, FR2975088, EP2993538, CN104879093, CN104278742, CN104278742, CN103921712, CN103806398, CN103806398,

Abstract:
Source: US2002189139A A vacuum boring and mud recovery method comprising a vacuum container, a vacuum producing device to create a vacuum within said container, a conduit to vacuum solid particles and liquids into the vacuum container and a dispensing device to dispense the liquid or solid particles from the vacuum container without eliminating the vacuum environment within the vacuum container. Vacuum container contents are stored within the container while simultaneously dispensing the solid particles and or liquids. The vacuum container method may also have a separating device disposed within it to separate solids and liquids by category. The vacuum container method is a continuous operation vacuum container which can simultaneously fill, store and dispense solid particles and liquids with the added ability to simultaneously separate the solids and or liquids before they are dispensed from the vacuum container. This is accomplished without eliminating the vacuum environment within the vacuum container. The vacuum container method can also include an articulated powered vacuum conduit boom, a vacuum conduit tractor or purification means.

0) US5970821A – CONTROL SYSTEM FOR AUTOMATIC TRANSMISSION FOR V...

54) Family number: 11751939 (US5970821A) © PatBase

Title: CONTROL SYSTEM FOR AUTOMATIC TRANSMISSION FOR VEHICLE

Priority: JP19970226789 19970822

Family:

Publication number	Publication date	Application number	Application date
DE69830030 D1	20050609	DE19986030030	19980810
DE69830030 T2	20050929	DE19986030030T	19980810
EP0898098 A2	19990224	EP19980306360	19980810
EP0898098 A3	20000223	EP19980306360	19980810
EP0898098 B1	20050504	EP19980306360	19980810
JP11063209 A2	19990305	JP19970226789	19970822
JP3247641 B2	20020121	JP19970226789	19970822
US5970821 A	19991026	US19980136956	19980820

Probable Assignee: HONDA GIKEN KOGYO KK

Assignee(s):(std)**:** HONDA MOTOR CO LTD

Assignee(s): HONDA GIKEN KOGYO K K ; HONDA GIKEN KOGYO K K TOKIO TOKYO ; HONDA GIKEN KOGYO KABUSHIKI KAISHA ; HONDA GIKEN KOGYO KK

Inventor(s):(std)**:** FURUTA TAKEO ; HIRANO MASAMITSU ; KIMURA HIROYUKI ; KOYAMA HIDEO ; NISHINA MASATOSHI

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU MC NL PT SE

International class(IPC 8–9)**:** B60K28/16 F16H61/16 (Advanced/Invention); F16H59/44 F16H59/46 F16H59/50 F16H59/56 (Advanced/Non–invention); B60K28/16 F16H61/16 (Core/Invention); F16H59/44 F16H59/46 F16H59/50 (Core/Non–invention)

International class(IPC 1–7)**:** F16H59/38 F16H59/44 F16H59/48 F16H59/66 F16H61/02 F16H61/16

CPC: Y10T74/19153 F16H61/16 B60K28/165 B60W2510/1045 B60W2520/10 F16H59/44 F16H59/56 F16H2059/467 F16H2059/506

European class: B60K28/16T F16H61/16 L60W510/10E1 L60W520/10 R16H59/44 R16H59/46E2 R16H59/50C R16H59/56

US class: 180/197 74/731.1

Classification Explorer

Cited documents: US5390117 A, US5262952 A, US5113721 A, JP8074987 A2, JP64007259 A2, JP64007259, JP1647259 A2, EP0773391 A1, EP0503942 A2,

Forward Citations: US8234051, US7770681, US2008255735, EP1662183, DE102015207293,

Abstract:
Source: US5970821A It is an object of the present invention to provide a control system for an automatic transmission, which operates so that when slipping of drive wheels is generated at the starting of a vehicle on ice or the like, upshifting from a second gear shift stage to a third gear shift stag is prohibited. However, when the pseudo slipping state of the drive wheels is detected with the locking or unlocking of the drive wheels, the undesirable prohibition of the upshifting of the automatic transmission is avoided. A slip rate of a torque converter is determined on the basis of an engine revolution–speed (a torque converter input rotation–speed) and an automatic transmission input rotation–speed (a torque converter output rotation–speed). When the slip rate exceeds, for example, 102 percent, so that the driving force is transmitted from the drive wheels toward the engine, it is determined that the pseudo slipping state attendant to the locking or unlocking of the drive wheels has been detected, thereby canceling the prohibition of the upshifting of the automatic transmission.

0) US6240660B – SNOW BLADE ATTACHMENT

55) Family number: 15411276 (US6240660B) © PatBase

Title: SNOW BLADE ATTACHMENT

Priority: CA19982227863 19980122 CA19992259749 19990119

Family:

Publication number	Publication date	Application number	Application date
CA2227863 AA	19990722	CA19982227863	19980122
CA2259749 AA	19990722	CA19992259749	19990119
CA2259749 C	20071127	CA19992259749	19990119
US6240660 BA	20010605	US19990233877	19990120

Probable Assignee: DUGAS GERARD G

Assignee(s):(std)**:** DUGAS GERARD F ; DUGAS GERARD G

Inventor(s):(std)**:** DUGAS GERARD F ; DUGAS GERARD G

Agent(s): SMART AND BIGGAR

International class (IPC 8–9)**:** E01H5/06 (Advanced/Invention); E01H5/04 (Core/Invention)

International class (IPC 1–7)**:** E01H5/06

CPC: Y10S37/903 E01H5/066

European class: E01H5/06D2

US class: 37/280 37/281 37/903 372/800

Classification Explorer

Cited documents: US5903986 A, US5848654 A, US5692875 A, US5692855 A, US5375349 A, US4962600 A, US4446639 A, US4208812 A, US4127951 A, US3373515 A, US3208166 A, US3055126 A, US2988831 A, US2841897 A, US2515384 A, CA759663 A, CA741065 A, CA1040854 A1,

Forward Citations: USD512443, USD511174, USD511173, US9255370, US8875419, US8776405, US8069590, US8051587, US8037625, US7941947, US7788829, US7784199, US7779563, US7743534, US7735247, US7735245, US7722305, US7707753, US7703222, US7681337, US7681335, US7676964, US7676963, US7676962, US7669353, US7658022, US7658021, US7654016, US7627965, US7603798, US7472499, US7430942, US7360327, US7249429, US7131221, US7100311, US7007571, US6817118, US6681505, US6651529, US6523620, US6463683, US2011113657, US2010229432, US2010064555, US2009277048, US2008155865, US2007217886, US2007169384, US2007151127, US2007137872, US2007089327, US2007089325, US2007084090, US2006288616, US2005246926, US2005193602, US2005126051, US2005111955, US2005066554, US2005016033, US2004205985, US2004060200,

Abstract:
Source: US6240660B An attachment for use with snow handling equipment such as a snowplow blade or a wheel loader bucket or similar implement, the attachment comprising a plate pivotally mounted at each end of the implement and movable between a forwardly projecting horizontal deployed position and a retracted position wherein the plate extends upwardly and does not interfere with normal operation of the implement. In the deployed position the plate is freely pivotal upwards and has a rounded front lower corner so that it can readily ride over curb stones and similar obstacles without damaging the mechanism. The attachments have the effect of greatly increasing the snow handling capacity of the implement without significantly detracting from its normal utilization.

0) US4576214A – NON–SKID DEVICE, PARTICULARLY FOR PNEUMATICALLY...

56) Family number: 18001301 (US4576214A) © PatBase

Title: NON–SKID DEVICE, PARTICULARLY FOR PNEUMATICALLY TIRED VEHICLE WHEELS USED ON ICE AND SNOW

Priority: CA19830444483 19831230 DE19830027385U 19830923 EP19830112291 19831207 DE19833363826 19831207 DE19833331855 19830903

Family:

Publication number	Publication date	Application number	Application date
AT20003 E	19860615	AT19830112291T	19831207
BRPI8307276 A	19850604	BR1983PI07276	19831229
CA1228100 A1	19871013	CA19830444483	19831230
CS248047 B2	19870115	CS19830010178	19831229
DD221969 A5	19850508	DD19840266790	19840830
DE3331855 A1	19850321	DE19833331855	19830903
DE3331855 C2	19920312	DE19833331855	19830903
DE3363826 D1	19860703	DE19833363826	19831207
DE8325341 U1	19831215	DE19830025341U	19830903
DE8327385 U1	19831229	DE19830027385U	19830923
EP0134309 A1	19850320	EP19830112291	19831207
EP0134309 B1	19860528	EP19830112291	19831207
ES285457 U	19870316	ES19830285457U	19831230
ES285457 Y	19871016	ES19830285457U	19831230
ES285457 Y1	19871116	ES19830285457U	19831230
FI82218 B	19901031	FI19830004741	19831222
FI82218 C	19910211	FI19830004741	19831222
FI834741 A	19850304	FI19830004741	19831222
FI834741 A0	19831222	FI19830004741	19831222
IS1332 B6	19890113	IS19830002870	19831227
IS2870 A7	19850304	IS19830002870	19831227
JP1481481 C3	19890210	JP19830236495	19831216
JP60056609 A2	19850402	JP19830236495	19831216
JP63030161 B4	19880616	JP19830236495	19831216
NO157165 B	19871026	NO19830004767	19831222
NO157165 C	19880203	NO19830004767	19831222
NO834767 A	19850304	NO19830004767	19831222
PL140813 B1	19870530	PL19840245898	19840125
PL245898 A1	19850326	PL19840245898	19840125
SU1297716 A3	19870315	SU19843686350	19840106
TR22356 A	19870224	TR19830002079	19830319
US4576214 A	19860318	US19840568492	19840105
ZA8309672 A	19840926	ZA19830009672	19831229

Probable Assignee: NIVEAU AG

Assignee(s):(std): NIVO AG FA ; NIVO AG ; NIVEAU A G CH ; NIVEAU AG ; NIBUOO AG

Assignee(s): NIVEAU A G ; NIVEAU AG 4002 BASEL CH ; NIVEAU AG BASEL CH ; NIVEAU GARTENSTRASSE 85 CH 4002 BASEL SWITZERLAND ; NIVEAU AG CH ; NIVEAU CH AG ; NIVEAU GARTENSTRASSE 85 CH 4002 BASEL SWITZERLAND AG ; NIVO AG FIRMA ; PREUSKER WERNER ; NIVO FIRMA AG

Inventor(s):(std): BUERUNAA PUROISUKAA ; PREUSEER WERNER ; PREUSKER WERNER ; PREUSKER WERNER CH ; PREUSKER WERNER DE ; PROJSKER VERNER ;

	UERUNAA PUROISUKAA ; VERNER PROJSKER DE
Inventor(s):	VERZICHT DES ERFINDERS AUF NENNUNG ; WERNER PREUSEER ; WERNER PREUSKER
Agent(s):	FETHERSTONHAUGH AND CO
Designated states:	AT BE CH DE FR GB IT LI NL SE
International class (IPC 8–9):	B60B15/00 B60B15/26 B60C27/00 B60C27/04 B60C27/14 B60C27/16 (Advanced/Invention); B60B15/00 B60C27/00 (Core/Invention)
International class (IPC 1–7):	B60B15/00 B60B15/26 B60C23/16 B60C25/02 B60C27/00 B60C27/02 B60C27/04 B60C27/16 B60C27/20
CPC:	Y10T24/44368 Y10T403/7007 B60C27/045 B60C27/14
European class:	B60C27/04B B60C27/14
US class:	152/213.00A 152/213A 152/213R 152/216 152/226 152/230 24/498 403/349 81/176.1
Classification Explorer	
Cited documents:	US4405006 A, US4278122 A, US4228838 A, US3133581 A, US2517634 A, US1945410 A, FR1368348 A, EP0056130 A2, DE3148112 A1, DE2213395 A1,
Forward Citations:	WO07011090, US8181684, US7448421, US7380578, US6357500, US5540267, US5282503, US5147479, US5145276, US4960159, US4903746, US4884933, US4854359, US2015251504, US2009188597, US2009095393, US2005284555, US2004000363, JP63071401, JP6012047, JP5147403, JP2027904, JP1257608, JP1081304, EP1418063, EP0397067, EP0214623, DE19950946, DE19912553, DE19912553,

Abstract:
Source: US4576214A An anti−skid device is intended for use on pneumatic tires when the tires are used on ice and snow. The device includes a supporting disk with anti−skid arms pivotally displaceable about axes extending parallel to the axis of the wheel on which the pneumatic tire is mounted. The supporting disk is fixed to the wheel by a fixing disk and a retaining ring mounted on the wheel rim. The combination of the fixing disk and the retaining ring secure the supporting disk on a hub formed on the fixing disk. The supporting disk is arranged so that there is a certain amount of clearance relative to the hub for performing eccentric rotary movement for adapting the device to any elastic deformation of the pneumatic tire.

0) US2008148549A – SYSTEM AND METHOD FOR CREATING MICRO/NANO WIND ...

57) Family number: 41950190 (US2008148549A) © PatBase

Title: SYSTEM AND METHOD FOR CREATING MICRO/NANO WIND ENERGY GATHERING DEVICES

Priority:

US20060645109	20061222	US20070624987	20070119	US20070626106	20070123
US20070627404	20070126	US20070627504	20070126	US20070627538	20070126
US20070687974	20070319	US20070740662	20070426	US20070739974	20070425
US20070691962	20070327	US20070670635	20070202	US20070674352	20070213
US20070747061	20070510	US20070742339	20070430	US20070765812	20070620
US20070777040	20070712	US20070771539	20070629	US20070829603	20070727
US20070751914	20070522	US20090360327	20090127	US20070842441	20070821
US20090321587	20090121	US20090319896	20090113	US20090321361	20090120
WO2007US26229	20071221	US20090641099	20091217	US20090641140	20091217
US20140326994	20140709				

Family:

Publication number	Publication date	Application number	Application date
BRPI0720775 A2	20140204	BR2007PI20775	20071221
CA2673490 AA	20090619	CA20072673490	20071221
CN101680421 A	20100324	CN200780050537	20071221
CN101680421 B	20160120	CN200780050537	20071221
EP2142794 A2	20100113	EP20070867982	20071221
JP2010534289 T2	20101104	JP20090542954T	20071221
US2008148549 AA	20080626	US20070842441	20070821
US2008148732 AA	20080626	US20070742339	20070430
US2008148733 AA	20080626	US20070747061	20070510
US2008149302 AA	20080626	US20070765812	20070620
US2008149403 AA	20080626	US20060645109	20061222
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Probable Assignee: TAMIRAS PER PTE LTD LLC

Assignee(s):(std)**:** FEIN GENE ; FEIN GENE S ; GENEDICS CLEAN ENERGY LLC ; GENEDICS LLC ; MERRITT EDWARD ; GLOUSTER APPLIC L L C

Assignee(s): TAMIRAS PER PTE LTD LLC ; ALTERNATIVE ENERGY RESOURCES INC ; SILICON VALLEY BANK ; GLOUSTER APPLICATIONS LLC

Inventor(s):(std)**:** EDWARD MERRITT ; FEIN GENE ; FEIN GENE S ; GENE FEIN ; MERRITT EDWARD

Agent(s): BORDEN LADNER GERVAIS LLP; DRIVER VIRGINIA ROZANNE; HAMILTON BROOK SMITH AND REYNOLDS PC; BRUNDIDGE AND STANGER PC; WAKIMURA MARY LOU ET AL; CARROLL ALICE O ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B21K25/00 B60K1/00 B60K16/00 B60L8/00 B82B3/00 C02F1/04 C02F1/14 C02F1/16 C02F103/08 C02F9/02 C02F9/10 E01F1/00 F01K7/04 F02D20/12 F03D1/04 F03D11/00 F03D3/02 F03D7/00 F03D9/00 F03D9/02 F03D9/25 F03G4/02 F03G7/00 F03G7/02 F03G7/04 F03G7/05 F03G7/08 F16L1/028 F16L1/06 F24J3/08 F25B30/00 F25D31/00 F28F1/14 G01R21/00 G01R21/133 G02B5/10 G06F17/30 G07B15/00 H01L31/00 H01L31/042 H01L31/05 H02J1/10 H02J3/00 H02J3/38 H02J4/00 H02J7/00 H02J7/14 H02J7/35 H02K7/18 H02N2/18 H02N6/00 H02P9/00 H02P9/04 H05K13/04 H05K3/30 (Advanced/Invention);
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US class: 136/243 136/243S 136/244 136/251 136/252 136/252S 165/183 165/183S 165/45 165/45P 180/165 180/2.2 180/2.200P 180/65.3 201/31 201/31S 202/84 202/84S 203/10 203/10S 210/175 210/175S 210/799 250/203.4 29/592.1 29/592.100P 29/596 29/729 29/729S 29/832 29/889.2 29/889.200S 290/1.00R 290/1.00RP 290/1.00RS 290/1R 290/2 290/4.00RP 290/43 290/44 290/44P 290/44S 290/4R 290/52 290/52S 290/53 290/54 290/55 290/55P 290/55S 307/10.1 307/10.100S 307/149 307/43 307/69 307/69P 307/84 307/84S 310/339 320/101 320/101S 359/853 361/235 361/235S 404/71 404/71S 405/184.4 405/184.400S 415/4.2 415/4.3 415/60 415/907 416/120 416/203 416/9 416/9P 60/641.2 60/641.200S 60/641.3 60/641.300P 60/641.6 60/641.600S 60/641.7 60/641.700P 60/641.8 60/641.800S 62/238.7 62/238.700S 62/260 62/260S 705/412 705/412P 903/903 903/903S 977/840 977/840S 977/948

Classification Explorer

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Forward Citations: WO15152847, WO15134409, WO15092485, WO13083131, WO13041907, WO13037348, WO13025574, WO13025574, WO12174318, WO12134495, WO12098332, WO12030680, WO11153578, WO11151677, WO11060515, WO10144595, USD774450, USD754064, USD751976, USD671070, USD657738, USD657737, USD657736, USD657735, USD626686, USD611405, USD611404, US9689372, US9678522, US9657998, US9651973, US9647487, US9644611, US9644610, US9639103, US9618215, US9563248, US9563215, US9552682, US9548695, US9541066, US9525285, US9518787, US9513648, US9505317, US9465398, US9465397, US9461471, US9437058, US9429974, US9424697, US9422922, US9419451, US9418393, US9407024, US9396462, US9393878, US9379559, US9365438, US9348381, US9347428, US9243611, US9231405, US9225173, US9216687, US9207698, US9202396, US9184694, US9183747, US9182244, US9177323, US9153847, US9151273, US9143842, US9142967, US9133820, US9133585, US9130402, US9114719, US9088055, US9077280, US9070173, US9068305, US9059601, US9030153, US9027288, US9020653, US9008852, US8996419, US8996418, US8983669, US8981202, US8979472, US8967946, US8940997, US8930038, US8925260, US8907614, US8907202, US8890505, US8875450, US8862279, US8849715, US8841881, US8836539, US8806866, US8806239, US8805552, US8791596, US8763390, US8733095, US8733094, US8725330, US8713929, US8677744, US8674531, US8669667, US8667792, US8661808, US8627658, US8583551, US8581550, US8578708, US8554386, US8551343, US8550405, US8548637, US8539763, US8536725, US8519257, US8508058, US8497595, US8495872, US8487469, US8479505, US8479502, US8474255, US8468815, US8449726, US8448433, US8443794, US8432053, US8427000, US8381464, US8378518, US8362641, US8358030, US8344534, US8344529, US8328499, US8319358, US8315930, US8275489, US8250863, US8245508, US8242630, US8240146, US8240140, US8234863, US8234862, US8225606, US8212408, US8191362, US8171728, US8154140, US8122718, US8117842, US8109085, US8104274, US8104203, US8087897, US8080901, US8067878, US8067846, US8046990, US8037678, US8022667, US7963110, US7958731, US7950143, US7949492, US7909567, US7900444, US7893552, US7847422, US7844568, US7844370, US7812472, US7800036, US7741727, US7737571, US7638891, US7635924, US7576444, US7566980, US7547984, US7525210, US7501713, US7498684, US7495351, US7492053, US2016248301, US2016243983, US2016032889, US2015322920, US2015276325, US2015159630, US2015123817, US2015113987, US2015098795, US2014367972, US2014319913, US2014312742, US2014300111, US2014265598, US2014180884, US2014158013, US2014021723, US2013342021, US2013317959, US2013251526, US2013251451, US2013153398, US2013113413, US2013106191, US2013030581, US2012302228, US2012293109, US2012292915, US2012292912, US2012228963, US2012201687, US2012181796, US2012136705, US2012133149, US2012116603, US2012106655, US2012045314, US2012031963, US2012000762, US2011301770, US2011290636, US2011250015, US2011215584, US2011210557, US2011166718, US2011127946, US2011113705, US2011108233, US2011099111, US2011094500, US2011074605, US2011073714, US2011062913, US2011062717, US2011049992, US2011025071, US2011021134, US2011006540, US2011004350, US2010314876, US2010314509, US2010295315, US2010295314, US2010289269, US2010288212, US2010276940, US2010252088, US2010231050, US2010231046, US2010220467, US2010200191, US2010187828, US2010181957, US2010161517, US2010161483, US2010161393, US2010156349, US2010156189, US2010154785, US2010154216, US2010139736, US2010133849, US2010117370, US2010072753, US2010060011, US2010039062, US2010006356, US2010000596, US2010000516, US2010000134, US2009230916, US2009224606, US2009212633, US2009200869, US2009196750, US2009189452, US2009076790, US2009055300, US2009015015, US2008246284, US2008163919, US2008154801, US2008154800, US2008152492, US2008150298, US2008150296, US2008150295, US2008150291, US2008150290, US2008150289, US2008150288, US2008150286, US2008150284, US2008149573, US2008149403, US2008149302, US2008148733, US2008148732, US2008148549, US2008039980, US2007299629, KR101042704, JP2011033233, ITRM20110527, ITPN20090024, ITCA20110002, GB2529014, GB2486397, FR3016257,

FR2970526, FR2948611, EP2487804, EP2377712, CN104870811, CN104737660, CN104039586, CN103626261, CN103321851, CN103061989, CN102996361, CN102996360, CN102704417, CN102575647, CN102434398, CN102374130, CN102372371, CN102352821, CN102242687, CN102025260, CN101986506, CN101860090, CN101797893, AU2010289837,

Abstract:
Source: US2008148549A Method and system for manufacturing small wind energy gathering devices, for example, of geometrical dimensions tip to $1/8^{th}$ of an inch (microdevices), employing micro−fabrication techniques. For example, three−dimensional single chemical composition parts of a small wind energy gathering device are manufactured using two−photon three dimensional lithography. Preferably, a plurality of such parts are manufactured in parallel, thereby optimizing the production process. The plurality of parts may be handled and assembled using precision instruments such as micro−tweezers, micro−scissors, and holographic lasers. Nanowires may be used to interconnect a plurality of the microdevices together, or to connect components of a particular microdevice. These nanowires are produced in nanowire arrays and are attached to a common base structure. Additionally, a form of injection molding and polymer materials may be utilized in the manufacturing of the small wind energy gathering devices (microdevices), which provide protective coatings and surfaces of reduced friction.

58) Family number: 29583980 (US2005168320A) © PatBase

Title: ELECTRONIC REAL ESTATE LOCKBOX SYSTEM

Priority:

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Family:

Publication number	Publication date	Application number	Application date
AT155912 E	19970815	AT19920919940T	19920831
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Abstract:
Source: US2005168320A One or more lock or key units of a secure entry system is equipped with a radio receiver. The receiver permits a memory in the lock or key unit to be updated with new data that is modulated onto a radio frequency signal. By this technique, system−wide changes of programming data, such as changes of lockout lists and access codes, and changes targeted to specific units, such as disabling a particular key, can be implemented simply and quickly.

0) WO9307021A1 – DRIVE SYSTEM FOR A MOTOR VEHICLE SYSTEME D'ENT...

59) Family number: 32481752 (WO9307021A1) © PatBase

Title: DRIVE SYSTEM FOR A MOTOR VEHICLE

Priority: DE19914133060 19911004 DE19925006508 19920930 WO1992DE00835 19920930

Family:

Publication number	Publication date	Application number	Application date
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International class (IPC 8–9): B60K17/356 B60K31/00 B60K6/04 B60K6/46 B60K6/52 B60L11/02 B60L15/20 B60W10/06 B60W10/08 B60W20/00 (Advanced/Invention) ;

B60K1/02 (Advanced/Non–invention);
B60K17/34 B60K31/00 B60K6/00 B60L11/02 B60L15/20 B60W10/06 B60W10/08 B60W20/00 (Core/Invention);
B60K1/00 (Core/Non–invention)

International class (IPC 1–7): B60K26/00 B60K6/02 B60K6/04 B60L11/00 B60L11/02 B60L11/02 B60L15/00 B60L15/20 B60L15/20 B62D6/04

CPC: Y02T10/648 B60K17/356 B60K31/0075 B60L3/102 B60L11/123 B60L15/2036 B60L2220/46 B60L2240/18 B60L2240/24 B60L2260/28 B60W10/08 B60W2520/125 B60W2520/14 Y02T10/6217 Y02T10/6265 Y02T10/6286 Y02T10/646 Y02T10/7077 Y02T10/7275 Y02T10/645 B60W20/00 B60K1/02 B60K6/46 B60K6/52 B60W10/06

European class: B60K17/356 B60K31/00G2 B60K41/00D2 B60K6/04D2 B60K6/04D4 B60K6/04F B60K6/04H2 B60K6/04T2 B60K6/46 B60K6/52 B60L11/12D B60L15/20D B60L3/10B B60W10/06 B60W10/08 B60W20/00 L60K1/02 L60K17/356 L60L220/46 L60L240/18 L60L240/24 L60L260/28 L60W520/12A L60W520/14 Y02T10/62F10 Y02T10/62F2 Y02T10/62J Y02T10/64D8 Y02T10/70 Y02T10/70J2 Y02T10/72D4

Classification Explorer

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Abstract:
A drive system for a motor vehicle having at least one driven wheel (1, 7) on each side of the longidudinal axis of the vehicle comprises an internal combustion engine (13), an electric generator (11) driven by the internal combustion engine (13), an electric motor (9) for each driven wheel (1, 7) and an electronic control system (15, 19, 21) that controls the amount of electric power supplied by the generator (11) to the individual electric motors (9). The control system (15, 19, 21) controls the power and the distribution of the driving torques to the individual wheels (1, 7) so that the roll steer effect of the vehicle is controlled by conferring a yawing moment that depends for example on the transverse acceleration of the vehicle or on the extent of a yawing moment generated by a side wind. By measuring the wheel pressure of the individual driven wheels, the road grip limits of the wheels may be detected and the electric motors may be controlled in order to improve traction.

0) US2007203727A – EMERGENCY SUPPLIES PRE–POSITIONING AND ACCESS C...

60) Family number: 40797636 (US2007203727A) © PatBase

Title: EMERGENCY SUPPLIES PRE–POSITIONING AND ACCESS CONTROL METHOD

Priority:

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Family:

Publication number	Publication date	Application number	Application date
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Probable Assignee: SOVEREIGN DEED LLC

Assignee(s):(std)**:** BOTOS MATTHEW J ; MOORE BARRETT H ; SEIDEL GREGORY E ; SOVEREIGN DEED LLC

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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): A01B71/06 A45F5/00 A47F1/04 A61B17/3213 A61B5/00 B01D46/00 B42D1/00 B60J1/00 B62D53/00 B62D59/04 B63B35/44 B65B3/04 B65G15/00 D02G3/00 E02D29/00 E04B1/00 E04B1/34 E04H1/00 E04H14/00 E04H9/00 F02M37/04 G01C21/20 G01T1/02 G05B19/418 G05B21/00 G05D1/02 G06F15/173 G06F17/30 G06F21/00 G06F9/44 G06F9/46 G06K7/01 G06Q10/00 G06Q30/00 G06Q30/06 G06Q40/00 G06Q50/00 G06Q50/26 G06Q90/00 G06Q99/00 G09B19/00 G21F3/00 H04H1/00 H04H20/59 H04L9/00 H04M11/04 (Advanced/Invention); G06Q90/00 (Advanced/Non–invention); A01B71/00 A45F5/00 A47F1/00 A61B17/32 A61B5/00 B01D46/00 B42D1/00 B60J1/00 B62D53/00 B62D59/00 B63B35/44 B65B3/04 B65G15/00 D02G3/00 E02D29/00 E04B1/00 E04B1/34 E04H1/00 F02M37/04 G01C21/20 G01T1/02 G05B19/418 G05B21/00 G05D1/02 G06F15/16 G06F17/30 G06F21/00 G06F9/44 G06F9/46 G06Q10/00 G06Q30/00 G06Q40/00 G06Q50/00 G06Q99/00 G09B19/00 G21F3/00 H04H1/00 H04L9/00 H04M11/04 (Core/Invention)

CPC: G06Q30/0283 G08B27/008 H04H20/59 H04H60/23 G06Q30/02 G06Q90/00 G06F19/327 G06F19/3493 G06Q20/401 G06Q50/22 G06Q50/00 G06Q30/04 G06Q10/06 G06Q50/163 G06Q50/30 G06Q30/00 G06Q50/10 G06Q30/0214 G06Q30/0217 G06Q30/0226 G06Q30/0227 G06Q30/0231 G06Q30/0233 G07F17/0042 E04H9/08 E04H9/12 F41H5/24 G06Q10/10 A62B31/00 B63C9/02 E04H9/14 A62B99/00 A62B1/02 E04H9/06 H04L63/10 G07C9/00087 B01D46/0023 B01D46/0036 B01D2273/30 A47K11/026 G21F3/00 G06Q30/06 G06Q30/0633 G06Q10/087 A61B50/10 A61B50/13 A61B50/312 G06Q40/08 A45C15/00 G06Q10/08 G06Q50/265 G06Q99/00 G06Q10/00 G06Q10/02 G06Q50/26

European class: A45C15/00 A47K11/02C A61B19/02F A61B19/02P4D A62B1/02 A62B31/00 A62B99/00 B01D46/00D4 B01D46/00F60 B63C9/02 E04H9/06 E04H9/08 E04H9/12 E04H9/14 F41H5/24 G06F19/32G G06Q10/00 G06Q10/02 G06Q10/06 G06Q10/08 G06Q10/08E G06Q10/10 G06Q20/401 G06Q30/00 G06Q30/02 G06Q30/0214 G06Q30/0217 G06Q30/0226 G06Q30/0227 G06Q30/0231 G06Q30/0233 G06Q30/0283 G06Q30/04 G06Q30/06 G06Q40/08 G06Q50/00 G06Q50/10 G06Q50/163 G06Q50/22 G06Q50/26 G06Q50/265 G06Q50/30 G06Q90/00 G06Q99/00 G07C9/00B6D4 G07F17/00D G07F7/00D G08B27/00T G21F3/00 H04H20/59 K61B19/02F2 K62B99/00 L01D273/30 S06F19/34S T04H60/23 T04L29/06S10 T04L63/10 Y04S50/12

US class: 141/10 180/14.1 180/14.100P 198/321 224/101 235/382.5 235/382.500S 250/472.1 250/519.1 345/85P 379/37 379/37P 434/236 434/236S 455/3.01 455/3.010 52/169.6 52/3 52/741.1 52/741.100S 52/745.05 52/745.050P 52/79.1 52/79.100S 600/300 600/300P 701/23 705/1 705/1.1 705/1.100P 705/14.16 705/14.160P 705/14.19 705/14.190S 705/14.27 705/14.270S 705/14.28 705/14.280S 705/14.31 705/14.310S 705/14.33 705/14.330S 705/2 705/26.8 705/2P 705/314 705/314P 705/325 705/325S 705/400 705/400P 705/5 705/500 705/500P 705/52 705/52P 705/5P 705/75 705/75S 707/802 707/802S 707/E17.005 707/E17.005S 726/2 726/2S 96/222 96/222P

Classification Explorer

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Abstract:
Source: US2007203727A One provides (101) a plurality of carriable containers having emergency supplies contained therein wherein each of these carriable containers is readily carriable by an average adult human. These carriable containers are then placed (103) within one or more corresponding controlled access containers as are provided at one or more publicly accessible locations (102). Prior to a triggering catastrophic event, one or more specific authorized beneficiaries are then preauthorized (104) to have catastrophic event–based access to one or more of these carriable containers. So configured, the authorized beneficiary(s) will in turn have access to the corresponding emergency supplies that are contained within the carriable container when a triggering catastrophic event occurs.

0) US2040449A – GRINDING MACHINE

61) Family number: 21376595 (US2040449A) © PatBase

Title:	GRINDING MACHINE
Priority:	US19310543412 19310610

Family:

Publication number	Publication date	Application number	Application date
US2040449 A	19360512	US19310543412	19310610

Probable Assignee:	GEN MOTORS CORP
Assignee(s):(std):	GEN MOTORS CORP
Assignee(s):	GENERAL MOTORS CORP
Inventor(s):(std):	STEVENS CLARENCE C
International class (IPC 8–9):	B24B47/06 (Advanced/Invention); B24B47/00 (Core/Invention)
International class (IPC 1–7):	B24B19/06
CPC:	B24B47/06
European class:	B24B47/06
US class:	451/1 451/138 451/17 451/18 451/227 451/335 451/398

Classification Explorer

Forward Citations: US2678521, US2636277, US2546752, US2429830, US2425234, US2005170753,

Abstract:
Source: US2040449A ’I claim: ' 1_. In 5, machine of the character described, a. work head, a tool head, Iced gnechanism, means for operating the feed mechanism hi onédirectum to produce B relative feeding movement ol approach between the heads, mechanism independent of the.1'eed mechanism and comprising A cylinder and piston unit directly connected to one of the heads for separating the heads in the line of feed, and mechanism for operating the feed mechanism in the opposite direction; substantially as described. ` 2. In s machine of the' character described, a. work hand, a. tool head, a feed screw, mechanism for turning the feed screw In one direction to meet, a relative teedinz movement ot approach between the heads, mechanism independent of the feed screw and directly connected to one of the heads for separating the heads in the line of feed, and mechanism for turnlnz the feed screw in the opposite direction; substantially as described. » _ 8. In a machine pf the character described., work head, B. tool head. 5 feed screw, pawl an# ratchet mechanism for turning the feed screw in une direction to effect 9, relative feeding movement d! approach between the heads, mechanism independent of the feed screw for shifting one o! the heads with respect to the screw and so separating the heads in the line of feed, and fluid pressure mechanism for turning the feed screw In the opposite direction; substantially as described. " 4._ In a. machine of the character described, a work head, a tool head, mechanism for etfeetinz feeding movement of approach between the heads, mechanism for effecting a. minor movezixmt ot separation between the heads. and mechanism for meet–1.11: a. maior movement of geparatlpn between the "heads, said last two meclmnisms comprising B piston having B piston rod with a. threaded portiomand a. rockable nut on the threaded portion; substantially .ns described. , ~ `. 5. In a machine ofthe character described, a, work head, a tool head, a feed sctew, mechanism Ior turning the feed screw to elect a relative feeding movement 01' approach between 'the buds, mechanism for eiectinl 5 minor separation of the heads in the line of feed, mechanism for causing a relative shifting movement of the henda in another direction for a. machining operation, and nutomntic mechanism for thereafter effecting A majo; sepscratiun–of the heads in the line of feed: substantiplly as described. 6. In a. machine ot the charncter‘described,.;n workhead; A f/oo) head, a feed screw, mechanism for turning the feed screw 00 elfect B. relative feeding movement ol' approach between the heads, niechsnlsm for effecting a. minor separs#_ tion of the heads in the line of feed, mechanism for ef1'ebtlng.a XUBJUI' separation of the heads, and mechanism for reversing the feed screw; substantially as`descr1bed.» ' '_ 7. In a machine of the character described. a work headja tool head, a. cylinder, and vane for effecting a minor movement of separation be– – tween the heads, a. jump–back cylinder and piston unit for eiiectlng a major movement of separation between the heads, and_me'ans for causing a relative shifting of' the heads to occur in a longitudinal direction between the operatlun of the two separating mechanisms; substantially as described. ' –_ _ ' 8. In' a machine of the character described. a workhemd, a– tool' head, means for causing– relative movement of the heads and comprising a piston, a. piston rod and. a. cylinder, a. portion of the piston rod being threaded, a nut threaded 'on the piston rod, and means tor tuming the nut for gausing s subsidiary relative movement of the heads; substantially as desgribed. 9. _In s. machine of the character described, a. head, a. plate having sliding engagement with the head, means for causing relative movement between the head and the plate and comprising a piston, a. piston rod, and a. cylinder, the piston rod being threaded, n. nut threaded on the piston rod l!1d'Sl1DPO!'bEd by the plate, and means for causing relative rotation between the nut and the rod tor eflectinz a

subsldlmjy rektive movement of the head and the plate; substantially as described. . 10. In 5 machine of the character described, s. work head, a tool head, a feed screw. mechanism at one end of the feed screw for turning the feed screw in one direcylon to effect 5 retatlve feeding movement of_ approach between the heads, mechanism at the other end of the feed screw for turning the screw in the opposite direction, the intermediate portion of the feed screw having threaded connection with one of the heads; substantially as described. V 11. In a machine of the character described, a work head, a tool head, a._1'eed nut, a. feed screw, means tor turning the screw in one direction to edect a relative movement between the heads, 3 cylinderjand n vane in the cylinder and having a one way connection with the feed screw tor turnlng the screw in the opposite direction; substantially as described. 12. In a machine of the .character described, a, work hesd, a tool head, d feed screw, s. cylinder, a vane rockahle on the feed screw. and means tor clutchlng the vane no the feed screw; substantially as described. , 13. In a. machine of the character described, 2 work head, a. tool head, a. feed screw, a. cylinder, la. vane rocksble on the feed screw, and means for clutching the vane so the feed screw and cnml prlsinz a. ratchet wheel carried by one of said last members, and a movable dog connected to the other; substantially asniescribed, 14..In n machine of the character described, n, work head. s too! head, a feed screw, a. cylinder, a. vane, and means for clutching the vine to the feed screw Bhd comprising a. ratchet wheel car– A . s,o4o,44s ' '_ 9 rled by one of said last members and a movable dog connected tothe other, and a. cam for controlling the dog; substantially as described. 15. In a machine of the character described, a work head, a tool head, a feed screw, a. cylinder, a. fluid pressure operated member projecting from the cylinder, said member forming a :loumal support for the feed screw, and means for clutching the member to the feed screw; substantially as described 16. In a machine of the character described, a. work head, a toll head, a. feed screw, a cylinder, a liuid pressure operated member projecting from the cylinder, and a pivoted dog carried by said member for connecting the member to the feed screw; substantially as described. 17. In a. machine or the character described, A work head, e tool head, a feed screw, a. cylinder, a liuld pressure operated member projecting from the cylinder, a plvoted dog carried by said member, a ratchet wheel carried by the feed screw, and a. cam for swinging the dog; substantially as described. 18. In e. machine of the character described, 9. work head, a tool head, a feed screw for effecting a, relative feeding movement of approach between the heads, n cylinder and vane for effecting a minor movement of separation between the heads, and a. cylinder and vane for eifecting a reversal of the feed screw; substantially as described. 19. In e machine of the .character described, a. work head, a tool head, a cylinder and piston unit for causing' a movement of separation between the heads, 9. screw shaft, a nut threaded on the shaft, means connecting the nut to one member of the cylinder and piston unit, and a cylinder and vane for causing a relative turning of the shaft 'and the nut to increase the movement of separation; substantially as described. 20. In la. machine of the character described, a work head, a tool head, a cylinder, a vane turning in the cylinder, a. shaft connected to one of the heads and having a threaded connection with the vane for elfecting e. movement of separation between the heads, a screw shaft, and a cylinder and vane for turning the screw shaft to effect another relative movement of the heads; substantlally as described. . _ 21. In a machine of the .character described, a work head, a. tool head, a feed screw for eifecting a. relatiye feeding movement 'of approach between the heads, mechanism for etecting a minor movement of separation of the heads to separate the tool from a. completed portion of the work and pleee it in machining relation to another portion of the work, .automatic mechanism for causing a. relative shifting of the heads to effect a further machining operation after said minor movement of separation, and mechanism for ei'– fecti.ng»a reversal of the feed screw; substantially as described. ,_ 22, In a, machine of the character described, a work head, a. tool head, mechanism for causing a. minor movement' of' separation between the heads, mechanism for causing a major movement of separation between the heads, 9. screw shaft, and mechanism for tufning the screw shaft to further effect separating movement of the heads; substantially as described. 23. In a machine of the character described, 9. work head, a tool head, a cylinder and piston unit for causing a major movement of separation between the heads, a. cylinder and vane for causing a. minor movement of separation betwem the heads. and a cylinder and vane for effecting s further relative movement of the heads; substantially as described. ` Q 24. lu a machine of the character described, E work head, a tool head, mechanism for causing 9. relative feeding movement of approach between the heads, mechanism for reciprocating one' of said heads to machine one portion of the york, mechanism for causing 9, minor movement of separation between said heads in the line oi(feed to place the work and the tool in a didferent ma– \ch.ining relation and mechanism for thereafter moving one. of said heads–substantially transvexsely' to the line of feed for a further machining' operation upon another portion of the work; substantlally as described. _ .. 25. In a machine of the character described, a work head, s. tool heed, mechanism for causing s. relative feeding movement of approach between the heads, mechanism for oscillating one of said heads in a curved path– for broduction of a curved surface on the work, mechanism for causing a. movement or separation between the heads in the line of feed, and mechanism for moving one of said heads substantially transversely to the line of feed to produce a straight surface meeting the curved surface; substantially as described. 26. In a machine of the character described; a work head, a tool head, mechanism for causing 9. relative feeding movement of approach between the heads, mechanism for oscillating one of said heads in s. curved path for production of H. curved surface on the work, mechanism for stoppiné the relative feeding movement and thereafter continuing the oscillation for a predetermined number of_ strokes, and mechanism operable after the termination .of oscillation for moving one ot said heads substantially transversely to the line ot feed to produce a. straight surface on the work; substantially as described. 27. In 9. machine of the character descrlbedpa work head, e. tool head, mechanism for causing a relative feeding movement of approach between the –heads, mechanism for oscillating one of said heads in a. curved path for production of a curved surface on the work, mechanism for stopping the relative feeding movement and for stopping the oscillation, and mechanism for moving one of said heads substantially transversely to the line of feed to produce a straight surface on thework; substantially as described. 28. In a machine of the character described, a work head, a tool head, mechanism for moving one of the heads in a curved path with respect to the other head, withthe work and tool in contact, automatic mechanism to stop said movement with the work and tool in contact, and .automatic mechanism for thereafter giving a. runuut cutting stroke to one of the heads In e. straight path with respect to the other with the work and tool in contact; substantially as described, 29. In a machine of the character described, a work headf. e tool head, mechanism for

moving ‘one of the heads in a. curved path with respect to the other head, with the work and tool in contact, mechanism to stop said movement with the work and toe] in contact, automatic mechanism for thereafter giving 9. single run–out cutting stroke to one of the heads in a straight path with the work and tool in contact, and automatic mechanism to separate said work and tool in a direction transversely of the run–out cutting stroke; substantially as described. 30. In 9. machine of the character described, as head, mechanism for feeding the head comprising a pair of feed members, a plunger for actuating each of the feed members, an arm engaging one of the plungers, s. lever engaging the other plunger, and means for causing the arm and the lever to actuate the plungers alternately; substantially as described. ~ 31. In a machine of the character described, a head, mechanlsm for feeding the head comprising a pair of feed members, a plunger for actuating each of the teed members, an arm engaging one of the plungers, a lever engaging the other plunger, means for causing the arm and the lever to actuate' the plungers alternately, and means for restricting the movement of the feed members; substantially as described. 32. In a machine of the character described, a head, 9, ratchet wheel for advancing the head, a pair of pawls, a _lever carrying each pawl, a plunger engaging each lever, an oscillating arm engaging one of said plungers, a lever engaging the other plunger, and means for connecting the last said lever to the arm whereby one of the phmgers is actuated by a swing of the arm in either dlrectlon; substantially as described. 33. In s. machine of the character described, a head, a ratchet wheel for advancing the head, a pair of pawls, a lever carrying each pawl, a plunger engaging each lever, an oscillating arm engaging one of said plungers, a lever engaging the other plunger, means for connecting the last said lever to the arm whereby one of the plungers is actuated by a swing of.the arm in either dlrection, and a stop movable into the path of the pawl carrying levers to shorten the stroke thereof; substantially as described.– 34. In a machine of the character described, a head, a ratchet wheel for advancing the head, a pair of pawls, a lever carrying each pawl, a plunger engaging each lever, an oscillating arm engaglng one of said plungers, a lever engaging the other plunger, means for connecting the last said lever to the_arm whereby one of the plungers is actuated by a swing of the arm in either direction, a stop movable into the path of the pawl carrying levers to shorten the stroke. thereof, and a member for moving the pawls away from the ratchet wheel: substantially as described. 35. I_n a machine of the character described, a bead; a ratchet wheel for advancing the head, a pair of pawls, a sliding plunger for advanclngeach pawl in' one direction,–means for retractlng the pawls, an arm engaging one of said plungers, a lever engaging the other plunger, and means for causing the arm and the lever to actuate the plungers alternately; substantially as described." 36. In a. machine of the character described, a work head, a tool head, mechanism for feeding one oI_ the heads comprising a pairof movable members, means for alternately giving the feed members a feed stroke, and a work gauge controlling a shortening of the stroke of the feed members; substantially as described. 37. In a loading mechanism, a work holder, a carrier for a work–piece, a spring pressed plunger movably mounted on the carrier, means for limiting the movement of the plunger towardsvthe work–piece, and means for advancing the carrier towards the work holder to bring the plunger and the work–piece in contact; substantially as described. 38.In` a loading mechanism. a work holder. H carrier for a ,work–piece, springs holding the work–piece on the carrier, means for advancing the carrler towards the work holder, and the work ' ` g 2,040,449 _ ~ ' holder havlngspring engaging means to release the holding springs; substantially as described. 39. In a loading mechanism, a work holder, a carrier for a work–piece, springs holding the workpiece on the carrier, a yleldable plunger movably mounted on the carrier, and means for advancing the carrier towards the work holder; substantially as described. 40. In a loading mechanism, a work holder, a carrier receiving a work–piece, a piston and cylinder unit for bodily advancing the carrier towards the work holder, and means operable on the advance ofthe carrier for yleldably presenting the work–piece to the work holder; substantially as described. 41. In a loading mechanism, a work holder, a carrier receiving a work–piece and having work holding springs projecting beyond the work towards the work holder, means for advancing the carrier towards the work holder, and the work holder having means for gripping the work–piece and another means to engage the projecting springs for releasing the piece from the carrier; substantially as described. 42. In a loading mechanism, a work holder, a carrier receiving a worképlece, means for advanc–_ ing the carrier towards the work holder, the work holder having work gripping means, and means controlled by the advance of the carrier for initiating the operation of the work gripping means; substantially as described. 43. In a machine of the character descrlbed, a‘ work holder having work gripping means, mechanism for releasing the gripping means from a work–piece, a loading mechanism, and means controlled by the releasing mechanism for initiating the operation of the loading mechanism; substantially as described. 44. In a machine of the character described, a work holder having work gripping means and a work ejector, mechanism for releasing the gripping means from a work–piece and operating the ejector, a. loader for the work holder, and means controlled by the said mechanism for lnltiatlng the operation of the loader; substantially as described. 45. In a machine of the character described, a work holder having a work elector, mechanism for controlling operation of the ejector, a loading mechanism, and means operated by the ejector controlling mechanlsm for initiating the operation of the loading mechanlsm; substantially as described. 46. In a machine of the character described, A work holder having a work ejector, mechanism for controlling advance oi’ the' ejector, a loading mechanism, means operated by the ejector controlling mechanism for inltiatlng the operation of the loadingmechanisxn, and mechaniszn jor retractlng the ejector; substantially as described. 47. In a machine of the character described, a work holder having work gripping means and' a work ejector, mechanlmn for releaslng the gripping means from a–work–piece and operating the ejector, a. loader for the work holder, means controlled by the said mechanism for initiating the operation of the loader, and mechanism controlled by the loader for lnltlating a gripping operation of the work holder; `s\1hstantlally as described. 48. In a machine of the character described, a work holder having work gripping means and a work ejector, a cylinder and piston unit for controlling the operation of the work gripping means, and a cylinder and piston unit tor controlling the operation of the ejector; substantially as described. ` » ' 49. In a machine of the character described, a work holder having a work engaging member, a movable plunger, a trip dog carried by the plungeffor moving the member ln one dlrectlon, means for tripping the dog, and a spring for moving the member ln the opposite direction; substantially as described. '50. In a machine of the character described, a work holder having a work engaging member, a spring for moving the member Ln one direction, a plunger, a dog pivoted to the plunger, and an arm in the path of the dog and connected to the member; substantially as described. 51. In a machine of the character described, a work holder having a work engaging

member, an arm connected to the member, a plunger, a. dog plvoted to the plunger and engageahle with the arm, and means in the path of the dog for disengaglng the dog from the arm; substantially as described. 52. In a machine of the character described. a hollow spindle having a chuck with a work locatlng shoulder, work gripping means on the chuck, a work ejector mounted on the chuck, a. sleeve slidably mounted in the spindle, a. rod slidably mounted ln the sleeve, the sleeve and the rod having connections one with the work gripping means and the other with the ejector, and means for actuating the sleeve and the rod in two directions; substantially as described. ~ 53. In a machine of the character described, a hollow spindle having a chuck with a work locating shoulder, work gripping means on the chuck, means extending through the spindle and connected to the work gripping means, a work ejector, means extending through the spindle and connectedto the ejector, springs for actuating said means ln one direction, and mechanism acting against the springs to actuate said means in the opposite direction; substantially as described. ` 54. In an oscillating grinding machine, a work head having a chuck, work engaging means on the chuck, means extending through the work head for operating the work engaging means, a Support separatejrom the work head, and mechanism on said support for controlling said operating means; substantially as described. – ‘ 55. In a machine ofthe character described, a head, means for reciprocating the head, means for locking the head, and means associated with the locking means 'for locating the head in a predetermined position; substantially as described. 56, In a machine of the character described, a head. a support, cooperating means carried by the head and the support and comprising a plunger and a notch, means_1’or reciprocating the head, and means for advancing the plunger to locate thehead in a predetermined position; substantially as described. 57. In a. machine of the character described, a head, means for reciprocating the head, a. latch plate, a locking plunger, the latch plate and the plunger having cooperating cam surfaces, and means for advancing the plunger to locate and lock _the head in a predetermined position; substantially as described. _ 58. In a machine of the character described, a head, means for reciprocating the head in a curved path, a support, cooperating means carried– by the head and the support and comprising a notched plate and a plunger, and means for advancing the plunger to locate the head in a predetermined angular position; substantially as described. ' 59. In a machine of the character described, a work head having a chuck with a work engaging member, means for reciprocating the head, a support, means carried by the support for actuating the work engaging member, and means for locking the work head in a predetermined relation to the actuating means; substantially as described. ` I '60, In a machine of the character described, a work head having a chuck with a work engaging member, means for oscillating the head in a curved– path, a support, means carried by the support for actuating the work engaging member, and means for locking the work head in a. predetermined relation to the actuating means; substantially as described. 61. In a machine of the character described, a work head having a work engaging member, a. rod for operating the member, a support, rod actuating means on the support, means for reciprocating the work_head, and means for stopping the work head with the rod in substantial alignment with the rod actuating means; substantially as described. ` 62. In a machine of the character described, a work head having a chuck, a work gripping member and an ejector carried by the chuck, means for reciprocating the work head, a support, means carried by the support for actuating the work gripping member and the ejector, and means for locking the work head in operative relation to the actuating means; substantially as described. 63. In a machine of the character described, a work head having a chuck, a ,support,_chuck actuating means carried by the support, and means tor adjustably locating the support to place the chuck actuating means in operative relation to the chuck; substantially as described, 64. In a machine of the character described, a work head having a chuck, means for oscillating the head in afcurved path, a support, chuck actuating means carried by the support, means for stopping the work head in a predetermined angular position,–and means for adjustably locat–' ing the support with respect to the stopped position oi the work head ; substantially as described. 65. In a machine of the character described, 9. work head having a chuck, means for oscillating the head in a curved path, a support, chuck actuating means carried by the support, a tool head, means for stopping the work head in a predetermined angular relation to the tool head, and means for adjustably locating the support with respect to the work head; substantially as described. 66. In a machine of the character described, a work head having a chuck, means for reciprocating the work head, a loader,–means for advancing the loader towards the chuck, and means for locking the work head in a predetermined relation to the loader; substantially as described. 67. In a. machine of the character described, a work. head having a chuck, means for oscillating the work head in a curved path, a loader, means for advancing the loader towards the chuck, and means for locking the work' head in alignment with the loader; substantially as described. 68. In a machine of the character described, a work head, a tool head, means for reciprocating one of the heads, a movable support for the other head, means for lock_ing~one of the heads in a predetermined relation to the other head, and means operated by the locking means fo? initiating a 1 2 ` ' z,o4o,449 , _ movement of the movable support; substantially as described. 69. In a machine of the character described, a work head, a tool head, means for oscillating one of the heads in a curved path, 5, slide for the other head, means for locking the oscillated head In a, liredetennined angular relation to the other head, and means operated by the locking means for initiating the movement ~of the slide; substantially as described. _ 70. In a machine of the character described, a. work head having a work engaging member, means for reciprocating the work head, a support, means carried by the support for actuating the work engaging member, a loader, means for advancing the loader towards the work head, and means for locking the work head in operative relation to the loader and the actuating means; substantially as described. – 71. In a machine of the character described, a work head having a Work engaging member, a support, means carried by the support for actuating the work engaging member, a loader for applying a work–piece to the work head, means for reciprocating the work head, and means for stopping the work head in substantial alignment with the loader and with said actuating means; substantially as described. 72. In an automatic machine of the character described, a work head having a chuck, a tool head, means for reciprocating one of the heads, means for feeding one of the heads towards the other, means for controlling the separation of the heads, means for removing a finished workpiece from the chuck, loading mechanism, means for actuating the loading mechanism to apply a new work–piece to the chuck, and means for causing the actuation of the loading mechanism to initiate an operation on the new work–piece; substantially as described. ' 73. In an oscillating grinding machine, a work head, a wheel head, means for oscillating one of the heads in a curved path, means' for ieeding one of the heads towards the other, means for controlling the

separation of the heads, means for removing a finished work–piece from the work head, loading mechanism, and means for causing the loading mechanism to apply a new workpiece to the work head' and initiate a renewed approach of the heads; substantially as described. 74. In an oscillating grinding machine, a Work head, a wheel head, means for oscillating one of the heads in a curved path, means for removing a nnished work–piece from'the work head, loading mechanism, and means ssfor causing the loading mechanism to apply a new work–piece to the work head and initiate a renewed grinding operation; substantially as described. 75. In an oscillating grinding machine, a work head, a tool head, means ‘for oscillating one of the heads in a curved path, means for locking the oscllllated head in a. predetermined angular position with respect to' the other head, and means for causing a relative movement of the headsdn a. direction which maintains the heads in said predetermined angular relatlon;,substa.ntially as described. , '16'. In an oscillating grinding machine, a work head,'a tool head, means for oscillating the work head around an axis to procure a curved surface on the work, means for locking the work head in a predetermined angular position with respect to the tool head, and means for causing a run–out cutting –stroke of the tool head in a 'direction which maintains the heads in said predeter– . "l mined angular relation; substantially as. de–_ scribed. – 77. In an oscillating grinding machine, a work head, a. tool head, means for oscillating the work head around an axis to procure a curved surface on the work, means for locking the work head in a predetermined angular position with respect to the tool head, means for causing a run–out cutting stroke of the tool head in a direction which maintains the heads in said predetermined angular relation, and means for causing a separation of the heads; substantially as described. '18, In a machine of the characterdescribed, a work head, a tool head, mechanism comprising a jump–back cylinder and piston unit for causing a movement of separation between the heads, a valve controlling said unit, a. slide for one of the heads to provide for a run–out cutting stroke of said head, and mechanism controlled by the slide for initiating the action of the valve; substantially as described. 79. In a machine of the character described. a work head, a tool head, feed mechanism for causing a relative movement of approach betwccn the heads, feed retraction mechanism for causing separation of the heads, a device controlling said _retraction mechanism, a movable support for one of the heads. and mechanism controiled by the movable support for initiating the action of said device; substantially as described. 80. In a machine of the character described, a work head, a tool head, a gauge having a work engaging feeler, mechanism for causing a, movement of the feeler into operative contact with the work, a movable support for one of the heads, and electromagnetic means controlled by the movable support for initiating the action of said mechanism; substantially as described. Bl. In a. machine of the character described, a work' head, a tool head, means on the work head for gripping or releasing a work–piece, mechanism for actuating said means, a movable support for one of the heads, and means controlled by the movable support for initiating the action of said mechanism; substantially as described., 82. In a machine of the character described, a work head, a tool head. means on the work head for gripping or releasing a work–piece, mechanism for actuating said means, a movable support for one ot the heads, means controlled –by the movable support for initiating the action–_ or said mechanism, a loader, and means controlled by the releasing means for initiating the operation of the loader; substantially as described. 83. In a machine of the character –described, a work head; a tool head, means foroscllllating one of the heads, a slide for the other head, a spindle carried by one of the heads, driving means for the spindle, means for stopping theoscilllation, and means controlled by the slide for 'starting and stopping the driving means; substantially as described. –` ' V , _ » 84. In _a machine of the characterdescribed, a head having a reciprocating– support, fluid pressure mechanism for reciprocating the support, a reversing valve controlling the fluid pressure,– electromagnetic means for actuating the _reversing valve in two directions alternately. and means carried by the reciprocating support for alternately and repeatedly controlling the energizetion of the electromagnetic means; substantially as describedr 85. In'a machine of the character described, a head, a reciprocating support for the head, fluid pressure mechanism for reciprocating the sup– do G5 io V . ' 2,040,449 13 port, a reversing valve controlling the fluid pressure, va shut–oi! valve for stopping the operation of the iiuld pressure mechanism, electromagnetic means and a spring for controlling the operation of the shut–oft valve, and means operated by the reciprocating support for making the electromagnetic means lneffective and the spring effective to close _the shut–od valve; substantially as described. ‘ 86. In an oscillating grinding machine, a head having an oscillating sulllport, fluid pressure mechanism for _oscillating the support, a reversing valve controlling the fluid pressure. a shutoi valve for stopping the operation of the fluid pressure mechanism, and means for operating the shut–oi valve with the head in a predetermined angular position; substantially as described. – 87. In a machine of the character described. a work head, a tool head, means for reciprocating one of the heads, a counting mechanism, electromagnetic means for actuating the counting mechanism, means actuated by the reciprocating head for control1i.ng`the electromagnetic means, and means actuated by the counting mechanism for stopping the reciprocation; substantially as described. » 88. In a. machine of the character described, a work head, a tool head, means for reciprocating one ol the heads, means for feeding one of the heads towards the other, a counting mechanism for controlling the stopping of reciprocatlon, electromagnetic means for actuating the counting mechanism, means actuated by the reciprocating head for controlling the ‘electromagnetic means, and means for stopping the feeding mechanism and starting the counting mechanism; substantially as described. _ – 89. In a machine of the character described, a work head, a tool head, means for reciprocating one of the heads. means for feeding one.ol! the heads _towards the other, a counting mechanism for controlling the stopping of reciprocation, a gauge having a feeler engaging a workpiece on the work head, and mechanism for causlng the feeler to control the stopping of the feeding mechanism and the starting of the counting mechanism; substantially as described. ‘ 90. In an oscillating grlndingmachlne, a work head, a tool head, means for oscillating one of the heads ina cuwed path, means for feeding one of the heads towards the other, a counting mechanism for controlling the stopping 'of 05– clllation, a. gauge having ai feeler engaging a. work–piece"on the work head, mechanism for causing the feeler to control the stopping `o1' the and the startin of the leedlng mechanism g counting mechanism, and means for–locking the oscllllated head in a predetermined angular relation to the other scribed. 91. In.a machine of the character described, a work head,_a tool head, means –for reciprocatingone of the heads, a coimting mechanism for head; substantially as de– controlling the stopping of reciprocation, a. lock, and lock actuating 'means controlled_ by the colmtlng mechanism for securing one of the heads in a. predetermined relation to the other; substantially asfdescrlbed. 92. In a machine of the character described, a

spindle having a head provided with a plurality of tapering surfaces, means for supporting the spindle for rotation, and wedges movable along said surfaces for expansion ln a hollow work–piece; substantially as described. 93. In a grinding machine, a feed pawl, a lever connected to the pawl, means for swinging the lever, a swinging arm having a stop to restrict the lever' movement, and means for llxlng the stop in selected positions along the arm towards or from its axis to vary the restriction; substantially as described, ' ' 94. In a. machine of the character described, a hollow spindle having a head– provided with a plurality of tapering surfaces, means for rotatably supporting and driving the spindle, wedges shiftahle along said tapering surfaces, and means extending through the spindle for actuating the wedges; substantially as described. 95. In an oscillating grinding machine, a head having an oscillating support, fluid pressure mechanism for oscillating the support, a reversing valve controlling said mechanism, a shut–off valve for stopping the operation of the fluid pressure mechanism, electro–magnetic means for controlling operation of the shut–off valve, and means for causing a controlling action of the electro–magnetic means and a stopping of the head in a predetermined angular, position.. – _ 96. In an oscillating grinding machine, a head; having an oscillating support, fluid pressure mechanism for oscillating the support, a reversing valve controlling said mechanism, a. shut–oil' valve for controlling the action of the iiuld pressure mechanism, a spring for urging the shutof! valve ln_one direction, a solenoid connected to the shut–on valve to act in opposition to the spring, and a switch controlling the solenoid. 97. In an oscillating grinding machine, a head having an oscillating support, fluid pressure mechanism for oscillating the support, a reversing valve controlling said mechanism, a shutoff valve –for stopping the operation of the lluld pressure mechanism, a spring for urging the shut–oil! valve ln one direction, and electrc–magnetlc means for controlling a movement of the shut–oi valve in opposition to _the action of the Y spring. . 98. In an oscillating grinding machine, a head having an oscillating support, Huld pressure mechanism for oscillating the support, a reversing valve controlling said mechanism, a shlltable valve having fluid connections with the reserv– .lng valve, a spring for urging the shittahle valve ln one dlrectlon, and a solenoid connected to the valve to control the shifting movement thereof

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US class: 180/65.2 180/65.21 180/65.210P 180/65.3 180/65.6 180/65.7 477/2 477/20 477/20S 477/3 477/3P 477/6 477/6S 903/903 903/903S 903/909 903/909S 903/910 903/910S 903/919 903/919S 903/926 903/940 903/941 903/942 903/945 903/945S 903/946 903/946S 903/951 903/951S 903/960 903/960S

Classification Explorer

Cited documents: WO9933682 A2, WO9932315 A1, US6276472 BA, US6251042 BA, US6051951 A, US6006620 A, US5875691 A, US5703410 A, US5577973 A, US5337848 A, US5259260 A, US4685343 A, US4463621 A, JPS6372351 U, JP9277847 A2, JP6319210 A2, JP63072351 U1, JP63072351 U, JP4244641 A2, JP1095944 A2, FR2772859 A1, FR2689821 A1, FR1595122 A, EP0845618 A2, EP0716947 A2, EP0645271 A2, EP0492152 A1, EP0348622 A2, DE4122628 A1, DE3246230 A1, DE2805594 A1, DE19730858 A1,

Forward Citations: WO16071644, WO16055212, WO15167964, WO14190978, WO14094748, WO14094747, WO13107703, WO13000539, WO11039769, WO11039769, WO11033528, WO11033528, WO10127655, WO10070706, WO10026022, WO09117016, WO09045521, WO08124001, WO08086935, WO08046185, WO07102776, WO07102762, WO07043875, WO06126876, WO04113108, WO03087623, WO03087623, WO03074312, WO03074312, WO03049969, WO03049969, WO03047898, WO0160651, WO0129455, US9670973, US9643595, US9631528, US9587613, US9555795, US9481355, US9481345, US9457792, US9440640, US9421855, US9403534, US9403525, US9393953, US9327713, US9227626, US9145962, US9145862, US9145136, US9102223, US9096224, US9043099, US8992363, US8955411, US8892222, US8888636, US8827022, US8825337, US8813587, US8752443, US8725372, US8718857, US8701807, US8688350, US8677846, US8668035, US8667865, US8663046, US8660724, US8645042, US8608615, US8606482, US8606443, US8601685, US8596391, US8589040, US8577573, US8565969, US8534399, US8480524, US8480523,

US8475331, US8467926, US8439782, US8423214, US8408342, US8397847, US8375816, US8321094, US8313406, US8308605, US8286440, US8278771, US8272993, US8258727, US8257223, US8257221, US8251866, US8251865, US8235853, US8230961, US8196688, US8177680, US8172022, US8151745, US8125093, US8122991, US8099226, US8083015, US8055415, US8037852, US7967714, US7950356, US7926823, US7921950, US7921945, US7908067, US7891450, US7856714, US7845472, US7824294, US7810819, US7780562, US7777357, US7762917, US7744168, US7673714, US7654931, US7625311, US7622814, US7611433, US7600595, US7588108, US7540823, US7469613, US7464616, US7410436, US7404461, US7367416, US7325662, US7294938, US7293621, US7287443, US7166059, US7131510, US7128677, US7107870, US7094176, US7093517, US7086977, US7086301, US7074156, US7055383, US6976934, US6890283, US6881169, US6878093, US6850018, US6840888, US6695746, US6675668, US6662890, US6640917, US6453864, US2016229447, US2016053877, US2015283995, US2015006046, US2014309901, US2014005900, US2013310217, US2013288850, US2013231813, US2013091985, US2013060411, US2013018554, US2012325048, US2012166053, US2012111845, US2011303033, US2011301798, US2011294620, US2011256972, US2011255320, US2011221208, US2011198139, US2011183802, US2011178660, US2011168469, US2011137526, US2011127096, US2011125378, US2011124463, US2011112743, US2011100740, US2011087392, US2011067216, US2011048822, US2011040432, US2011031908, US2010332088, US2010320016, US2010289263, US2010282561, US2010257968, US2010216584, US2010210410, US2010204004, US2010197452, US2010140043, US2010127507, US2010125020, US2010081536, US2010016115, US2009201620, US2009176617, US2009137360, US2009094827, US2009091195, US2009091138, US2009090334, US2009066273, US2009044995, US2009037060, US2009020354, US2008242498, US2008234098, US2008196954, US2008196953, US2008196952, US2008167782, US2008111506, US2007261902, US2007259748, US2007254763, US2007181355, US2007161455, US2007151816, US2007119639, US2007060432, US2007052291, US2007022835, US2006266569, US2006254872, US2006230855, US2006230853, US2006213703, US2006211537, US2006207811, US2006116231, US2006037422, US2005288149, US2005241865, US2005221947, US2005153804, US2005107204, US2005101432, US2005044976, US2004166980, US2004044639, US2003221882, US2003217617, US2003210004, US2003190995, US2003056612, US2002053475, US2002040818, KR101512207, JP5616467, JP2015016748, JP2014091428, JP2013121837, JP2012526243, JP2012201117, JP2012201116, JP2012197077, JP2012030775, JP2010247689, JP2007246057, GB2380531, FR3028219, FR2946111, FR2932328, FR2859141, FR2837257, FR2824509, FR2821137, FR2819029, FR2814121, FR2811396, FR2811395, FR2804911, FR2802599, EP3132958, EP2902236, EP2884083, EP2783933, EP2783933, EP2497940, EP2256009, EP2189318, EP2182251, EP2177386, EP1998975, EP1998975, EP1559603, EP1504946, EP1504946, EP1504946, EP1470018, EP1236603, EP1236603, EP1232891, EP1205330, EP1205330, EP1199468, EP1122109, DE10329037, DE10250853, DE10244645, DE10213915, DE102015213713, DE102014218829, DE102014217667, DE102014215455, DE102014108181, DE102013225150, DE102013223462, DE102013219327, DE102013210013, DE102013210012, DE102013210010, DE102013205080, DE102012218599, DE102012216134, DE102012213148, DE102012210880, DE102011109353, DE102011106149, DE102011105521, DE102011104278, DE102010048857, DE102010023080, DE102010010436, DE102010008754, DE102010006043, DE102007055829, DE102007055828, DE102007055824, DE102006028602, DE102006022395, DE102006003725, DE102005049992, DE102005030603, DE102004062530, DE10190489, DE10165097, DE10165096, DE10133695, DE10109093, DE10109093, DE10107693, DE10057092, DE10025072, CN105291813, CN104870283, CN104870283, CN104696130, CN104696130, CN103963626, CN103950370, CN103380038, CN103253262, CN103032288, CN102837594, CN102529950, CN102490585, CN102343801, CN102085880, CN102072268, CN102072268,

Abstract:
Source: US2001022245A A motor vehicle has a combustion engine as a primary drive source, generating an engine torque (302) which is transmitted along a power train containing an input shaft (320), a main clutch (308), a gear−shifting transmission (310) with gears (316, 318, 324, 326), shift clutches (328, 330), and an output shaft (322). The power train includes a superimposed additional transmission (312) with a planetary gear device (314), and a secondary drive source in the form of an electric motor/generator with a rotor (342) attached to the ring gear (332) of the planetary gear device (314) and a stator (344) attached to a stationary part of the vehicle. The secondary drive source generates an additional torque (346) to supplement or replace the engine torque (302) as needed, e.g., to eliminate gaps in vehicle traction during gear shifts or to propel the vehicle electrically in stop−and−go traffic. The secondary drive source may also be used in a generator mode, e.g., to recycle energy from decelerating or coasting downhill.

0) IN00549MU2010A – AN APPARATUS, SYSTEM, AND METHOD FOR AUTOMATED ...

63) Family number: 45954294 (IN00549MU2010A) © PatBase

Title: AN APPARATUS, SYSTEM, AND METHOD FOR AUTOMATED PRODUCTION OF RULE BASED NEAR LIVE SPORTS EVENT IN THE FORM OF A VIDEO FILM FOR ENTERTAINMENT

Family:

Publication number	Publication date	Application number	Application date
IN00549MU2010 A	20100709	IN2010MU00549	20100303

Probable Assignee: RATHOD YOGESH CHUNILAL

Assignee(s): RATHOD YOGESH CHUNILAL

Inventor(s): RATHOD YOGESH CHUNILAL

International class (IPC 8–9): G06T17/00 H04N5/445 H04N5/765 (Advanced/Invention)

Classification Explorer

Abstract:
Source: IN00549MU2010A An apparatus, system, and method for automated production of sport video using expert sports video production rules. Methods and systems for automated rule based real and live sports video or film or movie productions by merging pre–created standardize video clips as per administrator score or points or goal settings and domain or subject specific film or movie production rules by domain and subject specific rule engine and real time or near real time live broadcasting or telecasting or streaming or screening or transmission or playing or recording live or real sports match event via multiple communication networks on multiple types of user(s) device(s) to viewers, e.g. real and live sports comprising cricket, baseball, golf, football, soccer, basketball, hockey, tennis, racing.

0) US3327626A – DRUM SERIES PRINT MEMBER CONSTRUCTION

64) Family number: 29881302 (US3327626A) © PatBase

Title: Drum series print member construction

Priority: DE1963S100340 19630401 FR19630930259 19630403 US19620184820 19620403 US19650481796 19650823 US19650481798 19650823 US19650481797 19650823 US19650481799 19650823 US19650481795 19650823

Family:

Publication number	Publication date	Application number	Application date
AU2798763 A1	19640910	AU19630027987	19630306
DE1229135 B	19661124	DE1963S084508	19630401
DE1277298 B	19680912	DE1963S100340	19630401
DE1290165 B	19690306	DE1963S100339	19630401
DE1295606 B	19690522	DE1963S107732	19630401
DE1295607 B	19690522	DE1963S100338	19630401
DE1462006 A1	19700122	DE1963S100341	19630401
FR1378834 A	19641120	FR19630930259	19630403
GB1053721 A	00000000		00000000
GB1053722 A	00000000		00000000
GB1053723 A	00000000		00000000
GB1053724 A	00000000		00000000
GB1053725 A	00000000		00000000
GB1053726 A	00000000		00000000
GB1053727 A	00000000		00000000
US3280256 A	19661018	US19620184820	19620403
US3289189 A	19661129	US19650481798	19650823
US3296369 A	19670103	US19650481797	19650823
US3296370 A	19670103	US19650481799	19650823
US3304366 A	19670214	US19650481795	19650823
US3327626 A	19670627	US19650481796	19650823

Probable Assignee: SCM CORP

Assignee(s):(std)**:** SCM CORP ; SIEMENS AG

Assignee(s): SCM CORPORATION

Inventor(s):(std)**:** HAROLD CLARK CLAYTON ; JAHN STEFANIK DONALD ; JOHN STEFANIK DONALD ; POSPISCHIL REGINHARD ; STEFANIK DONALD J ; STEFANIK DONALD JOHN ; CLARK CLAYTON H ; CLARK CLAYTON HAROLD

Inventor(s): CLAYTON H CLARK AND DONALD J STEFANIK

International class (IPC 8–9): B41J1/32 B41J5/08 G11B15/34 G11B31/00 H04L13/00 H04L13/06 H04L13/08 H04L13/18 H04L17/00 H04L17/02 H04L17/04 H04L17/12 H04L17/24 (Advanced/Invention) ; B41J1/00 G11B15/26 H04L13/00 H04L13/02 H04L13/08 H04L17/00 (Core/Invention)

International class (IPC 1–7): G02F1/01 G06F19/00 G06K9/03 H01L31/12 H01L31/16 H01S3/12 H03C3/36 H03F3/08 H04L13/08

CPC: B41J1/32 G11B15/34 H04L13/06 H04L13/08 H04L13/182 H04L17/00 H04L17/02 H04L17/04 H04L17/24

European class: B41J1/32 G11B15/34 H04L13/06 H04L13/08 H04L13/18A H04L17/00 H04L17/02 H04L17/04 H04L17/24

US class: 101/110 101/375 101/93.16 178/17.5 178/17R 178/23R 178/25 178/42 178/79 226/121 226/157 307/401 307/407 341/100 341/25 341/34 346/136 360/4 360/52 360/90 400/51 400/73 400/77 G9B/15.033 G9B/15.043

Classification Explorer

Cited documents: US931170 A, US806111 A, US3157116 A, US3156181 A, US3135195 A, US3129302 A, US3127121 A, US3120801 A, US3109071 A, US3084219 A, US3064561 A, US3059048 A, US3049990 A, US3025348 A, US3018721 A, US3018332 A, US3016423 A, US3013119 A, US3006997 A, US2972016 A, US2958850 A, US2932816 A, US2910936 A, US2860325 A, US2859276 A, US2838603 A, US2831058 A, US2770304 A, US2754364 A, US2724479 A, US2589682 A, US2505729 A, US2484198 A, US2375902 A, US2267915 A, US2124160 A, US2029906 A, US1998555 A, US1964455 A, DE901546 A, DE574363 A, DE1093811 B, DE1041524 B, DE1029408 B,

Forward Citations: US3889294, US3875813, US3825934, US3688058, US3676859, US3651917, US3651259, US3643022, US3623068, US3622702, US3612765, US3582904, US3575589, US3568905, US3568183, US3555186, US3550151, US3513441, US3485164, US3457368, US3453387, US3453379, US3435421, US3419678, US3405402, US3357002, US2015239076,

Abstract:
Source: GB1053721A 1,053,721. Magnetic switches. SCM CORPORATION. March 18, 1963 [April 3, 1962], No. 10548/63. Heading H2B. [Also in Divisions B6, G4 and H4] A contact unit employed in a teleprinter comprises gold–plated iron contacts 456, 459 in a glass capsule 146, Figs. 28, 29 (not shown). A bar magnet 457 is mounted with its axis perpendicular to rod 446. The rod is rotated through a small angle on depression of a teleprinter key, causing the contacts to open or shut. There are six such contact units associated with each key.

0) US2015005988A – ELECTRIC VEHICLE TRACTION CONTROL SYSTEM AND ME...

65) Family number: 58180988 (US2015005988A) © PatBase

Title: ELECTRIC VEHICLE TRACTION CONTROL SYSTEM AND METHOD

Priority: US20110568993P 20111209 US20120707589 20121206 US20150887874 20151020

Family:

Publication number	Publication date	Application number	Application date
US2015005988 AA	20150101	US20120707589	20121206
US2016107539 AA	20160421	US20150887874	20151020
US9205758 BB	20151208	US20120707589	20121206

Probable Assignee: BOREALIS TECH LTD

Assignee(s):(std)**:** BOREALIS TECH LTD

Assignee(s): BOREALIS TECHNICAL LTD

Inventor(s):(std)**:** COX ISAIAH W

International class (IPC 8–9)**:** B60L11/14 B60L11/18 B60L15/20 B60L3/10 B60L7/00 B60L7/18 B64C25/40 (Advanced/Invention)

CPC: B60L15/20 B60L3/108 B60L7/006 B60L7/18 B60L11/14 B60L11/1803 B60L11/1877 B60L15/2009 B60L2200/10 B60L2220/12 B60L2220/14 B60L2220/16 B60L2220/18 B60L2240/12 B60L2240/421 B60L2240/423 B60L2240/425 B60L2240/461 Y02T10/645 Y02T10/70 Y02T10/7005 Y02T10/705 Y02T10/7077 Y02T10/7275 B60L3/106 B64C25/405

US class: 1/1 701/20 701/22 701/3

Classification Explorer

Cited documents: US8786244 BB, US7469858 BB, US7116019 BB, US6838791 BB, US6657334 BA, US6577944 BA, US6007454 A, US6002979 A, US5758014 A, US5492192 A, US5450324 A, US5343971 A, US4615410 A, US2012133314 AA, US2009105918 AA, US2005052080 AA,

Forward Citations: US9469199, US9463697, US9280155, US9233608, US9045045, US2016236589, US2015158579, US2015039164, EP3118106,

Abstract:
Source: US2015005988A A traction control system and method are provided for electric vehicles with at least one drive wheel powered by an electric drive motor to maintain optimum maximum traction while the vehicle is driven on the ground. The traction control system includes drive means capable of transmitting torque through a vehicle drive wheel and controllable to move the vehicle over a ground surface. A preferred drive means is an electric motor designed to move the vehicle at desired ground speeds in response to operator input. Operator input requests a desired speed, and the system determines drive wheel torque required to produce the desired speed and provides maximum current to produce maximum torque to drive the vehicle with optimum traction at the desired speed. The system uses constant feedback to find maximum current corresponding to torque required for an inputted speed request to automatically control traction in any electric powered vehicle.

0) US2362418A – CLUTCH AND GEARING CONTROL

66) Family number: 22490233 (US2362418A) © PatBase

Title: CLUTCH AND GEARING CONTROL

Priority: US19370130956 19370315 US19400318945 19400214

Family:

Publication number	Publication date	Application number	Application date
BE426899 A	00000000		00000000
DE952407 A	19561115	DE1938G005221D	19380316
FR835294 A	19381216		19380315
GB503276 A	19390404	GB19380002622	19380311
US2193524 A	19400312	US19370130956	19370315
US2362418 A	19441107	US19400318945	19400214

Probable Assignee: GEN MOTORS CORP

Assignee(s):(std)**:** GEN MOTORS CORP

Assignee(s): GENERAL MOTORS CORP

Inventor(s):(std)**:** THOMPSON EARL A

International class (IPC 8–9)**:** F16H61/02 (Advanced/Invention); F16H61/02 (Core/Invention)

International class (IPC 1–7)**:** B60K17/08 B60K41/06 F16H3/10 F16H5/18

CPC: Y10S74/02 Y10S74/01 Y10T477/6936 Y10T477/69368 F16H61/0269 F16H61/0262 F16H2718/24 Y10T477/6937 Y10T477/69395 B60W30/18 B60W10/02 B60W10/10 B60W2710/021 B60W2710/1005

European class: B60K41/00 F16H61/02H F16H61/02H1L2 L60K702/08 R16H718/24

US class: 192/107R 475/137 475/141 477/127 477/142 477/143 477/158 74/DIG.1 74/DIG.2

Classification Explorer

Cited documents: US2069408 A, US2029118 A, US1839145 A, GB503276 A, GB439828 A, FR797754 A, FR782882 A, DE646103 A, DE633068 A, DE626896 A, DE624416 A, DE623096 A, DE605098 A, DE389208 A,

Forward Citations: US8459134, US8219272, US3446323, US3251439, US3128642, US3073179, US2916928, US2733798, US2711656, US2690248, US2625056, US2540965, US2011252906, US2010042276, DE976902, DE952407, DE1276488, DE1170798, DE1080864,

Abstract:
Source: GB503276A 503,276. Fluid–pressure servomotor–control systems. GENERAL MOTORS CO. March 11, 1938, No. 7622. Convention date, March 15, 1937. [Class 135] [Also in Group XXIV] In an epicyclio gear for motor vehicles and the like wherein a clutch is engaged and a brake disengaged by fluid pressure, while the clutch is disengaged and the brake engaged by springs on release of the fluid pressure, so as to obtain solid and reduced drives respectively, the fluid pressure at which the brake is released and the clutch takes up the drive is varied according to the degree of actuation of the engine control device. On operation of a control valve 168, Fig. 9, pressure fluid can pass from a supply conduit 238 to a port 264 and to a conduit 272 leading both to a clutch cylinder 75 and to a brake cylinder 261, whereby the clutch is engaged through the agency of a piston 76 against the action of disengaging springs 89, Fig. 1, and the brake is disengaged through the agency of a piston 291, secured to a rod 290, against the action of engaging springs 97, 97a, and 97c. From the port 264, fluid has constant access to the interior of a sleeve 326 which is urged down towards the limiting position shown by a spring. A valve 320 is urged up towards the sleeve 326 by a spring, the abutment 323 of which is controlled by an arm 122 which is moved up as the accelerator pedal is depressed. With slight depression of the latter, a maximum opening exists between the members 320 and 326, and pressure fluid passes to a conduit 277 leading to a cylinder 295 to act on a second piston 294 secured to the rod 290. As the accelerator is further depressed, the opening is reduced until, at full depression, pressure fluid is prevented from passing to the conduit 277. The pressure at which the brake is disengaged and the clutch engaegd is therefore greater according to the degree of depresaion of the accelerator. The invention is applied to the rear unit M, Fig. 1, of a changespeed gear comprising two epicyclic units A and M in series, a reversing gear B being interposed between the unit A and the engine clutch shaft 5, as described in Specification 484,301. The unit A also comprises a clutch–engaging piston 72 and a brake–disengaging piston 281, pressure fluid being supplied through a conduit 278 from the conduit 238

under the control of a toggle valve 150. A branch 318 from the conduit 278 leads to the space beneath a flange 327 of the sleeve 326. Thus, when fluid is being supplied through the conduit 278, that is when the unit A is giving solid drive, the sleeve 326 is lifted to increase the opening between the latter and the valve 320, whereby the pressure at clutch engagement in the unit M is further modified. The valve 150 is operated by a rod 113 under the conjoint control of the accelerator 303 and a governor G driven from the output shaft 8 of the gear B. A rod 110, moved to the left by the governor upon increase of speed, is connected to one end of a floating lever 111, the other end of which is connected to the rod 113. A rod 361, moved to the left as the accelerator is depressed, is connected to an arm 132, another arm 131 of which has a portion constituting the arm 122 referred to above. A pin 118 on arm 131 engages with play in an aperture 127 in an arm 121 loose on the shaft 120, a spring 125 being interposed between the arm 121 and a lever 116 loose on the shaft 120. A pin 115 on the lever 116 abuts against an intermediate part of the lever 111. Thus, after a slight depression of the accelerator, during which the play of the pin 118 in the aperture 127 is taken up, depression of the accelerator tends to close valve 150, to give reduced speed in unit A, while increase of speed tends to open valve 150, to give solid drive. Below a certain speed, the governor control insists on reduced drive in unit A, and, above, another certain speed, insists on solid drive, while between these limiting speeds the governor and accelerator jointly control the drive. The valve 168 is actuated by a lever 160 having a pin 159 engaging a cam slot 155 in a plate 126 rotated by movement of a control lever 301. The latter may occupy four positions, namely: (1) position R, in which gear B is put into reverse through a lever 102, valve 168 is closed so that unit M gives reduced drive, and a hook 156 on plate 126 prevents opening of valve 150, so that gear A also gives reduced drive; alternatively, the hook 156 may be omitted so that unit A can change automatically; (2) position N, in which gear B is in neutral and valve 168 is open; (3) position L, in which gear B gives forward drive and valve 168 is closed, giving reduced drive in unit M; and (4 position H, in which gear B gives forward drive and valve 168 is open, giving solid drive in unit M. The lever 116 has an arm 123 coacting with the cammed periphery of plate 126 so as to limit the counterclockwise movement of lever 116, consequent on depression of the accelerator, when the lever 301 is in position L. The conduit 238, together with a conduit 220 (shown in Fig. 12) leading to lubricating passages in the gear, is supplied by a double gear pump draining oil from a sump 219 and delivering past a spring–loaded check valve 200, which latter also functions as a relief valve. The larger unit of the pump is driven from the countershaft 20 of the gear B, while the smaller unit is driven from the shaft 8, so that a supply is ensured whenever either the engine or the vehicle is in motion. The springs associated with each brake are arranged as shown so that disengagement of the brake involves a successive stressing of a 'composite spring system. In the form shown in Fig. 12, the interior of the sleeve 326 communicates directly with the conduit 238, and the supply therefrom to the conduit 277, through the variable opening between the members 320 and 326, is controlled by the valve 168, which is modified accordingly. Pressure fluid also passes through the said variable opening into a conduit 277<1> to act on a piston 285<1> secured to the operating rod 280 of the brake associated with unit A, so that the amount of depression of the accelerator also has a modifying influence on the pressure in the clutch cylinder 71 of the unit A. In this form, also, an arm 131<1>, secured to the acceleratoroperated shaft 120, coacts with a plunger 413 movable, under the action of fluid supplied through a conduit 410 branching from the line 272, in a cylinder formed in a lever 116<1> which is pivoted at 411 and which carries the pin 115 acting in the floating lever 111. Thus, when unit M is put into direct drive, plunger 413 moves out, thus increasing the influence of the accelerator on the lever 111. Further, the plate 126 is rotated by the lever 301, not positively as in Fig. 9, but through a spring 416, and an arm 420 is moved anticlockwise by the rod 110, upon the occurrence of a predetermined speed, so as to prevent clockwise movement of plate 126 and thus prevent a change of unit M from solid to reduced drive. In a modification, the sleeve 326 is omitted, the valve 320 being urged upwards by the accelerator–controlled spring and downwards by the fluid pressure supplied through conduit 318. In the modification shown in Fig. 17, the plate 126 is formed with an arm 130 co–operating with the pin 115. The lever 301 is capable of occupying a fifth position; marked 3rJ, beyond position H, and in the corresponding position of the plate 126, in which the valve 168 remains open, the arm 130 moves the pin 115 so far to the left as to maintain the unit A in reduced drive below a predetermined speed. Above this speed, the unit A goes solid. Specification 503,312, [Group XXIV], is referred to.

67) Family number: 28196553 (US2002039657A) © PatBase

Title: THERMALLY STABLE POLYMERS, METHOD OF PREPARATION, AND ARTICLES, MADE THEREFROM

Priority:

EP20070784364 20070608 US19990134692P 19990518 US19990368706 19990805
US20000656206 20000906 US20000656207 20000906 US20040025635 20041229
US20020307873 20021202 US20010908396 20010718 US20010966127 20010928
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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B32B25/08 B32B27/06 B32B27/08 B32B27/18 B32B27/30 B32B27/32 B32B27/36 C08F20/00 C08F283/00 C08G63/181 C08G63/19 C08G63/199 C08G63/64 C08G63/676 C08G63/695 C08G63/79 C08G63/85 C08G63/87 C08G63/89 C08G64/18 C08G77/14 C08G77/42 C08G77/445 C08G77/448 C08J7/04 C08L101/00 C08L51/00 C08L67/00 C08L67/02 C08L69/00 C08L83/10 C08L83/14 C09D167/03 (Advanced/Invention); B32B25/08 B32B27/36 C08F283/02 C08G63/64 C08G63/695 C08G77/445 C08L83/10 F02B61/04 (Advanced/Non–invention); B32B27/06 B32B27/08 B32B27/18 B32B27/36 C08G63/00 C08G64/00 C08G77/00 C08J7/00 C08L101/00 C08L67/00 C08L69/00 C08L83/00 C09D167/02 (Core/Invention); F02B61/00 (Core/Non–invention)

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Abstract:
Source: US2002039657A Thermally stable polymers comprising resorcinol arylate chain members are prepared using an interfacial method comprising the steps of: interfacial method for preparing polymers comprising resorcinol arylate polyester chain members substantially free of anhydride linkages linking at least two mers of the polymer chain, comprising the steps of: (a) preparing an aqueous solution comprising at least one resorcinol moiety, said solution having a pH less than or equal to about 5; (b) after step (a), preparing a mixture comprising the resorcinol moiety, at least one catalyst and at least one organic solvent substantially immiscible with water; and (c) adding to the mixture from (b) at least one dicarboxylic acid dichloride while maintaining the pH between 3 and 8.5 through the presence of an acid acceptor, wherein the total molar amount of acid chloride groups is stoichiometrically deficient relative to the total molar amount of phenolic groups.

0) US2003159500A – THROTTLE–OPENING SENSOR

68) Family number: 28899758 (US2003159500A) © PatBase

Title: THROTTLE–OPENING SENSOR

Priority: JP20020049757 20020226

Family:

Publication number	Publication date	Application number	Application date
CN1180177 C	20041215	CN20031002548	20030211
CN1441223 A	20030910	CN20031002548	20030211
DE60300688 D1	20050630	DE20036000688	20030225
DE60300688 T2	20051117	DE20036000688T	20030225
EP1338500 A1	20030827	EP20030004236	20030225
EP1338500 B1	20050525	EP20030004236	20030225
JP2003254115 A2	20030910	JP20020049757	20020226
TW200304883 A	20031016	TW20030102983	20030213
TW590939 B	20040611	TW20030102983	20030213
US2003159500 AA	20030828	US20030368372	20030220
US6832511 BB	20041221	US20030368372	20030220

Probable Assignee: ASAHI DENSO CO LTD

Assignee(s):(std)**:** ASAHI DENSO CO LTD ; YAMAHA MOTOR CO LTD

Assignee(s): YAMAHA MOTOR CO ; ASAHI DENSO CO ; ASAHI DENSO CO LTD HAMAKITA ; YAMAHA HATSUDOKI K K ; YAMAHA HATSUDOKI K K IWATA ; YAMAHA HATSUDOKI K USHIKI KAISHA AB ; YAMAHA HATSUDOKI KABUSHIKI KAISHA ; YAMAHA HATSUDOKI KK ; YAMAHA MOTOR CO LTD ASAHI DENSO CO LTD

Inventor(s):(std)**:** AL SUZUKI MICHIYUKI ET ; HARUHIKO SAMOTO ; HAYASHI NORIO ; KAWAMURA MASAHIRO ; MICHIYUKI SUZUKI ; NORIO HAYASHI ; SAMOTO HARUHIKO ; SUZUKI MICHIYUKI

Inventor(s): SUZUKI MICHIYUKI ET AL ; MASAHIRO KAWAMURA

Designated states: DE FR IT

International class(IPC 8–9)**:** B62K11/14 B62K23/04 F02D11/10 F02D35/00 F02D9/00 G01B21/22 G01D5/165 H01C10/34 (Advanced/Invention); B62K23/00 F02D11/10 F02D35/00 F02D9/00 G01D5/12 H01C10/00 (Core/Invention)

International class(IPC 1–7)**:** B62K11/14 B62K23/04 F02D11/10 F02D35/00 F02D41/22 F02D9/00 G01B21/22 G01B7/30 G01D5/165 G01M19/00 H01C10/34

CPC: B62K23/04 F02D11/10 F02D11/106 G01D5/1655 H01C10/34

European class: B62K23/04 F02D11/10 F02D11/10D G01D5/165B H01C10/34

US class: 73/114.36 73/114.37 73/116 73/118.1

Classification Explorer

Cited documents: US6386020 BA, US6089535 A, US5963124 A, US5899191 A, US4719795 A, US4679440 A, JP2000046511 A2, JP10176581 A2, EP1063495 A2, EP1014040 A1, DE4431455 A1,

Forward Citations: WO08090478, WO08090478, WO08007193, WO08007193, WO06117215, US9500853, US9457866, US9336732, US9274333, US9261694, US9229222, US9182587, US9177523, US9176318, US9158106, US9135868, US9134552, US9128277, US9116344, US9087486, US9082353, US8701813, US8599463, US8567282, US8526096, US8402664, US8353111, US8302467, US8188835, US8046151, US7868271, US7729849, US7571073, US7080549, US7010955, US2015274247, US2011108345, US2010307282, US2010126299, US2010071450, US2008154537, US2008133871, US2008088407, US2005126270, US2004255658, JP2010127929, EP2192038, EP2192037, EP2192036, EP2000397, EP2000397, EP1876339, EP1553277, CN101907023,

Abstract:
Source: US2003159500A A throttle–opening sensor has a detect shaft rotatable about an axis in conjunction with

a throttle grip, a pair of rotation terminals respectively disposed on different positions in the same circle with the rotation axis, the pair of rotation terminals being rotatable together with the detect shaft, contact pieces disposed on each of the rotation terminals at predetermined intervals in a rotation−radius direction of the rotation terminal, a printed circuit including conducting pattern portions printed along sliding loci of the contact pieces and, a resistance portion printed in a sliding range of the contact piece of the conducting pattern portion, and generating a resistance against a current flowing in the conducting pattern portion, wherein at least two detection signals variable in mutually opposite directions according to the rotation angles of the throttle grip are generated due to that the contact pieces respectively allow the conducting pattern portions to conduct therebetween.

0) US4591177A – OLEODYNAMIC STEERING CONTROL DEVICE

69) Family number: 13854969 (US4591177A) © PatBase

Title: Oleodynamic steering control device

Priority: CA19850471688 19850108 IT19840067052 19840119

Family:

Publication number	Publication date	Application number	Application date
AT31268 E	19871215	AT19840200862T	19840614
AU198537594 A1	19850725	AU19850037594	19850110
AU568901 B2	19880114	AU19850037594	19850110
BRPI8500081 A	19850827	BR1985PI00081	19850109
CA1232207 A1	19880202	CA19850471688	19850108
CS257269 B2	19880415	CS19850000296	19850116
CS8500296 A2	19870917	CS19850000296	19850116
DD235441 A5	19860507	DD19850272459	19850108
DE3467995 D1	19880121	DE19843467995	19840614
DK156707 B	19890925	DK19850000203	19850117
DK156707 C	19900219	DK19850000203	19850117
DK20385 A	19850720	DK19850000203	19850117
DK20385 A0	19850117	DK19850000203	19850117
EG16937 A	19940130	EG19850000031	19850119
EP0150520 A1	19850807	EP19840200862	19840614
EP0150520 B1	19871209	EP19840200862	19840614
ES539651 A1	19860401	ES19850539651	19850117
ES8606160 A1	19861001	ES19850539651	19850117
FI81057 B	19900531	FI19850000253	19850118
FI81057 C	19900910	FI19850000253	19850118
FI850253 A	19850720	FI19850000253	19850118
FI850253 A0	19850118	FI19850000253	19850118
FI850253 L	19850720	FI19850000253	19850118
GR850104 B	19850516	GR19850100104	19850115
HU194106 B	19880128	HU19850000115	19850111
HU41305 A2	19870428	HU19850000115	19850111
IE56010 B	19910313	IE19850000115	19850118
IE850115 L	19850719	IE19850000115	19850118
IL73999 A0	19850430	IL19850073999	19850103
IL73999 A1	19881230	IL19850073999	19850103
IN163573 A	19881008	IN1985CA00013	19850107
IT1178825 A	19870916	IT19840067052	19840119
IT8467052 A0	19840119	IT19840067052	19840119
JP2073348 C3	19960725	JP19840061257	19840330
JP60154957 A2	19850814	JP19840061257	19840330
JP7077868 B4	19950823	JP19840061257	19840330
MA20328 A1	19851001	MA19850020552	19850117
MX161827 A	19901228	MX19850204019	19850111
NO162709 B	19891030	NO19840005260	19841228
NO162709 C	19900207	NO19840005260	19841228
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PL149795 B1	19900331	PL19850251602	19850118

PL251602 A1	19850910	PL19850251602	19850118	
PT79816 A	19850201	PT19850079816	19850109	
PT79816 B	19860915	PT19850079816	19850109	
RO91152 B	19870401	RO19850117330	19850116	
RO91152 B1	19870401	RO19850117330	19850116	
RO91152 P	19870330	RO19850117330	19850116	
SU1327784 A3	19870730	SU19853837676	19850118	
TR22104 A	19860414	TR19850022104	19850118	
US4591177 A	19860527	US19840596051	19840402	
YU46290 B	19930528	YU19850000070	19850118	
YU7085 A	19881231	YU19850000070	19850118	
ZA8500019 A	19860430	ZA19850000019	19850102	

Probable Assignee: PERLINI ROBERTO

Assignee(s):(std)**:** PERLINI R ; PERLINI ROBERTO ; ROBERUTO PERURINI

Assignee(s): PERLINI ROBERTO IT ; ROBERTO PERLINI

Inventor(s):(std)**:** PERLINI R ; ROBERUTO PERURINI ; PERLINI ROBERTO ; ROBERTO PERLINI ; PERLINT ROBERTO

Inventor(s): PERLINI ROBERTO IT ; ROBERTO PERLINT ; ROBERTO PERLINI IT

Agent(s): CULLENS PATENT AND TRADE MARK ATTORNEYS; CULLENS PTY LTD; MARKS AND CLERK; DR YITZHAK HESS AND PARTNERS

Designated states: AT BE CH DE FR GB LI LU NL SE

International class (IPC 8–9)**:** B62D5/20 B62D5/26 B62D7/00 B62D7/14 B62D9/00 (Advanced/Invention); B62D5/20 B62D9/00 (Advanced/Non–invention)

International class (IPC 1–7)**:** B60G B60T B62D1/00 B62D13/00 B62D15/00 B62D3/14 B62D5/08 B62D5/10 B62D5/20 B62D5/26 B62D5/28 B62D6/04 B62D7/00 B62D7/14 B62D9/00 B62DA F15B

CPC: B62D7/144

European class: B62D7/14B1

US class: 180/140 180/24.01 280/91 91/399 91/437

Classification Explorer

Cited documents: US4105086 A, US3800541 A, US3255840 A, US3202238 A, US3185245 A, US2274821 A, EP0079088 A2, DE3145618 A1, DE2544078 A1, DE1580655 A1, CH396652 A,

Forward Citations: WO9957001, WO9529087, WO9515273, US8628100, US6450285, US6085634, US6059056, US5839527, US5234067, US5135064, US5092419, US4830128, US4723622, US4696365, GB2185947, GB2185947, FR2821295, FR2593766, EP1073578, DE4414161, DE4030155, DE19801590, DE102012107777, DE102012105976, DE102009003248, DE102009003248, DE102004005823,

Abstract:
Source: US4591177A An oleodynamic steering control device for vehicles having a straight traveling stabilizer, the device comprising a cylindrical member containing a reciprocatable or rotatable element connected to the main steering system and operative to generate a fluid pressure which is transmitted to a steering actuator on an axle to be steered. The device provides a fluid bypass to a reservoir for a certain range relative to the position corresponding to the straight traveling condition of the vehicle. This relieves the pressures generated by small deviations from straight traveling, which occur at relatively high speed, and thus they are not transmitted and multiplied on the steered axle which is thus stabilized, affording greater traveling safety.

0) WO07081519A2 – GENIUS ADAPTIVE DESIGN MODELE D'ADAPTATION AU ...

70) Family number: 34894143 (WO07081519A2) © PatBase

Title: GENIUS ADAPTIVE DESIGN

Priority: AU20060335151 20061219 AU20130200386 20130125 US20050755291P 20051230 US20060756607P 20060105 US20060778313P 20060301 US20060783018P 20060315 WO2006US48704 20061219 US20060786906P 20060328 US20060852794P 20061018

Family:

Publication number	Publication date	Application number	Application date
AP200804559 A0	20080831	AP20080004559	20061219
AU2006335151 AA	20070719	AU20060335151	20061219
AU2013200386 AA	20130221	AU20130200386	20130125
CA2635954 AA	20080630	CA20062635954	20061219
CO6160255 A2	20100520	CO20080079355	20080731
EP2059899 A2	20090520	EP20060849217	20061219
EP2059899 A4	20120704	EP20060849217	20061219
IL192465 A0	20090922	IL20060192465	20061219
IN06638DN2008 A	20100507	IN2008DN06638	20080730
JP2009522654 T2	20090611	JP20080548620T	20061219
KR20080112193 A	20081224	KR20087018774	20061219
KR20130124572 A	20131114	KR20137024611	20061219
MX2008008625 A1	20090107	MX20080008625	20061219
NZ570109 A	20110826	NZ20060570109	20061219
WO07081519 A2	20070719	WO2006US48704	20061219
WO07081519 C1	20080612	WO2006US48704	20061219

Probable Assignee: INNOVATION INST LLC

Assignee(s):(std)**:** KAYS STEVEN ; STEVEN KAYS ; CABINALLA LINDA ; INNOVATION INST LLC ; WORLD CHARITY DIVISION LICENSE

Assignee(s): INNOVATION INSTITUTE LLC ; WORLD CHARITY DIVISION LICENSELTTODAY COM LLC

Inventor(s):(std)**:** CABINALLA LINDA ; KAYS STEVEN

Inventor(s): STEVEN KAYS

Agent(s): SHELSTON IP; KAYS STEVEN; INNOVATION INSTITUTEION LLC; BORDEN LADNER GERVAIS LLP; MAURICIO JARAMILLO CAMPUZANO; BEETZ AND PARTNER

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): E06B7/32 G06F17/00 G06F17/30 G06Q G06Q10/00 G06Q30/00 G06Q50/00 (Advanced/Invention)

International class (IPC 1–7): G06Q30/00

CPC: G06Q10/10 G06F17/30 G06Q30/0601

European class: G06Q10/10

Classification Explorer

Forward Citations: WO13144220, WO10091514, US9077848, US9067140, US9051886, US8976218, US8918083, US8878043, US8771064, US8666891, US8594721, US8332918, US8332395, US8244558, US8224375, US8219424, US7917417, US2009187429,

Abstract:
Explore interesting inventions inside, conceived by our genius idea generator. Discover history's most effective method in conceiving novel uses for existing electronic technology. License huge domains of intellectual property from the invention directory our system helped develop. The searcher can find one of our interesting inventions in this patent application via our LicenseItToday.com, etc. Call our California Headquarters 1−707−428−5000. View invention ideas, plus 100+ variations adapted for end user target markets. LicenseItToday.com fills out exclusive international license agreements valid up to December 2026. It saves time and money creative LP. over any other documented creative thinking process. Licensees seek outputted patents using our or their pat attorneys. Royalties can start when profits begin. Or you can buy the affordable I.P. rights. Proof is in tryingit out. Discover amazing inventions inside today.

0) BRPI9500552A – METODO E SISTEMA DE CONTROLE PARA DETERMINAR O ...

71) Family number: 7838 (BRPI9500552A) © PatBase

Title: Metodo e sistema de controle para determinar o peso bruto combinado veicular e metodo de controle para controlar a implementacao pelo menos parcialmente automatizada de mudancas selecionadas Method and control system to determine the combined gross weight and control method for vehicle control at least partially automated implementation of selected changes (Machine translation)

Priority: US19940192552 19940207

Family:

Publication number	Publication date	Application number	Application date
BRPI9500552 A	19950919	BR1995PI00552	19950207

Probable Assignee: EATON CORP

Assignee(s):(std)**:** EATON CORP

Inventor(s):(std)**:** GENISE THOMAS ALAN

Inventor(s): THOMAS ALAN GENISE

International class (IPC 1–7): B60K41/00

Abstract:
Source: BRPI9500552A [Source: Claim 1] 1. Metodo de controle para determinar o peso bruto combinado veicular, (GCW) em um veiculo tendo um sistema de transmissao pelo menos parcialmente automatizado, incluindo um motor controlado por combustivel, uma transmissao de engrenagens de mudanca de multiplas velocidades tendo uma pluralidade de razoes de engrenagens conhecida, um eixo de entrada conectavel de forma acionada ao motor e um eixo de saida conectavel de forma acionada as rodas de acionamento veiculares, um primeiro meio sensor para prover um sinal de entrada indicativo do torque de acionamento para as rodas de acionamento, um segundo meio sensor para prover um sinal de entrada indicativo da aceleracao veicular e um controlador para receber os citados sinais de entrada e processa–los de acordo com regras logicas predeterminadas para emitir sinais de saida de comando a atuadores do sistema, caracterizado pelo fato de compreender as etapas de: determinar um valor indicativo do torque corrente das rodas de acionamento (T)? determinar um valor indicativo da aceleracao corrente do veiculo (A),ss e determinar um valor indicativo do peso bruto combinado veicular corrente (GC percent) em funcao da expressao: (Tl – Ti) – ((Ai – A plus or minus) ss O) em que: i = e igual um numero inteiro maior que 1. T1 = igual um valor indicativo do torque da roda no instante t; Tl = 0; n H– II um valor indicativo do torque da roda no instante t 0; A1 um valor indicativo da aceleracao do veiculo no instante percent i; ii um valor indicativo da aceleracao do veiculo no instante ti; C uma constante relacionada a razao de engrenagens, caracteristicas do conjunto de acionamento e gravidade; e o instante t e menor que um tempo de referencia (REFtemeo) depois do instante t percent. [Source: Claim 1] 1. method of control to determine the gross combined weight (GCW), in a vehicle having a transmission system at least partially automated, including a fuel–driven engine, a change of gears transmission multiple speeds having a plurality of reasons known, a gear input shaft conectavel so thrown to the motor and a conectavel output shaft so thrown vehicular drive wheels a first kind of sensor to provide a signal indicative of drive torque to the drive wheels, a second kind of sensor to provide a signal indicative of acceleration and a car driver to receive the listed input signals and renders them according to predetermined rules in to send out signals of command system actuators, characterized by the fact to understand steps: determine a value indicative of current drive wheel torque (T)? determine a value indicative of the current acceleration of the vehicle (A), ss and determine a value indicative of gross weight combined current car (GC percent) in function of the expression: (Tl–Ti)–((Ai–plus or minus) ss) where: i = equal a number integer greater than 1. T1 = equal a value indicative of wheel torque at time t; TL = 0; n H–II a value indicative of wheel torque at time t 0; A1 an indicative value of the acceleration of the vehicle the second percent i; II an indicative value of the acceleration of the vehicle at a time point ti; (C) a constant related to the reason of gears, drive set characteristics and gravity; and the time t and smaller than a reference time (REFtemeo) after the time t percent.

0) DE10138723A1 – GEARBOX FOR MOTOR VEHICLE HAS PAIR OF ACTUATORS...

72) Family number: 23143112 (DE10138723A1) © PatBase

Title: GEARBOX FOR MOTOR VEHICLE HAS PAIR OF ACTUATORS TO CONTROL REDUCTION STAGES OF GEARBOX HAS PAIR OF ACTUATORS TO CONTROL ENGAGEMENT OF DIFFERENT GEAR RATIOS

Priority: DE20001043421 20000904 DE20011038723 20010807

Family:

Publication number	Publication date	Application number	Application date
BRPI0104181 A	20020507	BR2001PI04181	20010904
BRPI0104181 B1	20101019	BR2001PI04181	20010904
DE10138723 A1	20020314	DE20011038723	20010807
FR2813564 A1	20020308	FR20010011309	20010831
FR2813564 B1	20070427	FR20010011309	20010831
ITMI20011855 A0	20010903	IT2001MI01855	20010903
ITMI20011855 A1	20020304	IT2001MI01855	20010903

Probable Assignee: LUK LAMELLEN AND KUPPLUNGSBAU

Assignee(s):(std)**:** LUK LAMELLEN AND KUPPLUNGSBAU

Assignee(s): LUK LAMELLEN U KUPPLUNGSBAU BETEI LIGUNGS KG ; LUK LAMELLEN U KUPPLUNGSBAU BETEILIGUNGS KG ; LUK LAMELLEN U KUPPLUNGSBAU GMBH ; LUK LAMELLEN UND KUPPLUNGSBAU BETEILIGUNGS KG ; LUK LAMELLEN UND KUPPLUNGSBAU BETEI LIGUNGS KG ; LUK LAMELLEN UND KUPPLUNGSBAU GMBH

Inventor(s):(std)**:** BUEHRLE PETER ; EGGERT THOMAS ; EICH JUERGEN ; ENDERLIN RALF ; HENNEBERGER KLAUS ; SCHNEIDER GEORG ; SCHWEIZER ALEXANDER ; VORNEHM MARTIN ; HENNEBERGER KLAUS DR ; EICH JUERGEN DR ; EGGERT THOMAS DR ; BUEHRLE PETER DR ; ENDERLIN RALD ; EICH JURGEN ; BUHRLE PETER

Inventor(s): ALEXANDER SCHWEIZER ; DR THOMAS EGGERT ; DR PETER BUEHRLE ; DR KLAUS HENNEBERGER ; DR JUERGEN EICH ; PETER BUHRLE ; JURGEN EICH ; THOMAS EGGERT ; JUERGEN EICH ; KLAUS HENNEBERGER ; MARTIN VORNEHM ; PETER BUEHRLE ; RALF ENDERLIN ; GEORG SCHNEIDER

Agent(s): CABINET REGIMBEAU

International class (IPC 8–9)**:** B60W10/02 B60W10/10 B60W30/18 F16H59/02 F16H59/50 F16H61/02 F16H61/18 (Advanced/Invention); B60W40/08 F16H3/08 F16H59/08 F16H59/50 F16H59/72 F16H61/00 F16H61/12 F16H61/16 F16H61/28 F16H61/682 (Advanced/Non–invention); F16H59/50 (Core/Non–invention)

International class (IPC 1–7)**:** B60K41/22 F16H59/02 F16H61/12

CPC: F16H2059/003 F16H61/0213 B60W10/02 B60W10/11 B60W30/18 B60W40/09 F16H3/08 F16H59/72 F16H61/12 F16H61/16 F16H61/28 F16H61/682 F16H63/46 F16H2059/082 F16H2059/085 F16H2059/506 F16H2061/0096 F16H2061/0227 F16H2061/0462 F16H2061/165 B60W10/10 B60W30/1819

European class: B60K41/22E B60W10/02 B60W10/11 B60W30/18 F16H61/02E1M L60K741/22E L60W40/09 L60W410/99B R16H3/08 R16H59/08M R16H59/08M3 R16H59/50C R16H59/72 R16H61/00Y7 R16H61/12 R16H61/16 R16H61/28 R16H61/682 R16H63/46

Classification Explorer

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Abstract:
The motor vehicle transmission has an engine (2) with a transmission assembly (4) having a first actuator and a

gearbox (6) having a second actuator. The gearbox has multiple gears sets each with a gear fixed to a shaft and a second sliding gear. The actuators control the gear engagements and have a control circuit for disengagement of the previous gears, selection of the new ratio and engagement of the new ratio gears.

0) FI9101A – FISKARBAT

73) Family number: 39298272 (FI9101A) © PatBase

Title: Fiskarbat

Family:

Publication number	Publication date	Application number	Application date
FI9101 A	19220718		00000000

Probable Assignee: LYBECK OCEAN HARVESTER CO INC

Assignee(s):(std)**:** LYBECK OCEAN HARVESTER CO INC

Inventor(s):(std)**:** LYBECK N A

International class (IPC 8–9): A01K69/00 (Advanced/Invention); A01K69/00 (Core/Invention)

International class (IPC 1–7): A01K69/00

Classification Explorer

Abstract:
Source: FI9101A framom och på "båtens väg. tå ljusstrålarna kastas framåt, sprida de sig så att strålen blir "bredare allt eftersom den sträcker alg längre framom båten under en mörk natt kaji denna stråle med betydlig klarhet sträcka sig flere mil framåt, upplysande vattenytan på denna distans med en kolnformig glans, i hvars spets båten befinner sig. Det är väl bekant att fisken Kommer mot ljuset om natten och darför kommer att tilldragas af ljuset och inkomma? i konformigt d£t £?3!KXäXÄl$X upplysta området. Eftersom båten rör sig framät Kommer ko– nens bredd på hvarje punkt ax framom båten att blifva trängre, aå att HIUCS fisken å denna punkt, 1 det den hàlleï sig inom den belysta zonen, koraner att komma närmare tillsammans och, vid den tidpunkt då båten hufnidgakligen är uppå dem, komma de att blifva dragna inom gränserna af skopans öppna framsida. Lamporna V äro företrädesvis så ställda att skopan icke är belyst 1 det strålarna träffa vattnet strax framom skopans främre ända. Vid den tidpunkt då bäten kommit nära nog till fisken som tefinner sig omedelbart framom den så att ljuset föres utanför sagda fisk, kommer skopan att ome– delbart omglfva den och dess undkommande blir omöjligt. På detta sätt drages fisk öfvor ett stort område tillhopa genom det kon vergerande ljuset och US skickar Big tillsammans direkt i vägen før skopan. Lamporna V kunna placeras under olika vinklar eller kunna sä placeras att. deras strålar korsas för att glfva ett maximum af divergens och bredd åt MS and läUOüC strålen. Detta sätt att rikta fisken in i zonen för båtens opera– tion utgör en förbättrad metod för fiskeriets bedrifvande vid nattetid. Patentanspråk. 1. Fl3keribåt, kännetecknad därigenom att den är försedd med en ned– säkbar fisk uppsamlande skopa utbildad med en sluten botten och är stel alltigenom, och med medel för ofverbringande af den inom skopan fångaae fisken till en punkt inom båten. 2* En båt enligt anspråk 1, kännetecknad därigenom att den JS. fisk upp– samlande skopan är 3luten vid bottnen och fërsedd med genomborrade väggar konvergerande i en bakut gående riktning. 3»En båt enligt anspråk 1, kännetecknad däraf att den omfattar åtminstone £X ett underlag framskjutande utanfër främre änden af skopan och förd af skopan för att förhindra skopan från att taga skada genom beröring med nedsänkta föremål eller ojämn hafsbotten# >+. En båt enligt anspråk 3, kännetecknad däraf att den omfattar en rul– le förenad med underlaget. 5. En båt enligt anspråk 1,kännetecknad därigenom att den omfattar me– del för motbalanaerande af den å tappat rörliga skopan inneslutande en vigt Ji –1 – soai är verksamt förbunden med skopan och monterai att glida inom en ihålig mast försedd med en inre passage öppen vid dess botten till sjön, för att därigenom* i händelse and XXSSftX£XX2X£XXXgXXlSX af tillfälligt lösgörande af vigten, denna vigt nå falla i sjön utan att skada båten. 6. Eäi båt enligt anspråk 1, kännetecknad därigenom att den omfattar ett flertal af skrof, mellan hvilka den uppsamlande skopan är medelst tappar hvarvid den senare är normalt nedsänkt under vattenytan. 7. En båt enligt anspråk 1, kännetecknad därigenom att den omfattar medel placerade å båten och öfver vattenytan för att vid alla tidpunkter kasta ett solfjäderliknande ljussken fram till vattenytan på en uppskatt.bar distans framom "båten i afsigt att draga fisken uti båtens väg och samti– digt belysa dess väg. g. En båt enligt anspråk 1, kännetecknad därigenom att den omfattar medel för att reglera utsträckningen till hvilken nätet eller skopan skall nedsänkas. 9. En "båt enligt anspråk l, kännetecknad därigenom att skopans väggar äro sammansatta aj ett. flertal af' sektioner af fi3k–t>en nätverk, af hvilka hvarje sektion är försedd med i sidoled och bakut. sig sträckande distanse– rade stänger. lo. En båt enligt anspråk 1, kännetecknad därlgeftom att den omfattar me– del förenade med den främre änden af Skopan för att hindra densamma att grfva sig in i sjöbottnen.när båten är i grundt vatten. 11. Bi båt enligt anspråk 1, kännetecknad därigenom ä$ att den omfattar medel för att automatiskt skära storfisk för att hindra dess hämmande effekt. 12. En båt enligt anspråk 1, kännetecknad därigenojj att den omfattar medel för att framsrlfva båten l riktningen af dess längd och sidoied, hvarvid aagda medel bestå af anpassbara dubbelskofveihjul. 13– En 'båt enligt anspråk 1, kännetecknad därigenom att nätverkets ele– ment i skopan sammanfattar en fördelad stång mellan hvars sektioner ändar– na af ett flertal trådar äro häktade tillsammans, hvarvid de större delarna af 3agda trådar sträcka sig från kanten af stången i parallellt förhållande 4ch i sned riktning i förhållande till stången, äfvensom medel för att för– hindra svängande rörelse af trådarna å stången. 14. Sätt att fiska med en båt enligt anspråk 1–13, kännetecknadt däraf att det består uti att kraftigt belysa ett förutbestämdt ytinnehåll af vattnet från en ljuskälla belägen öfver vattenjtan, hvarmed fisk tiiidrages in 1 den sälunda "belysta zonen, att åstadkomma deA belysta zonen att röra sig iraaåt och samtidigt i rörelsesätta fislcfängstmedel genom vattnet balc– ut från det belyata

området. Iyfceck Ocean Harvester Co, inc. r, – *4 . IOfIBUteslkaierafru and veneiaaä. Tämän keksinnön esineenä on kalastusvene Ja tarkoittaa se parannuksia kalastuksen toimintaan Ja välineisiin nähden. Keksinnön päätarkoitus, vaik– ka ei yksinomaan, voidaan lyhykkäisyydessä esittää seuraavasti: 1. Laatia parannettuja välineitä laivan eteenpälnkayttöä varten sekä eteenpäin– että sivusuunnassa, sekä parannettuja välineitä laivan ohjaamls– ta varten semmoisten toimintojen aikana. 2. Välineet kalan keräämistä varten ISA laivan tielle ja sen siirto kan– nelle, Joihin välineisiin on.edelleen yhdistetty välineitä siirtovälineiden tukkeutumisen estämistä varten. 3. Verkkolaitteen tai välpän parannettu rakenne, josta kaloja keräävät välineet pääasiallisesti laaditaan, mikä verkkolaite tai vaippa on siten rakennettu että se synnyttää pienimmän vastuksen vedenvirtaukseen nähden silmien tai reikien kautta sanotussa verkkolaitteessa tai Z and 5 välpässä; ja k. Välineet kalojakeräävien välineiden upotussyvyyden järjestelyä varten sekä välineet yhdistettyinä kalojakerääviin välineisiin jotta niiden kärki tulisi estetyksi kaivautumasta merenpohjaan kun ne toimivat matalassa vedes«?" Edelleen perustuu eräs piirre keksinnössä parannettuun menettelyyn ka– lastaa yöllä, Joka perustuu kalojen ISMäävetämlseen käyttämällä vahvaa etsijävaloa veneen etupuoliseen vyöhykkeesen Ja sen tielle, keräten tun– nottomia kaloja aina sen mukaan kuin vene kulkee eteenpäin, sekä siten ke– rättyjen kalojen nostamiseen veneen sisään. Keksinnössä edelleen esiintyvät piirteet, muut kuin tässä luetellut, kuin inyöskin sen edut selviävät tässä alempana olevasta selityksestä, tehty oheenliitettyjen piirustuksien yhteydessä. Oheenliitetyissä piirustuksissa kuvataan erilaisia käytännöllisiä tote– uttamismuotoja keksinnöstä, mutta niissä osoitetut rakenteet ovat pidettä– vät ainoastaan keksintöä kuvaavina eikä sen rajaplirfcjä määräävinä. Kuva 1 on sivuõievatsioni kalastajaveneestä Joka toteuttaa keksinnön. Kuva 2 on huipputaso siitä. Kuva 3 on pohjataso veneestä, esitettynä kuvassa 1. Kuva 4 takapäästä otettu elevatsioni veneestä. Kuva 5 on edestä otettu elevatsioni, mikä osoittaa kalojakeräävät vä– lineet, rungon ja osan ylemmästä laitoksesta. Kuva 6 on poikkileikkaus laivan läpi, otettuna pystysuoralstasossa viivaa 6–6 pitkin kuvassa 1. Kuvat 7 ja 7a ovat keskisiä leikkauksia kalojakeräävien välineiden pa– ft r/ ß rempana pidettävästä muodosta,kuvan 7a esittäessä sanottujen välineiden etu osan, samalla Kun kuv. 7 esittää taaemman osan siltä,Jolloin sanottu kuv. JfiS 7 on suurennetussa mittakaavassa suuremman selvyyden aikaansaamiseksi. On ymmärrettävä että kuv. 7a on Jatko kuvassa 7 osoitettuun rakenteesen. Kuva 8 on suurennettu erikoisosa leikkauksessa viivaa lo–lo pitkin kuvas– sa 7a. Kuva 9 on samantapainen erikoisleikkaus viivaa 9–9 pitkin kuvassa a. Kuva lo on erikoisosa tasossa eräästä verkon tai kalanluu–välpän elemen– tin muodosta, Jota pidän edullisempana käyttää, Ja tekee pienimmän vastuk– sen sen kulkuun nähden veden läpi. Kuva 11 on kuvan lo näköinen kuvaus, osoittaen jonkun verran muunnetun muodon kalanluurakenteesta. Kuva 12 on elevatsioni kuvassa 11 osoitetusta rakenteesta. Kuva 13 on katkonainen leikkaus laivasta osoitettu kuvissa 1–6, jolloin sanottu leikkaus on otettu viivaa 13–13 pitkin kuvassa 1. Kuva 14 on pltuusleikkaua eräästä rungoista, otettuna viivaa 1H–14 pit– kin kuvassa 13. Kuva 15 on leikkaus viivaa 16–16 pitkin kuvassa 3, osoittaen muutamia silpipyöriä edestä otetussa elevatslonissa. Kuva 16 on leikkaus viivaa 16–16 JIXI pitkin kuvassa 15. Kuva 17 on tasokuvaus yhden palkeista ulkoisesta päästä, Jolta käytetään kannattamaan kalojakeräavät välineet. Kuva IS on erikoisosainen leikkaus ynden siipipyärän kautta, kuteo viivaa 19–19 pitkin kuvassa 15. Kuva 19 on tasokuvaus alhaaltapäin yhdestä ainoasta venerungosta, esit– täen uusia piirteitä esilläolevasta keksinnöstä» Kuva 2o on pääasiallisesti keskinen, pystysuora leikkaus kuvassa 19 osoitetun veneen kautta. Kuva 21 on edestä otettu elevatsioni kuvissa 19 ja ‘2o osoitetusta ve– neestä. Kuva 22 on leikkaus viivaa 2g–23 pitkin kuvassa 2o. Kuva 23 on poikkileikkaus viivaa 23–23 pitkin kuvassa 2o, ja Kuva 24 on kuvassa 23 osoitetun leikkauksen näköinen, mutta osoittaen muunnetun muodon rakenteesta, yhdistäen laivansiivet. Viittaamalla piirustuksiin osoittaa A useampia laivanrunkoja, asetettui– na yhdensuuntaissuhteesen toisiinsa nähden,sivu sivussahtelsen kannen B alla, mikä kansi johtuu kaikkien runkojen yli ja ulkonee paraiten Jonkun vèrran sivuillepäin, I8Ä niiden keula Ja peräpuolelta, kuten selvästi osoitetaan kuvissa 3 Ja 6. Kaikki rungot ovat rakennetut yhtäläisiksi ja ovat yleistä rakennetta, kuten osoitetaan kuvissa 19–23. Kukin runko on pääasiallisesti varustettu suorilla, pystysuorilla sivuilla, mutta on sillä yleensä pienen veneen muoto Keskisessä, pituusläpileikkauksössa. Rungon si– vut joutuvat skkljyrkä3tl ales ja päättyvät pääasiallisesti vaakasuoriin emäpuihin a, joutuen käytännön kannalta otettuna kautta rungon koko pituu– den. Sisäinen leikkaus semmoisista, muodosteluista muodostaa rungon, jonka alempi 3ivu on pituussuunnassa kourulla varustettu, siinä kun on verrattain syvä uurre keulassa ja perässä, kuten paralten osoitetaan kuvissa 2o, 21 Ja 22, ja verrattain matala uurre keskilaivalla, kuten osoitetaan kuvassa 23. jQhtuon taaksepäin veneen kustakin nnja–ta neljästä ke3klemäpuusta kaytstääw päväcHbttts, jotai kannattaa sen alemmasta päästä tavallinen euutøiiaula cx, peräsinpylvään Johtuessa ylöspäin ja on laakeroittu eteenpäin ja takaisin kääntöä varten kannessa..On välttämätöntä että nämät kaksi peräsintä kal– listuvat joko toiseen tai toiseen suuntaan K and X and iS and ä samassa kulmassa, ss on toimivat yhdensuuntaisessa suhteessa kaikkina hetkinä,, Ja jotta tämä kä– visi varmaksi ovat ne paralten yhdistetyt toisiinsa niiden päiden välistä jäykän nivelSïT avulla. Jos useampia runkoja A on asetettu toistensa vie– reen kuten osoitetaan kuvassa 3 on niveTV* tehty johtumaan poikki kaikkien peräsinten, niin että, kun yksi peräsin on toiminnassa, joutuvat kaikki muut jäieilä olevat samaan aikaan liikkeesen niin että ne pysyvät yhden– suuntaisessa suhteessa toisiinsa nähden kaikkina hetkinä. Löytyy eri tapoja joilla peräsimet voidaan saattaa toimintaan, mutta mi– nä pidän edullisempana käyttää sitä yleistä sovittelua, mikä osoitetaan kuvassa 3, jossa peräsimiä liikkeesen saattavia köysiä tai ketjuja g2 käy– tetään kiinnitettyinä ni/eleesen c1 Ja johtuvat veneen aisaan saatettavik– si toimintaan sopivien ohjaavien välineiden avulla. Parannettua kourulla varustettua runkoa tässä keksinnössä voidaan käyt– tää yksrunkoisessa tai useampirunkoisessa veneessä ja kaikissa tapauksissa voidaan sanotut rungot kukin erikseen saattaa liikkeesen yhden tai useampi– en potkurislipien c5 avulla, käytettyinä sopivien yhdisteiden avulla, kuten osoitetaan kuvassa 2o. Kun kourulla varustetun rungon rakennetta käytetään ykäirunkoisessa veneessä aijottu käytettäväksi hyvin aaltoilevas– sa meressä, voidaan runkoa varustaa laivasiivillä a1, kuten osoitetaan kuvassa 24, vaikka nämät voidaan jättää pois, jos niin halutaan. Kun useita runkoja selitettyä mallia on sovitettu yhteiden kannen alle, kuten osoitetaan kuvassa 3 ja 6, voidaan sanotut rungot saattaa liikkeesen kukin erikseen tai riippumattomasti potkurien avulla kuten on selitetty, tai voidaan lisäkäyttövälineitä käyttää. Minusta on tämän keksinnön mukai– nen vene käytettävä hyvällä nopeudella ja sentakia käytetään lisäkäyttävä– lineitä, niin että haluttu nopeus voidaan aikaansaada. Tämä väline osoite– taan useampien siipipyörien E muodossa, Joista y*3l sarja on sovitettu ri– viin rajamain olevien runkojen väliin, tuten osoitetaan Kuvassa 3. Kutakin lukumäärää näitä siipipyöriä voidaan täyttää, mutta, esitykseen nähden,ogoi tetaan kaksi panosta johtuen pääasiallisesti keulasta

perään, kahden runko– parin välissä, samalla kun muut osoitetaan sovitettuina parittain jälelläo– levien nautoparien väliin. Kun käytetään useita siipipyöriä, toinen toisen– sa takana, niin että koko sarja Joutuu keulasta perään, ÿl and SIXX olisi toi– sensa Jälkeen seuraavat siipipyörät katsottuina keulasta perään pidettävä liikkeessä yhä lisääntyvillä nopeuksilla. Se on, Jos ensimäiaen slipipyörän tulee tehdä loo tulee toisen pyörän tehdä suuremman lukumäärän kier– toja, esim. Ilo tal 12o Ja kolmannen slipipyörän pitäisi tehdä 13o;stä l4o:een J.n.e. tfämät kuviot ovat luonnollisesti ainoastaan selittävät, mutta käytetään niitä tekemään toiminta selväisi, koskapa, Jos kaikki siipipyörät vaikuttaisivat samalla nopeudella, syntyisi niin no– pea veden syöksy runkojen välissä, varustettuina ensimälsellä viidellä pyö– rällä, että Jälellä olevilla pyörillä ei tulisi olemaan mitään Erikoisosat parempana pidettävästä siipipyörien muodosta osoitetaan kuvissa 15,16 Ja IS. Kukin siipipyörä D on varustettu ontolla navalla d, laadittu onton, ilmatiiviin sylinterin muodossa Jonka kautta Johtuu käy– tettävä akseli dA, Jäykästi kiinnikiilattuna navan päihin. Navan vastakkai– set päät ovat varustetut laipoilla d2, Ja Johtuen säteensuuntaisesti navan ulkoisesta kehäpiiristä käytetään siipilehtiä d5, kuten paralten osoitetaan kuvassa IS, jolloin lehtien vastakkaiset päät ovat paralten jäykästi yhdis– tetyt laippoihin d2. Käytettävä X akseli d1 on sovitettu käantöliikettä varten kahteen varteen e, joiden toisten päiden kautta Johtuu käyttäakseli E (kat3Q kuv. 15 ja 16). Kayttöakaeli E Käytetään sopivasta koneistosta sovitettuna toiseen tai molempiin rajakkain oleviin runkoihin, ja pyörivä liike siirretään käyttöakseiista E käytettävään akseliin d1 hammaspyörän 1 2 e ätyailä ja yhdessä toimivan hammasketjun e avulla. Tätä rakennetta käy– tettäessä huomataan että koska slipipyörän napa d on ilmatiivis, se tulee kellumaan ja estämään siipipyörää painumasta kokonansa veden alle. Käytän– nössä johtuu pääasiallisesti ainoastaan puolet pyörästä vedenpinnan alle, ja sovittamalla pyörä kääntyviin varsiin e, saattaa sanottu pyörä kaikkina hetkinä mukautua itse puolestaan vedenpintaan nähden, mikä selvästikin vaihtuu veneen sormituksen mukaan. Saattaa olla toitottavaa voida toisi– naan kohottaa siipipyörä D erille vedenpinnasta, ja tätä tarkoitusta var– ii ten kiinnitetään kohottava nivel d alemmalla päällään käytettävään akse– liin d* mikä Johtuu ylöspäin veneen kannen B kautta. Käyttämällä pulttia d y/v/ it .. Ó mitä toimii nivelen d yhteydessä Ja on yhdistetty johteesen d, voidaan siipipyörä, slttenkun sitä on Kohotettu tarpeen mukaan,estää joutumasta ennen määrätyn S Kohdan alapuolelle. Jotta siipipyörä ei vahingoittuisi hylkytavarolsta, jään j.n.e taKia kul– j ohon kee Käyttävä aKseli E paralten putkenmuotoisen muhvin ï kautta, puts on jäykästi sovitettu useita suojaavia rimoja f, mitkä johtuvat lyhyen matkan yhdensuuntalssuhteessa Kääntyviin varsiin e nähden ja, jäleiläoievaan osaan nähden niiden ulottuvaisuutta, mukautuvat slipipyörän fUXfiiäSSft ulkoisen kehäpiirin mukaan, Kuten osoitetaan Kuvassa 16. TanKo r1 johtuu kaikKien näiden suojaavien rimojen Kautta Ja ankkuroidaan päistään Kääntyviin var– siin niin että se pysyttää rimat asianmukaisessa suojaavassa asennossa slipipyörän etupuolella. îïiinmuodoin olkoompa siipipyörä milloin tahansa toimivassa asennossa käytetään'sanottuja rimoja aina varjeluspölkkyinä suo– jaamaan siipilehdet C? vahingoittumasta. On useasti tarpeellista voida käyttää siipipyöriä Jo selitettyä lajia parittaln, Ja menettely hyvin säästel and västi aikaansaada tämä osoitetaan Ku– vassa 15, Jossa kaksi sllpipyörää D on sovitettu toistensa viereen yhtei– seen käytettävään akseliin d1 mikä saatetaan liiKkeesen yhteiäen käyttöak– selin S avulla, jolloin yksinkertaista ripustusjäsentä käytetään pysyt– tämään molemmat pyörät ylösnostettuina, kaniin halutaan. Molemmat siipi– pyörät sovitettuina kuten osoitetaan kuvassa 15 tulevat vaikuttamaan yksi– lön tapaan ja pääasiallisesti samalla tavalla kuin yksinäinen pyörä, paitsi että enemmän eteenpäin käyttävää voimaa tulee syntymään, siipipyörien käyt– tö voidaan toimittaa millä halutulla tavalla tahansa sopivan akselijohdon tai välittömien yhdisteiden avulla useampiin moottoreihin tai koneisiin, mutta ei ole tarpeellista osoittaa näitä yksityisiä osia, koskapa Koneisto siipipyörien Käyttöä varten on hyvin tunnettu eikä muodosta mitään osaa esilläolevasta keksinnöstä. Venettä telakkaan pantaessa varustettuna useammilla jo selitetyn laj1311– la rungoilla voivat kaikki ne osat mitkä tässä alempana luetellaan Kalastus toiminnan toteuttamista varten tehdä veneen jonkun verran sas vaikeasti kä– siteltäväksi, ja pidetään sentakia edullisempana Käyttää välineitä veneen Käsittelyn heipoittamista varten ahtaissa paikoissa. Tässä tarKoituKsessa Käytän useita £ä sivupotKureita G keulassa ja perässä, Joiden sijoitus osoi– tetaan Kuvassa 3i »inka ohessa yfcsityiaosat esitetään Kuvissa 13 ja 14. Sivusiipipyörät G saatetaan paraiten toimintaan Kahdenkertaisina sen kautta että ne sovitetaan yhteiseen Käytettävään akseliin g,mikä kannatetaan kään– toliikettä varten kääntyvässä varressa g1 tappiyhdisteen avulla Kiinnitet– tynä käyttävään akseliin g2, mikä johtuu keulat and á Ja peräsSa ja jota Käyte– tään rungossa olevasta sopivasta Koneistosta. Liite siirretään täyttävästä akselista g2 täytettävään atseliin g Hammastetaun g avulla, ja siipipyörä k voidaan tonottaa tai lastea tarpeen mutaan nivelyhdisteiden g avulla, vas– taten eteenpäin täyttävien siipipyörien D niveiyhdlsteitä d. Sivusiipipyö– rät 0 eroavat tuitentin ratenteeltaaü siipipyöristä D siitä että tutin edel lisistä paralten valmistetaan ainoastaan neljästä lehdestä, tuten osoitetaa tuvassa 13, niin että, Kun näiden siipipyörien vaitutusta ei haluta, ne voidaan nostaa ylös, jolloin yt3i lehdistä tussatin siipipyörässä johtuu tannes3a olevan auton Kautta, samalla tun molemmat vieressä olevat leh– det pysytetään tiinni tannen alasivussa. Tällä tavalla voidaan siipipyörät G nostaa ylös vedestä, niin että ne eivät estä veneen eteenpäin tultua sen säännöllisessä toiminnassa. Kultentin tun tahdotaan panna vene telatalle voidaan siipipyörät G lastea alas toimivaan asentoon vedessä ja saattaa liitteesen tarpeen rautaan veneen tääntämistä varten sivusuunnassa telatal– le. Väline veneen täyttöä varten sivusuunnassa toimittaa inyöstin erään toi– sen tärteän tehtävän veneen täytännöllisessä toiminnassa. Jos vene tultee eteenpäin ja talaparvi on näkyvissä verrattain lähellä venettä, mutta sivu– suunnassa veneen tultusuuntaan nähden, on tärteätä että SSa vene voidaan panna nopeasti 2 liitteesen sivusuunnassa,siinä tartoitutsessa että se vä– littömästi tai suinpäin Kohtaisi talaparven. Tämän mutaisesti tetee tämä väline Jolla vene voidaan panna liitteesen sivusuunnassa mahdolllsetsl saa– vuttaa tämä tulos, on siten selvää että semmoinen väline vaituttaa muiden täysi ilãíSX elementtien yhteydessä, niin että saadaan täyttötelpoisuus yhdistel– mään nähden totonaisuudessaan. Kuten paralten osoitetaan tuvissa 1–4 täytetään veneen etupuoleen ja sen alle sovitettuna Kousajäsentä 1, jolla pääasiallisesti on suorataiteen– muotoisen suppilon muoto, jonta suurempi avonainen pää sijaitsee veneen etu – puolella. Kousalla l on tuten osoitetaan piirustutsissa luurangon muoto, mitä on sovitettu seneesen pittien nivelten J avulla jäytääti yhdistettyinä Hondasta tehytseen("j"mikä johtuu taatsepäin veneen alle Ja tääntyy tääntönaatassa molempien uitoisten runtojen sivustaan päin, tuten Kohdasta j1 vallan tea– tiiaivan peräpuolen tohdalta, tuten paraiten osoitetaan tuvissa l ja 3, niin että kousa voidaan saattaa veden alle tai upottaa pienempään tai suu– rempaan syvyyteen Kääntämällä sanottu tousa nivelissä J, Jotta vaituttavat nastan J1 ympäri. Kousa on säännöllisesti ripustettu, asianomaiseen syvyy– teen, useampiin nostaviirPltöygitn I, mittä ovat sovitetut

töysipyörien>5 Kannattavat KaKsi puomia K, Kuten paraiten osoitetaan Kuvissa 2 ja 5. Puomit pysytetään asianomaisessa, etälsyyssuhteeasa ultopäistään jäytän etäisyyden päässä pitävän yhdisteen t avulla, Ja täähtyvät niiden slseiumlss päissä olevissa nastoissa, tuten t1 tohdi3ta, veneen päätanteen. Sanotut* «–V ygiYggf puomit tuetaan myëstin sivusuunnassa Kääntyvään liitteesen.nähden sivutufcien t2 avulla, tlinnitettyinä etumaisista päistään puomien etumai– siin päihin Ja myostin tääntyen nastassa veneen päätanteen päin, tuten toh– dasta t, jolloin táitti nastat t1 Ja t ovat suorass viivassa, niin että puomi siihen tuuluvine osineen on vapaa tääntymään yhteisen at3elin ympäri (katso tuv* 1 ja 2). ¥lësno3tavat töydet i tultevat tëysipyäristä i1 yles– päin peräänpäin toimen onton maston L huippuun, asetettuina pääasiallisesti testilaivan tohdalie, Ja sanotut nostavat köydet ovat yhtäläisesti jaoitet– sisään tuma mastoihin, tuten osoitetaan tuvassa 2. Onttojen mastojen 3XS£3ä2XXI£X on Yjfy pysysuoria johdeteitä tasapainossa pysyttäviä painoja l varten sovitet– tu, Joihin ytsitylsten töysien päät ovat tiinnltetyt. Tämän osien tasapainon sovitutsen tatla tarvitaan hyvin vähän voimaa tou– san nostamista varten täysillä viivoilla tuvassa 1 osoitetusta asennosta jossa ae on upotettu veteen, piltutetuilla viivoilla osoitettuun asentoon, / jossa tousa on nostettu ylös vedestä* Tämä voidaan aitaanaaada monella ta– valla, mutta, tuvaamlstartoitutsessa, osoitetaan päätannen etusivustassa tatsi pystysuoraa pylvästä m asianmukaisesti vahvistettuina,tuten tohdas– sa m1, ja tannattaen huipuistaan poittipalttia m2, Jolloin sanottua laitet– ta, itse asiassa, täytetään Jäytän nostoranan tapaan jonta avulla tousa voidaan nostaa tai lastea täysien m välitytseliä tuten osoitetaan tuvassa 5. Jäämät töydet v? voidaan panna rän avulla, tai saattavat tultea sopivaan nostorumpuun* Kummassatln tapautsessa voidaan tousa nostaa tai lastea mielen mutaan täyttämällä verrattain –flygla vallan voimaa» Kuten tätä ennen on sanottu, on tousa luurangontapaisesti ripustettu Ja avonaiset osat vahvitteiden, pylväiden Ja bhk muiden ratenneosien välissä ovat suljetut verttolaitotsien tai silmien avulla, mitta päästävät veden tultemaan Kouaan seinämien kautta, mutta estävät siihen terääntyneiden ta– lojen polspääsemisen« Olen havainnut pittäaitalsten toteiden avulla, että hyvin tunnettu ristiin tai poltittain tulteva silmä Jota tavallisesti täy– tetään taiavertoissa synnyttää suuren vastutsen veden lävitsetultuun nähden esiintyen tämä siitä tosiseikasta että semmoista verttoa ainoastaan voidaan vetää vedessä täyttämällä meltoista voimaa* Jos tämän laatuista verttoa täytettäisiin K$jjcÏMX32ÜL selitetyssä tousassa, aiheuttaisi se semmoisen vastutsen että oii–v si mahdotonta täyttää venettä vedessä SXI2 and sillä verrattain suurella nope– udella, mitä on edutsi toiminnalle, ja minä olen tämän mukaisesti pitkäai– kaisten kokeilujen jälteen tetsinyt parannetun verttolaltteen, mitä muodos– taa osan keksinnöstä, tuten osoitetaan piirustuksissa. Tämä verttolaite on tavallisen talanluun nätölnen, tuten näkyy erikois– osista osoitetut tuvissa lo,ll ja 12* Verttolaite N, tuten osoitetaan liitteesen täsin tai jietaanisest.i vätipyö– hautta ja johtaa veneessä T H Kuvassa lo, muodostetaan Kiinnittämällä lankojen n päät kahden yhdensuun– taisen Kaistaleen n1 väliin Ja yhdistämällä tai kiinnittämällä sanotut kaistaleet yhteen pulttien tai niittien n2 avulla lankojen päiden pysyttä– mistä varten tiivisti kiinni kaistaleiden välissä. Kaistaleiden ylemmät reu~ nat ovat varustetut vinoilla uurteilla n, ja nämät lankojen– osat, mitkä Johtuvat sanottujen reunojen ulkolaitojen ulkopuolelle taivutetaan ales ja si3ään sanottuihin uurteisiin, niin että kun rakenne on täydellinen, sano– jat tulla rakenteella on määrätty yhtäläisyys kalan selkärankaan nähden. Vinot uurteet kaistaleissa n1 kulkevat risteyttäen toisiaan, niin että lan– gat jotka johtuvat kaistaleen uurteiden kautta tulevat kulkemaan vastakoh– taiset lankoihin nähden Jotka Johtuvat toiaen kaistaleen uurteiden kautta ja tekevät siten mahûolliEüai kaistaleiden sovituksen niin lähelle toisi– aan kuin mahdollista, katsoen siihen että kaistaleen langat eivät mitenkään yhdy toisen lankoihin. Sivu, huippu ja pohjarakenneelementit kousassa l laaditaan,kuten osoi– tetaan kuvassa 1, kukin johtavista langoista n siten sovitettuina että ne johtuvat vonosti taaksepäin kuten osoitetaan kuvassa 7a. Tässä kuviossa ovat osat varustetut osoitusmerkinnällä S laaditut kuvassa lo esitettyjen erikoisosien mukaisesti. Käy kuitenkin selville, että semmoista rakennetta ei voitaisi käyttää edullisesti kulmissa ja sentakia osoitetaan kuvissa 11 já 12 kulmarakenteita, Joissa verkkolaite o on laadittu langoista o 3ido– S tut kahden kaistaleen o1 väliin niitatut tai yhdistetyt toisiinsa kuten ennen, mutta kukin lamta o johtuu sekä sivusuunnassa että alaspäin sen kaistaleen reunojen ulkopuolelle jonka yhteydessä se toimii Ja taivutetaan pääasiallisesti suoriin kulmiin. Muuten on se sovitettu yhdessä toimivassa kaistaleessa o2 olevaan uurteesen o; langat ovat lujasti kiinnitetyt sa– nottujen kaistaleiden väliin ja kousan kulmarakenteesta. Kuvassa 7a on osilla jotka ovat tällä tavalla laaditut osoitusmerkintä 0. Pienempiä muun– noksia SBfigâüiXgXXXãSXSgX lankojen sovituksessa kaistaleiden väliin käyte– tään kousan eri osissa keksintöä toteutettaessa vaihteievissa olosuhteissa, koskapa on toisinaan välttämätöntä antaa lankojen johtua ainoastaan yhteen suuntaan, kuten kousan etumaisessa reunassa kuvassa 7a, jossa löytyy aino– astaan muutamia lankoja osoitettuina sovitetuiksi etumaiseen pylvääsen, jolloin nämät langat J and Hÿ Johtuvat ainoastaan yhteen suuntaan» Kun uaeäffipTätficälänluuvälppäelementtej ä •seitrtgfrfcy and r* oataai puutta on yhdis– tetty kuten osoitetaan kuvassa 7a, kaikki langat johtuen vinosti taaksepäi ja lankojen vapaat päät elementissä vapaina lankojen vieressä olevien päi– den yhtymyksestä rajäkkain olevassa elementissä, ei meriruoho tai muu sen– tapainen aine tule takertumaan kiinni lankoihin, vaan tulee se kousan nope– an kulun johdosta veden läpi kulkemaan lankoja pitkin niiden päihin Ja mf JS niiata kellumaan pois. Kousan sivu–, ylä– Ja alapinnat ovat laaditut kuten on selitetty niin että mitä pienin vastus muodostuu kousan kulussa veden läpi, Ja kuitenkin ovat sanotun kousan seinämät siten laaditut että kalat Jotka kulkevat sen etumaisen avonaisen pään kautta, eivät saata pääs– tä pola siitä kousan seinämien kautta, vaan ovat pakoitetut kulkemaan sen taaemman avonaisen pään kautta. Yhteistoiminnassa kousan taaemman avonaisen pään kanssa käytetään siir– tovyötä P, Jonia alempi pää kulkee Johtavan pyöräkkeen p ympäri sovitettu– na kousaan, ja jonka ylempi pää kulkee samantapaisen pyöräkkeen p1 ympäri sovitettuna paraiten veneen peräpuoleen. Tämä siirtäjä johdetaan pyöräkkei– l p den p p ÏIIIIKS välissä etäisyyden päässä pitävien välitelojen pc avulla sovitettuina sivujohteislin p jotka ovat sijoitetut kujein omalle puolel– leen siirtäjästä. Siirtäjävyö on, sen parempana pidettävässä muodossa, laadittu kahdesta üaâöfrfcomasta hammasketjusta p, mitkä kulkevan hampailla varustettujen ketjujen ylipyöräkkeiden p p1 vastakkaisissa päisaa, Jolloin mainitut c ffiammastetut ketjut ovat yhdistetyt toisiinsa tankojen p7 avulla muodostaen etumaisen pinnan* Pyöräkö p1 saatetaan liikkeesen Ja,yhdistetyn hampailla saattaa varustetun ketjun avulla, 3XXSX and liikkeen siirtäjään. Salat jotka Çydyst.e tyt kousaan ja kulkevat sen avonaisen taaemman pään kautta saatetaan siir– täjän avulla ylöspäin ja sen ylemmän pään yli ja putoavat toiseen siirtä– jään Q,, laadittu samalla tavalla kuin siirtäjä P Ja pidettynä liilckeessä samalla tavalla, siirtäjä percent Jättää kalat pääkannelle B Jonkun verran perä– puolelle ja asentoon jonsa KSZXÄliäääXialXiliaxiÄX veneen miehistö saattaa SS lajitella tai muulla tavalla käsitellä.ne. Jotta kalat niiden

kulussa ylöspäin siirtäjällä eivät voisi pää9tä pois tämän sivuista, ovat sanotun siirtäjän sivut varustetut verkkolaite– rakenteella, mikä on kousan yhteydessä selitetyn verkkolaitteen näköinen, koska Kuitenkin on,SMSX1SJS.M. k.ousa on laadittu kohotettavaksi ja alaslasketta– vaisi,verkkolaite siirtäjän sivuissa paraiten laadittu pystysuorasti ales– laskettavaksl semmoiseen määrään, että se tekee tämän, kousan liikkeen mahdolliseksi. SivukisXot tai johteet –g? ovat jäykästi kiinnitetyt etumaisista alemmis– ta päistään kousan runkokehykseen, ja ovat taaemmista ulkoisista päistään na3tayhdigteessä akselin kanssa joka kannattaa pyöräkettä p1. Tämän mukai– sesti Johtaa kousan kääntyvä liike nastan ympäri sanottujen slvukiskojen * Ja niihin yhdistetyn siirtäjän , p*5 samanaikaiseen samallaiseen liikkeesen. Kunkin sivukiskon $£X££ p–5 päi– den välissä on nastayhdisteessä toisen verkiolaite3ivun ylempi kisko R. Kiskot H johtuvat kousan taaempaan päähän, kuten osoitetaan kuvassa 7, ja tehdään paraiten Joko aineesta joia kelluu veden pinnalla, kuten puusta, XI?w tai ovat sopivasti varustetut ponttooneilla, niin että ne säännöllisesti tulevat nousemaan vedenpinnalle. sivuki and koihin R, Ja kunkin päiden välissä, on nastojen avulla kääntyvästi yhdistetty alemmat Jcisfcot R1 Jotka ovat yh– distetyt lähellä niiden vapaita päitä ylempiin kiskoihin R niveltävän pai– jinyhdisteen avulla johon kuuluvat RlïSiaï Jäsenet r.r1 Ja rt (katso kuv. 1 ja 7a)* Vinosti johtuvia lankoja, vastaten lankoja n Ja o, kannattavat kiskot R R1 ja jäsenet r,r* ja r2, kuten osoitetaan kuvissa 1 ja 7a, siir– täjän sivujen sulkemista varten,pääasiallisesti sen alempaan puoliskoon nähden, verkkolaitteella Joka on sennäkoinen mikä on selitetty kousan –sivu– jen yhteydessä. Siirtäjän ylempi puolisko or* suljettu sivuista lankojen avulla johdetut jäsenen S kautta, liikkuva nastassa sen ylemmässä päässä veneen rungossa, kuten kohdasta s, Ja sen alemmassa päässä yläkiskonn R nähden, kuten kosdassa s1* Tästä rakenteesta käy selville että, koska yläklsko on vedessä kelluva, langan silmä mikä ripustetaan siihen nivelten ja kiskojen avulla, kuten on selitetty, tulee säännöllisesti olemaan levitettynä kun kousa on aiespaine– ty/ssa ta upotetussa asennossa kuten osoitetaan kuvassa 1« kuitenkin on ylemmän kiskonvéohotua rajoitettu pidättävien jäsenten s2 avulla (katso kuv* 1), niin että sivuvälpan seinämien alemmat reunat eivät tule noste– tuiksi tarpeeksi tullakseen vedetyiksi pois Johteista ja päästääkseen kalat pois siinä Ä and saäXXaasSiÄXÄ muodostuneen välikön kautta* Kun kousa on nostettu pilkutetun viivan asentoon kuvassa 1, tulevat sivuvälpänseinämät siirtäjän avulla toisiinsa alespäin, Koska siirtäjä on ylösnostettuna, ta– valla mikä selitetään alempana lähemmin. työskenneltäessä matalassa vedessä, on mahdollista että kousan etumai– nen alempi reuna saattaa joutua merenpohjan kosketukseen, ja, jos ei väli– neitä käytettäisi estämään kousan etumaisen reunan sisäänkaiiva\itumi and t and, tulisi siitä epäilemättä olemaan seurauksena että se menisi rikki. Tästä syystä on kousan sanottu reuna varustettu eteenpäin johtuvilla varsilla t, joihin on sovitettu suuret pyörät tai rullat i laaditut kulkemaan merenpoh– jaa pitkin ja pitämään kousan etumaisen pään vapaana sen yhteydestä, öitä– paitsi –kousan etumainen alempi reuna varustettu eteenpäin johtuvilla nas– toissa liikkuvilla sormilla t* (katso kuv. 1,5 ja 7a), Joiden vapaat'päät ovat ylöspäin käännetyt alustan muodostamista varten merenpohjakohonnuksen ylitaemenon helpottamiseksi. Kukin sormi on varustettu pyörällä t2 sanotun sormen kulun helpoittamisekei, ja sivusuunnassa Ja taaksepäin Johtuvalla kalanluuverkkolaitteelia, jonka toimena on estää kalojen Joutumista kousan alemman reunan alle Ja Jotta niiden Johtuminen kousaan kävisi varmemmaksi. Kousan runkokeüys on varustettu useilla sisäänpäin johtuvilla veitsillä U, joiden terät ovat tehdyt Hyvin teräviksi. Käytettäessä näitä veitsiä tulevat kalat, Jouduttuaan kousaankirjaimeilisesti leikatuiksi kappaleik– si ja SS siten paloitetussa tilassa siirretyiksi laivan kannelle siirtäjän avulla. Pitkäaikainen kalastuskokemus ja kalan tapojen tutkimus ovat Johtaneet parannetun tavan keksimiseen kalastaa yöllä, minkä minä toteutan sen– kautta että sovitan veneesen yhden tai useampia vahvoja etsijavaloja V {katso kuv* 1 ja 2), mitkä ovat siten sovitetut, että niiden säteet leikki– vät vedenpinnalla veneen etupuolella Ja sen tiellä« KUn valonsäteet heite– tään eteenpäin, leviävät ne siten, että säde käy leveämmäksi aina sen mu– kaan kuin se johtuu kauvemmas veneen fi etupuolelle. Pimeänä yönnä saattaa tämä säde melkoisen kirkkaasti johtua useita penikulmia eteenpäin, valais– ten vedenpinnan tällä etäisyydellä r akeeflgfi*€>tse4?ia–iti.41–lola, jonka kär– jessä vene sijaitsee* On äyrin tunnettua että kala tulee valoon päin yöllä ja sentakia tulee houkutelluksi valon vaikutteesta vetäytymään rakeenmuo– toisesti valaistuun piiriin. Koska vene liikkuu eteenpäin tulee kartion leveys kustakin kohdasta veneen etupuolella SXSfiSSS kapeammaksi, niin että kalat tältä kohdalta, niiden pysyteiiessä valaistussa piirissä,tulevat lä– hemmäksi toisiaan ja, sinä hetkenä Jolioinka vene pääasiallisesti on niiden päällä, tulevat ne vedetyiksi kousan avonaisen SXSÿ etusivun rajojen sisä– puolelle. Lamput JS V pvat paraiten siten asetetut, että kousa ei ole va– laistu säteiden sattuessa veteen kousan etumaisen pään seutuvilta. Sinä het– kenä joliolnka kss vene on tullut kyliaksi lähelle kaloja jotka ovat välit– /ft2' töffesti sen etupuolella niin että valo Joutuu sanottujen kalojen ulkopuo– lelle, tulee kousa välittömästi ympäröimään ne ja nliâen pftlspääseminen käy mahdottomaksi. Tällä tavalla vetäytyvät kalat suurelta alalta yhteen lähenevän valon vaikutuksesta ja kerääntyvät välittömästi kausan tielle, lamput V voidaan sovittaa eri kulmiin tai voidaan ne'siten sovittaa että niiden säteet ris– teyttävät toisensa jotta säteelle saataisiin aita suurin hajaantuminen Ja leveys– Tämä tapa suunnata kalat veneen toiminnan piiriin muodostaa paran– netun menettelyn kalastaa öiseen aikaan. Patenttivaatimus. 1. KaJastusvene, tunnettu siltä että se on varustettu aleslaskettavalla kaloja keräävällä kousalla muodostettu suljetulla pohjalla ja on läpeensä ¦jäykkä, sekä välineillä pyydystettyjen kalojen siirtämistä varten kohtaan laivan sisäpuolella. 2. Patenttivaatimuksen 1 mukainen vene, tunnettu siltä että kaloja ke– räävä kousa on pohjasta suljettu ja varustettu lävistetyillä seinillä, //// läheten toisiaan taaksepäin menevään suuntaan. 3« Patenttivaatimuksen 1 mukainen vene» tunnettu siltä että siihen kuu– luu »laakin yksi aluslaite Joka Joutuu kousan etumaisen pään ulkopuolelle ja kuljetettuna eteenpäin kousan avulla Jotta kousa tulisi estetyksi va– hingoittumasta Joutuessaan uponneiden esineiden tai epätasaisen merenpoh– jan kosketukseen. if. patenttivaatimuksen 3 mukainen vene, tunnettu siitä, että siihen kuu– luu pyöräke yhdistettynä aluslaitteesen. 5. Patenttivaatimuksen l mukainen vene, tunnettu siitä että siihen kuu– luu välineitä nastoissa liikkuvan kousan vastaviiputusta varten Joina käy– tetään painoa Joka on toimivasti yhdistetty kouaaaa Ja sovitettu lui– sumaan ontossa mastossa varustettuna sisäisellä kulkutiellä avonaisena alapäästä mereen päin, Jotta senkautta, Jos paino sattumalta irtaantuisi, tämä paino voisi pudota mereen vahingoittamatta venettä» 6« Patenttivaatimuksen 1 mukainen vene, tunnettu siltä että siihen kuu– luu useita venerunkoja, Joiden väliin keräävä kouaa on nastayhdlateen avul– la kiinnitetty, Jolloin tämä Jälkimäinen on säännöllisesti upotettuna vedenpinnan alle. 7» Patenttivaatimuksen l mukainen vene, tunnettu siitä että siihen kuulu välineitä sovitettuna veneesen Ja vedenpinnan yläpuolelle Jotta kaikkina hetkinä voitaisiin heittää viuhkantaeainen valo eteenpäin vedenpintaan määrätyn etäisyyden päähäß veneen etupuolelle tarkoituksessa

saada kalat vetäytymään veneen tielle Ja samalla valaista sen kulkutietä. 8. Patenttivaatimuksen 1 mukainen vene, tunnettu siitä että siihen kuu– luu välineitä sen laajuuden rajoittamista varten Johon verkko tai kousa on upotettava. 9. Patenttivaatimuksen l mukainen vene, tunnettu siitä että kousan sei– nämät ovat yhdistetyt useista osastoista tehdyt kalanluurangontapaisesta verkkolaitteesta, Joista kukin osasto on varustettu sivusuunnassa ja taak– sepäin Johtuvilla etäisyystangoilla. 10. patenttivaatimuksen 1 mukainen vene, tunnettu siitä että siihen kuu– luu välineitä yhdistettyinä kousan etumaiseen päähän Jotta se estettäisiin kaivautumasta merenpohjaan kun vene on matalassa vedessä. 11. Patenttivaatimuksen 1 mukainen vene, tunnettu siltä että siihen kuu– suurten luu välineitä kalojen automaattisesti tapahtuvaa leikkaamista varten nii– den pidättävän tehon estämiseksi. 12. Patenttivaatimuksen 1 mukainen vene, tunnettu siitä että siihen kuu– luu välineitä veneen kuietusta varten sen pituus Ja sivusuunnassa, Jolloin sanottuina välineinä käytetään Järjesteltäviä kaksoissilplpyöriä. 13– Patenttivaatimuksen X nuhainen vene, tunnettu siitä että verkko– laitteen elementtiin kousussa Kuuluu jaettu tanko jonka osastojen väliin useampien lankojen päät ovat yhdistetyt, jolloin sanottujen lankojen suu– remmat osat Johtuvat tangon reunasta yhdensuuntaissuhteessa Ja vinossa suun nassa tankoon nähden, kuin myöskin välineet lankojen kääntyvän liikkeen estämistä varten tangossa. 1. Tapa kalastaa patenttivaatimuksien I–13 mukaisella veneellä, tunnet– tu siitä että voimakkaasti valaistaan määrätty pinta–ala vedessä valoläh– teestä joka sijaitsee vedenpinnan yläpuolella, minkä kautta kalat vetäyty– vät siten valaistuun, vyöhykkeesen, että saatetaan valaistu vyöhyke liikku– maan eteenpäin ja samaan aikaan saatetaan toimintaan kalankiin– niottovälineet vedessä valaistun alueen takana. Framom and on a "batens vaeg. Ljusstralarna TAA kastas forwards, sprida de signal so that the Straalen blir" bredare allt eftersom extends the alg LANGRE framom baten under moerk I natt Kaji Denna Straalen med betydlig klarhet signal over a distance one to several million forwards, upplysande Denna vattenytan pa distans by means of a kolnformig the glans, i hvars spets baten befinner signal. Det aer att avoid bekant fisken Kommer against ljuset natten om och kommer att tilldragas Therefore it is af ljuset Science inkomma? i konformigt d £ t £? 3! KXAEXael $ X upplysta omradet. Eftersom baten of pipe water forwards the signal Kommer co–nens width pa hvarje ity ax framom baten att blifva traengre AAA att HIUCS fisken a Denna ity, one of hallei det sig inom the belysta Zone, koraner att komma in more detail together an och, the vid tidpunkt da baten hufnidgakligen AER uppa dem, de komma att blifva Dragna inom graenser af skopans oeppna front side. Lampor V Aro preferably sa att staellda skopan Icke AER belyst 1 det stralar meet with vattnet strax framom skopans fraemre remain subjected to. At the tidpunkt da Baten kommitten naera till nog fisken som tefinner omedelbart framom the signal so that the ljuset fores outside your sagda fisk, kommer att skopan apples DELBART omglfva the och dess undkommande blir omoejligt. In this way the Drageset fisk oefvor requiring a large omrade tillhopa Genome det Group vergerande ljuset and U.S. skickar Big together an direkt i vaegen foer skopan. lampor V kunna is positioned under Olika vinklar eller kunna SAE is positioned att. deras stralar korsas foer att glfva ett maximum divergence af och width at MS and laeUOUEC Straalen. A way that the ratio Rikta fisken in Zone i for batens opera–tion do not constitute the Foerbaettrade metod for fiskeriets bedrifvande at the nattetid. Patentansprak. Fl3keribat 1, characterized in that it daerigenom is provided with a ned–saekbar fisk uppsamlande skopa utbildad by means of a sluten bottom and AER stel alltigenom, med och medel for ofverbringande af the inom skopan fangaae fisken till I ity inom baten. 2 * I bat according to ansprak 1, characterized in that it daerigenom JS. fisk upp SAMLAND skopan AER 3luten at the fersedd The bottom och med genomborrade the walls konvergerande i do not bakut gaende direction. 3 »I bat according to ansprak 1, characterized in daeraf in that it comprises at least £ X ett underlag framskjutande utanfer front end af af passed into the skopan och foer att skopan foerhindra skopan fran att taga skada Genome beroering med eller nedsaenkta foeremal ojaemn hafsbotten #>. Bat I as claimed in ansprak 3, characterized in that the daeraf comprises a reel le Foerenade underlaget med. 5 bat I as claimed in ansprak 1, characterized in that it comprises daerigenom methyl–del for the motbalanaerande f a tappat movable skopan inneslutande I vigt Ji –1 – Soai AER verksamt connected with the skopan Science monterai in that the glida inom not provided with the hollow mast an inner passage oeppen vid its bottom till sjoen foer att daerigenom * i Handels and XXSSftX £ £ ;2x XXXgXXISX af af Tillfaelligt loesgoerande vigten, Denna vigt na Falla i sjoen utan att skada baten. 6 EAI bat according to ansprak 1, characterized in that it comprises daerigenom a plurality af skrof, hvilka between the uppsamlande skopan AER by means of the pins hvarvid the latter, a normalt nedsaenkt under vattenytan. 7 I bat according to ansprak 1, characterized in that it comprises daerigenom medel placerade a baten och foer att oefver vattenytan vid below tidpunkter dip solfjaederliknande ljussken fram ett till vattenytan pa en uppskatt.bar distans framom "baten i afsigt att Draga fisken UTI batens samti vaeg och dess–digt belysa vaeg. g., I bat according to ansprak 1, characterized in that it daerigenom comprises means for att REGLER utstraeckningen till hvilken the network at eller skopan Skall nedsaenkas. I 9 "bat according to ansprak I, characterized in that the daerigenom skopans the walls Aro sammansatta ck ett. plurality of af 'fi3k of sections af–s> I naetverk af hvilka hvarje section is being provided with i sidoled Science bakut. extending in distanse– rade closes almost. lo. bat I ansprak according to 1, characterized in that it comprises daerlgeftom me–del Foerenade med the front end af Skopan hindra said device for att att grfva signal in i sjoebottnen.naer baten Grundt is in the water. 11 Bi bat according to ansprak 1, characterized in that the daerigenom s $ comprises means for the automatiskt in that the purpose of cutting storfisk for hindra in that the dess effect can haemmande. 12 I bat according to ansprak 1, characterized in that it daerigenojj comprises means for att framsrlfva baten l direction af och dess length sidoied, hvarvid aagda medel BESTSaf anpassbara dubbelskofveihjul. 13 – I 'bat according to ansprak 1, characterized in that the daerigenom naetverkets ele–ment i skopan sammanfattar I foerdelad Stang hvars of sections between its ends as af a plurality tradar haektade together an ARO, hvarvid de delarna a larger af 3agda tradar signal over a distance Fran edge together af the rod in parallel in the ratio 4ch i sned in relation to the direction the rod, aefvensom medel for att for–hindra svaengande roerelse af tradarna a the rod. 14 a manner that fiska by means of a bat according to ansprak 1–13, kaennetecknadt daeraf att det att bestar UTI kraftigt belysa ett foerutbestaemdt ytinnehall af vattnet from a ljuskaella belaegen oefver vattenjtan, hvarmed fisk tiiidrages in one of saelunda "belysta Zone, att astadkomma DEA belysta Zone att move in iraaat signal and simultaneously i roerelsesaetta fislcfaengstmedel Genome vattnet balc–out from det belyata omradet. Iyfceck Ocean Harvester Co., inc. r, – * 4. IOfIBUteslkaierafru and veneiaaae. an object of the present invention is a fishing boat and it means improvements in fishing activities and instruments. The main purpose of the present invention, although not exclusively, lyhykkaeisyydessae can be

summarized as follows: 1 To develop improved devices of the ship eteenpaelnkayttoeae for both the forward and lateral direction, of the ship as well as improved devices ohjaamls for these things, the operations. 2 means the fish collection of the ISA ship's path and its transmission on the deck on which the instruments on.edelleen connected to the means of transmission for the prevention of clogging. 3 power supply or the screen bar an improved structure, which means the fish collected mainly drawn up, which the AC adapter or the casing is constructed in such a way that it generates the least resistance to water flow in relation to the eyes or holes in said network device or Z and 5 vaelpaessae; and k means the fish collection of tools immersion depth of the regime, and tools combined with kalojakeraeaeviin instruments so that their tip should be prevented from digging into the bottom of the sea when operating in shallow in water '? "Furthermore, based on a feature of the invention, the improved procedure ka–loading at night, which is based on fish ISMAEaevetaemlseen using a strong seeker of light in the boat as a front vyoehykkeesen And in its path, collecting hours fish always possible to build in accordance with what the boat is traveling forward, and thus collected in the raising of fish in the boat. present invention further features, other than those listed in the inyoeskin its advantages will become apparent from the description here below, made in connection with the accompanying drawings. in the accompanying drawings, describes a variety of practical tote uttamismuotoja the invention, but their structures are assigned to Held–for–only illustrative of the invention and its rajaplirfcjae determinant. Figure 1 is a fishing boat who sivuoeievatsioni the invention. Figure 2 is a high level of it. Figure 3 is a bottom plan boat, shown in Figure 1 Figure 4 taken from the rear end of the boat elevatsioni. Figure 5 is a front elevatsioni, which shows the fish collecting means for hull and the upper part of the plant. Figure 6 is a cross–section through the vessel, pystysuoralstasossa, taken along the line 6–6 in Figure 1 Figures 7 and 7a are concentric cuts in the fish collection of instruments pa–ft r / observed as increased beta–held form in Figure 7a presentation of the front portion of said means, at the same time when ill. 7 shows a portion of the rear seems, said in Fig. JfiS 7 is an enlarged scale, a greater clarity to achieve. is to be understood that FIG. 7a is shown in Figure 7 Extension indicated structure. Figure 8 is an enlarged special part of the section line along the lo–lo in Figure 7a. Figure 9 is a similar special section line 9–9 of Figure a Figure lo is a special plane from a network or a fish bone motion of the screen element form, which I preferred to use, and makes the smallest resistor in the path of the water through. Figure 11 is a view of the lo–looking description, indicating a somewhat modified form of kalanluurakenteesta. 12 is shown in Figure 11 elevatsioni addressed to the structure. Figure 13 is a fragmentary sectional addressed in Figures 1–6 the ship, said section being taken along the line 13–13 in Figure 1 Figure 14 is a pltuusleikkaua of an stems, taken along line 1 H 14 along Figure 13 Figure 15 is a section along the line 16–16 in Figure 3, showing some of the received silpipyoeriae front elevatslonissa. Figure 16 is a section along the line 16–16 in Figure 15 Jixi Figure 17 is a plan view of one of the bars to get an external,'s who are used to support the kalojakeraeavaet tools. Figure IS is a special segment cutting through ynden siipipyaeraen, kuteo along the line 19–19 in Figure 15 Figure 19 is a bottom plan view of a single boat hull, discloses using novel features of the present invention "Figure 2o is essentially concentric, vertical section indicated in Figure 19, the boat through. Figure 21 is a front elevatsioni in Figures 19 and '2 No addressed to the water medium. Figure 22 is a section on the line 2G–23 finishes in Figure 2o. Figure 23 is a cross–sectional view along the line 23–23 in Figure k2, and Figure 24 is a section indicated in Figure 23 looking, but showing a modified form of the structure, connecting the ship's wings. reference to the drawings showing a number of ship hulls, asetettui as yhdensuuntaissuhteesen to each other, the side sivussahtelsen cover B through which the cover is because all frames over and extends paraiten somewhat sideways, I8ae the bow and stern side, as is clearly shown in Figures 3 and 6 All the frames are built equally and have the general structure, as shown in Figures 19–23. Each frame is provided with a substantially straight, vertical sides, but it is usually a small boat shape concentric, pituuslaepileikkauksoessa. Frame side numbers are skkljyrkae3tl ales and end emaepuihin essentially a horizontal, being under practical point of view, taken through the entire body length. The internal cutting such ones formulation thus forming a body having a lower 3ivu a longitudinal direction of the gutter equipped as in the relatively shallow groove at the bow and stern, such as paralten shown in Figures 2o, 21 and 22, and a relatively low groove midships, as shown in Figure 23 jQhtuon back of the boat nnja each of the four–ke3klemaepuusta kaytstaeaew pavaecHbttts, jotai supports the lower end of the standard euutoeiiaula cx, peraesinpylvaeaen Due to the upward and forward, and is mounted for swiveling the back cover.. It is essential that these two calcium–buting to the rudder either one or the other direction and X and H iS days and at the same angle ss is operating in parallel relationship at all moments, and so that the EV–visi paralten confident they are connected to each other between their ends by means of a rigid nivelSIT. If several frames A is set to each adjacent as shown in Figure 3 is niveTV * of dissipated across all of the rudders so that when one rudder is in operation, are all jaeieilae the same time, my revolution so that they remain in parallel relation to each other at all times. Available in different ways with the rudders can be activated, but mi as I prefer to use it as a general reconciliation, which is shown in figure 3, where the rudders to your shop available on ropes or chains g2 is used to attached my / eleesen c1 And due to the boat's stick saatettavik– si activities suitable guiding means. an improved trough body equipped with the present invention can be used to yksrunkoisessa or useampirunkoisessa the boat, and in all cases the blades can be called individually placed in circu one or more of the potkurislipien I–c5 using suitable compounds used, such as is shown in figure 2o. When the trough body equipped with ykaeirunkoisessa the boat structure is used in the designed for use in well–aaltoilevas in the ocean, the body may be a ship equipped with wings a1, as shown in Figure 24, though these may be omitted, if desired. When the number of frames described model of nozzles is arranged under the lid, as shown in Figure 3 and 6 can be called to your shop blades may individually or independently by means of propellers as described, or can be used to further drive means. I think this is according to the invention used with good boat speed and are, therefore, used using additional tools, so that the desired speed can be achieved. This instrument is shown with the number of impellers E form, which one y * 3l series has been adapted for a row with the limit advertising in between the hulls, Tuten shown in Figure 3 for each number of these impellers can be fulfilled, but, the presentation in relation to ogoi used two rounds of ammunition, mainly due to bow to stern, the two housing between the pair while the other is adapted to address pairs of seaweeds jaelellaeo between nautoparien. The use of multiple impellers, each other in the back, so that the whole series He has to bow to stern, YL and SlXX would be after another the following impellers viewed from bow to stern kept moving the

ever−increasing speeds. That is, if ensimaeiaen slipipyoeraen to do loo will be the second wheel to make a greater number of thread−tion, for example, Joy tal 12o And the third slipipyoeraen should do 13o, to l4o: Een Etc. tfaemaet patterns are, of course, merely explain, but used them to make the action selvaeisi, seeing, If all the impellers affected at the same rate, would such a rapid water to pour into between frames, fitted with ensimaelsellae five rotating blades in the perceive;, on wheels should not be any Special Parts prefer to be held in the form of impellers shown in Figures 15.16 and IS. Each impeller D is equipped with a hollow hub d, prepared in a hollow, air−tight cylindrical form By whom Due for use in dA shaft, stiff kiinnikiilattuna ends of the hub. The hub opposite ends are provided with flanges d2, and due to the radially external perimeter of the hub circuit is used d5 leaf blade, as shown in Figure paralten S, wherein the opposed ends of the leaves are paralten rigidly assembled to the flanges d2. Used for the X axis d1 is arranged for pivoting movement of the two arms E, through which the second ends Due to kaeyttaeakseli E (kat3Q in FIG. Of 15 and 16). E Kayttoeakaeli adapted to be used suitable machinery of one or both of the abutting frame, and the rotary motion is transmitted to the driven shaft kaeyttoeakseiista E d1, the gear 1 2 e aetyailae and a co−operating tooth chain by means of e. This structure when using noticed that since slipipyoeraen hub d is air−tight, it's going to float, and to prevent the impeller from sinking utterly under the water. In practice, is mainly due to only half of the wheel under the water surface, and fitting the wheel, rotating shafts e, may be called at all times to adapt to the bike itself, turn the water surface, which clearly changes the boat, the fingerings. It may be on full alert can sometimes increase the impeller D batches surface of the water, and for this purpose as paid ii d, lifting the lower hinge wearing used for the shaft d * due to the upward through the deck of your boat B. Using a bolt dy / v / it.. O what works in connection with the joint d and d is connected to its guide, to the impeller, slttenkun it has been elevated as necessary, to prevent from getting into before the stipulated S item below. In order not to damage the impeller hylkytavarolsta, ice, etc. because of angle j ohon relates the input shaft E paralten tubular sleeve i via puts is rigidly fitted to a number of protective ribs f, which result from a short distance yhdensuuntalssuhteessa swivel arms with respect to e and, in relation to the part of the jaeleilaeoievaan ulottuvaisuutta, adaptive slipipyoeraen fUXfiiaeSSft the external periphery of the circuit, as shown in Figure 16 is due to the rod r1, all of these protective Through the bars and is anchored at its ends pivotally to the arms so as to maintain the slats in proper protective position in front of slipipyoeraen. Iiiinmuodoin olkoompa impeller at any operating position kaeytetaeaen'sanottuja ribs varjeluspoelkkyinae always protect a wing of the leaves in C? from damage. It is often necessary to be able to use the paddle wheels are already the kind described parittaln, and conduct a mince and considerably time to get this address is indicated in Figure 15, in which two sllpipyoeraeae D is arranged beside each other in a common driven shaft d1, which may be my revolution yhteiaeen drive shaft S, in which case a simple suspension members used to stay, understood, both wheels in the raised position, the rabbit is desired. Both blade wheels adapted as shown in Figure 15 will have an impact on individual manner and substantially in the same way as any single wheel, except that the more forward using the force will be generated impellers used Adjustment can be transmitted by the desired manner of any suitable axis line or the immediate compounds by means of several motors or machines, but it is not necessary to show these private parts, seeing Equipment for the operation of the impellers is well known and form no part of the present invention. boat dock with In implementing more of the already discussed laj1311−la trunks to all the parts of which are listed below in fishing activities for the implementation of the boat to make sas somewhat difficult to be handled, and is considered to be remarkable, allowing use of a less costly means of boat handling heipoittamista for tight spaces. For this purpose, I use a number of £ s sivupotKureita G fore and aft, With the rank is indicated as in Figure 3i »inka by yfcsityiaosat are shown in Figures 13 and 14 Page impellers G may be paraiten operation of the two; through it that they are within a common driven shaft g, which is supported either pushing movement of the pivotable arm g1 pin with the compound attached to the to the drive shaft G2, due to the bows and A and aft, and which Used for frame the appropriate machinery. Note transferred meets the axis G2 inflatable atseliin g of Hammastetaun g is used, and the impeller is standing or k may be necessary to lastea g of mud compounds of the joint by means of signals corresponding to full forward of the impellers D niveiyhdlsteitae d. Sivusiipipyoe volumes 0 differ tuitentin ratenteeltaaue impellers D in that the teat previous supplements paralten is produced only four newspaper Tuten shown to changing 13 so that, when the blade wheels vaitutusta not desired, they may be increased up to yt3i the leaves of faults impeller due to the tannes3a of the car Through, at the same hour, both next to the leaves that maintained tiinni Tannen underside. In this way, impellers G can be lifted out of the water, so that they do not prevent the entry of the boat ahead of its regular operations. Kultentin known not want to be put on a boat to telatalle impellers G lastea down to a working position in water and may need to iron boat in Appendix taeaentaemistae for lateral telatal−le. An instrument for filling the boat sideways inyoestin transmit a second task of the boat taerteaen taeytaennoellisessae operation. If the boat tultee ahead and talaparvi appears relatively close to the boat, but in the lateral direction of the boat arrived at the direction of, is that taerteaetae in the boat can be quickly sideways in Appendix 2, the tartoitutsessa that it immediately or headlong upon talaparven. As a muddy tetee boat With this instrument can be mahdolllsetsl lateral annexes to be achieved this result, it is thus clear that the instrument semmoinen full ilaISX velocities of the other elements, so that it can be taeyttoetelpoisuus with respect to the combination of totonaisuudessaan. paralten As indicated by the breeding 1−4 make up the front of the boat and arranged to less than 1 kousa Members having essentially the art of straight−shaped funnel shape, larger open end of the ply is located on the front − side. Kousalla l is Tuten shown piirustutsissa skeletal shape which is adapted to seneesen pittien the joints J of jaeytaeaeti combination Hondasta tehytseen ("j" which is caused taatsepaein under the boat and taeaentyy taeaentoenaatassa both uitoisten runtojen flank of the feet, Tuten From j1 power tea−tiia yeast rear side tohdalta, Tuten paraiten indicated by the breeding l, 3, so that kousa may be submerged or immersed in a smaller or to a larger depth of turning said tousa joints J order vaituttavat pin J1 round. kousa is regularly hung, the appropriate depth of at several nostaviirPltoeygitn I, the measurement of made toeysipyoerien> 5 strains Dual boom K, as paraiten shown in Figures 2 and 5 Bars maintained concerned, etaelsyyssuhteeasa ultopaeistaeaen also undermined the distance from the hold of compound T through, and taeaehtyvaet the slseiumlss at the ends of pins, Tuten t1 tohdi3ta, boat paeaetanteen. Said * '− A support beam ygiYggf myestin lateral folding liitteesen.naehden sivutufcien t2 through the ends of booms tlinnitettyinae from the front ends of the foremost and myostin taeaentyen pin paeaetanteen

the feet of the boat, Tuten TOH–s dasta, wherein taitti pins T1 and T are in direct in the line, so that the boom tuuluvine components will be free taeaentymaeaen common at3elin around (see tuv * 1 and 2). ¥ lesno3tavat toeydet i tultevat teysipyaeristae i1 yles–up after the action of a hollow mast L–peak, placed primarily a test of the ship tohdalie, and called lift ropes are equally jaoitet–in to the nucleus of the masts, Tuten address the changing 2 hollow masts 3XS £ 3AE2XXI £ X is Yjfy stay straight derived from I remain in balance weights for adapted for, Upon which ytsitylsten toeysien heads are tiinnltetyt. parts of the balance sovitutsen tatla requires very little power in May–san for lifting the full lines changing one assigned to the position where e is immersed in water, piltutetuilla lines indicated the position / tousa which is raised from the water * This can be in many aitaanaaada manner, but, tuvaamlstartoitutsessa, addressed to the ends of anne's etusivustassa signature style vertical column m properly fixed, Tuten tohdas–in m1, and tannattaen peaks poittipalttia m2, said a device is, in fact, make up also undermined nostoranan like ply using tousa can be raised or lastea full m vaelitytseliae Tuten address the changing residues toeydet 5 years? amount may be using, or is likely to tultea suitable hoisting drum * Kummassatln tapautsessa tousa can be raised or lastea mind the mud filling the relatively flygla power–the power of "As this has been said before, it is tousa luurangontapaisesti hung and wide–open parts of the vahvitteiden, columns and other ratenneosien bhk in between are closed verttolaitotsien or eye–lets, let the measure of water tultemaan Kouaan through the walls, but to prevent the teraeaentyneiden–LIGHTS polspaeaesemisen «I have found pittaeaitalsten toteiden using the well–known cross or did you smoke tulteva eye which is usually filled with a taiavertoissa delivers high vastutsen water laevitsetultuun, appearing in relation to this the fact that the kind of stuff verttoa only to be pulled in the water by filling a soft–by power * If the quality verttoa meet the K $ jjcIMX32UEL described tousassa, cause it is such a one vastutsen that ol–v si impossible to meet the boat in the water SXI2 and for relatively a high speed, which is edutsi operation, and I am accordingly of long–term experiments jaelteen tetsinyt improved verttolaltteen which forms a part of the invention, Tuten shown on the drawings. verttolaite This is a normal tween low bone naetoelnen, Tuten shows the special parts of the huts addressed lo, ll and 12 * Verttolaite N, Tuten shown in Appendix TASIN or jietaanisest.i vaetipyoe–hautta and leading figure in the boat TH lo, formed by attaching the wires to the ends of the two one–way strip, between n1 and joining or attaching the strips together called bolts or rivets n2 using the ends of the wires on be for the purpose of fully fitted between the strips. Strips upper edge ~ of sodium are provided with inclined grooves of, and these wires portions, which Deriving the said edges of the outer sides outside the bending of ales and si3aean the said splines so that when the structure is complete, the message continues to be a structure is provided for an equal fish to the backbone other. The inclined grooves strips n1 risteyttaeen pass through each other, so that the yarns which due to the strip will pass through the grooves as opposed–specific yarns resulting from the toiaen the strip through the grooves, and hence making mahuolliEueai strips Atonement as close together as possible, looking at the that strip the threads do not in any way agree with the other threads. page, top and bottom structural elements kousassa I developed, such as is indicated as in Figure 1, each of the conductive yarns adapted in such a way that they are caused vonosti back as shown in Figure 7a. In this figure, the parts marked with an indication of the S drawn in Figure lo accordance with the special parts. It is, however, found out that the kind of stuff the structure can not be used advantageously in the corners and are, therefore indicated in the figures 11 and 12, the angle structures in which the AC adapter o have been prepared yarns No 3ido–S research two strips o1 between the riveted or combined with each other as before, but each lamta o is due to the lateral and downward to the edges of the strip in connection with which it works and is bent at right angles, mainly. Otherwise, it is provided together with the operating strip the o2 uurteesen o; the yarns are firmly attached to the same nottujen between the strips and the angle kousan structure. Figure 7a elements which are in this way drawn indication marking 0 Minor modifications of SBfigaueiXgXXXASXSgX yarns matching the strips between is used to kousan different parts of the practice of the invention vaihteievissa conditions Seeing it is sometimes necessary to allow the wires due to only one direction, such as kousan the foremost edge of Figure 7a, wherein found in only a few of the yarns at the indicated reconciled to the front onto a column, wherein these wires J and Hy Conducted in only one direction "When uaeaeffipTaetficaelaenluuvaelppaeelementtej s • seitrtgfrfcy and r * oataai puutta are connected as shown in Figure 7a, all of the threads due to the oblique taaksepaei and yarn–free ends of the element free from the wires adjacent to the ends of the yhtymyksestae abut the element, no sea grass or other it–like substance will cling to the wires, but will it kousan fast an the flow of water through the pass through wires at their ends and MF JS curtsy to float away. Kousan side, top and bottom surfaces are prepared as above, so that the minimum resistance to flow is formed kousan through the water, and without kousan, however, the walls are drawn up in such a way that the fish which pass through the front open end of the via may not end to the polarization of the kousan through walls, but are Guest access pass to an open rear end. kousan In collaboration with the rear open end is used to transfer tovyoetae P at him passes through the lower end of the leader around the p Loader arranged as kousaan, and whose upper end passes through a similar Loader p1 paraiten arranged around the stern side. This led the transferor pyoeraekkei–lp pp IIIIIKS the distance between the intermediate rolls maintain your pc using the adapted sivujohteislin p kujein that are placed on your side of Lee's transporter. Siirtaejaevyoe, the better to be held in the form of prepared two ueaaoefrfcomasta tooth chain p, which passes teeth with chains ylipyoeraekkeiden p p1 opposite paeisaa, said C ffiammastetut chains are connected by rods p7 using the form on the front surface of the * Pyoeraekoe p1 may showroom and, combined with teeth may be equipped with a chain, and the movement 3XXSX shifter. Cydyst.e the secrets that kousaan fill in and pass it through the open rear end user may be moved upwardly and over the upper end of the second transfer and fall to the ice–Q, prepared in the same manner as the transporter P liilckeessae and held in the same way, transferring the fish percent Leaves B A bit on the main deck aft side, and the position of the boat crew Jonsa KSZXaeliaeaeaeXialXiliaxiaeX SS may sort or another way kaesitellae.ne. In order to fish up the flow of the assignor could not paeae9tae from this site, are called the transferor pages with the network device structure, which is kousan described with reference to the network device looking, because However, SMSX1SJS.M. k.ousa has been prepared raised and lowered, is anticipated to see, the AC adapter to the sides transferor paraiten prepared in accordance with vertically–ales laskettavaksl into such an extent that it does this, kousan movement possible. or guides SivukisXot g? are rigidly secured to the front at lower ends of the kousan body frame, and are taaemmista na3tayhdigteessae external ends of the axis of which is worth Loader p1. Accordingly, the Lead

kousan pivoting movement around the pin–called slvukiskojen * And they combined the transferor, p * 5 simultaneous samallaiseen to my store. Each side rail $ £ £ £ X 5 wt ends of the nastayhdisteessae between the second upper rail verkiolaite3ivun R. rails due to the H kousan the rear end as shown in Figure 7, and are either paraiten joia material floating on the water surface, such as wood, XI,? w or are suitably equipped with the pontoon, so that they will regularly increase the water surface. and R sivuki koihin, and the ends of each slot is by means of the pins pivotally connected to the lower Jcisfcot Which R 1 are combined together near their free ends to the upper articulating rail R by means of the pressure jinyhdisteen the group consisting of RliSiai Members And r.r1 rt (see FIG. 1 and 7a) * arising from the diagonal threads corresponding to the threads and o, supported by the rails R, R 1 and members r, r *, and r 2 as shown in Figures 1 and 7a transferred to the user's pages for closing the substantially lower half of the relative, AC adapter sennaekoinen That is what is explained in the kousan–side indirect RTD action. Assignor upper half of the folded sides or * by threads derived from a member of the S through a mobile pin to the upper end of the hull, such as line s, and its lower end R of the ylaekiskonn, such as kosdassa s1 * This structure is apparent that, since ylaeklsko floating in the water, wire mesh which is hung on the joints and rails, such as has been described, will regularly be applied to the kousa is aiespaine / as in the embedded position as shown in Figure 1 «, however, the upper kiskonveohotua limited restraining members S2 (see Fig * 1) so that the lower edges of the walls sivuvaelpan will not be raised enough to aid in order to be pulled out of the guide rails and to let the fish out of the ae and saaeXXaasSiaeXAE formed via the menu * When the kousa is brought dashed line position shown in Figure 1, the transferor will sivuvaelpaenseinaemaet alespaein help each other, because the transferor has raised, in a manner which will be described in more detail below. when working in shallow water, it is possible that the kousan the foremost lower edge may have contact with the seabed, and if you do not instru–ments used to prevent kousan the front edge of the sisaeaenkaiiva \ itumi and t and, should it be in no doubt as a result of it would go broke. For this reason, it is kousan with a forward edge of said arms attributable to T, which is adapted to large wheels or rollers drawn in to pass on along the sea bed and to keep the free end of the front kousan the connection, number of nights–except–kousan the front lower edge provided with studs attributable to the forward moving currencies s * with fingers (see Fig. 1.5 and 7a) With vapaat'paeaet are upturned to form a suspension for merenpohjakohonnuksen ylitaemenon easier. Each finger is equipped with a bicycle t2–called finger flow helpoittamisekei, and side to side and back kalanluuverkkolaitteelia resulting from the activity of which is to prevent the fish kousan Avoid contact with the lower edge under and order their Conduction kousaan it might be more confident. Kousan runkokeueys with a plurality of inwardly arising from the U knives with blades made very sharp. When using these knives come to fish, kousaankirjaimeilisesti After being cut from kappaleik–si and the SS to paloitetussa state shifted the ship's deck using the assignor. Long–term experience in the fishing and fish–methods of research have led to the discovery of an improved way to fish at night, and I will do it, and to tailor your boat through one or more strong etsijavaloja V * {see Figs 1 and 2), which are arranged in such a way that the rays of the play – tion on the surface of the water and the boat in front of it on the road 'where the rays of light thrown forward, spread them in a way that the beam is wider than the always accord–ing as it is due to kauvemmas en front of the boat. Dark Yonna this beam may be due to a number of fairly bright a mile ahead, the lighting as the water level at a distance r from akeeflgfi * €> tse4? Iti.41–ia–lola, the tip of the boat is located oere * It is well known that the fish comes into the light at night and are, therefore will attract the light affects the retreat rakeenmuo a rule–lit subject. As the boat moves forward will be the width of the cone from each point on the front of the boat SXSfiSSS narrower, so that the fish in this position, the pysyteiiessae lit circle, come closer to each other and, at the moment Jolioinka boat is mainly on their site, they shall be dragged into the open kousan sxsy within the boundaries of the home page – side. A JS lamps pvat paraiten set in such a way that there is no kousa illuminates the rays in the event of a front end of the water kousan seutuvilta. That het–Kena joliolnka see page boat has kyliaksi close to the fish that are mediated / ft 2 'toeffesti its front side so that the light Will face of said fish outside, will immediately kousa to surround them and nliaen pftlspaeaeseminen impossible. In this way, the fish retreating to a large one in the converging influence of light and will collect immediately kausan the road, V lamps can be adjusted to different angles or ne'siten can be adapted to the rays of the risk teyttaevaet radius of each other in order to fence the largest dispersion and width–to–head this way fish in the boat in subjects to form an enhanced procedure to fish at night. Claim. KaJastusvene 1, characterized in that it is provided aleslaskettavalla fish kousalla collector formed by a closed bottom and is thoroughly | rigid, and with means for the transfer of captured fish to the inside of the vessel. 2 as claimed in claim 1, wherein boat, characterized in that fish are de–predominant kousa is closed at the bottom and equipped with punched walls; / / / / to converge in a direction backward. 3 «according to claim 1, wherein the boat" well–known in that it comprises "Laak, a ship that comes into the device kousan the front outside of the head, and shipping on kousan To ensure that the kousa should be prevented va–hingoittumasta When faced with sunk objects or the uneven seabed contact. If. Patent boat according to claim 3, characterized in that it comprises in combination aluslaitteesen Loader. according to claim 5 l of the boat, characterized in that it comprises means of rolling pins for kousan vastaviiputusta by weight is used for each operatively connected to kouaaaa and adapted lui–up of several cars in a hollow mast equipped with an internal passageway open at the lower end of the sea, To senkautta, If the weight is accidentally detached from, this weight could fall into the sea without harming the boat »6« as claimed in claim 1, wherein boat, characterized in that it comprises a number of boat hulls, between which a collecting kouaa is nastayhdlateen by means of the attached which case this latter is periodically submerged under the water surface. 7 »Claim l of the boat, characterized in that it include means adapted to your boat and the water level above the order at all times to throw viuhkantaeainen light on the water surface a predetermined distance into your head the boat on the front end to get the fish retreat to the boat's path and at the same time shed light on the route. 8 according to claim 1 boat, characterized in that it comprises means for limiting the extent to which the network or kousa is immersed. claim 9 l of the boat, characterized in that the walls of kousan are connected to a number of departments made the fish skeleton resembling a network device, each department is provided with a lateral and backward resulting from the distance between the rods. 10 claim 1, wherein boat, characterized in that it comprises means combined with the front end of the kousan order to prevent it digging into the bottom of the sea when the boat is in shallow water. 11 as claimed in claim 1, wherein boat, characterized in that the hot–sized fish bone tools for the cutting of the automatic and their retaining power protection. 12 as

claimed in claim 1, wherein boat, characterized in that it comprises means for kuietusta boat to its length and lateral direction, said tools used kaksoissilplpyoeriae be organized. 13 – as claimed in claim X runny boat, characterized in that the network device element kousussa part divided rod which compartments to more ends of the wires are connected to said wires greater than stated parts Resulting from the rod side of yhdensuuntaissuhteessa And the oblique direction direction the rod in relation to the also means for pivotal movement of the wires for the prevention of the rod. one of claims 1 to fish Type I–13 in accordance with the boat, characterized in that the highly illustrated by the specific surface area of the water from the light source which is situated above the water, through which the fish are withdrawn from under the illuminated thereby, vyoehykkeesen that may be illuminated zone of movement – forward and at the same time activating the Kalanke niottovaelineet in the water behind the illuminated area.

0) EP0305727A2 – SAFETY MOTOR VEHICLE WITH PROTECTION DEVICES SI...

74) Family number: 28815793 (EP0305727A2) © PatBase

Title: SAFETY MOTOR VEHICLE WITH PROTECTION DEVICES

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Abstract:
A safety motor vehicle with a front vehicle part (260) mounted so as to pivot off about a horizontal transverse axis (263) on a rear part of the vehicle (261) and which in the event of a sharp braking process converts the kinetic energy of the vehicle into a raising of the centre of gravity of the vehicle and thus causes the front axial load on the carriageway to be increased.

0) US5033522A – ANTI–SKID DEVICE FOR VEHICLE WHEELS WITH AUTOMA...

75) Family number: 3300392 (US5033522A) © PatBase

Title: ANTI–SKID DEVICE FOR VEHICLE WHEELS WITH AUTOMATIC POSITIONING BY SECURING MEMBERS

Priority: CA19880580444 19881018 DE19873735827 19871022 US19880261210 19881024 EP19880810720 19881021 DE19883870146 19881021

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KR920003984 B1	19920521	KR19880013612	19881019
NO168346 B	19911104	NO19880004644	19881019
NO168346 C	19920212	NO19880004644	19881019
NO884644 A	19890424	NO19880004644	19881019
NO884644 A0	19881019	NO19880004644	19881019
US5033522 A	19910723	US19900494814	19900315

Probable Assignee: AUTOTYP SA

Assignee(s):(std)**:** AUTOTYP SA

Assignee(s): METRAUX MICHEL ; OOTOTEIPU SA ; AUTOTYP S A ; AUTOTYP S A ETAGNIERES LAUSANNE CH

Inventor(s):(std)**:** METRAUX MICHAEL ; METRAUX MICHEL ; METRAUX MICHELE ; MITSUSHIERU METOROU

Inventor(s): METRAUX MICHELE ETAGNIERES LAUSANNE CH ; METRAUX MICHEL CH 1009 PULLY CH

Agent(s): GOWLING LAFLEUR HENDERSON LLP

Designated states: AT BE CH DE ES FR GB GR IT LI LU NL SE

International class (IPC 8–9): B60C27/00 B60C27/06 B60C27/10 B60C27/14 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C21/14 B60C27/00 B60C27/06 B60C27/10 B60C27/14 B60C27/20 B60C27/6

CPC: B60C27/063 B60C27/14

European class: B60C27/14

US class: 152/213A 152/216 152/218 152/241 301/40R 301/42

Classification Explorer

Cited documents: US4799522 A, US4388754 A, US4234028 A, US2584625 A, US2579057 A, JP62155110 A2, JP57191106 A2, FR2540443 A3, FR2217174 A1, EP0263433 A2, DE3545528 A1,

Forward Citations: WO06106441, US9566922, US9376073, US9079619, US7882876, US7578326, US6983778, US6450224, US6341634, US5147479, US2008223496, US2008190533, KR101325377, JP4920676, JP2008534386, EP1866171, EP1584497, EP0376427, EP0352874, DE3910670,

Abstract:
Source: US5033522A An anti−skid device for a vehicle is automatically positioned by securing members 50 which cause the device to pass from an installation position to the operating position in which an anti−skid assembly 70, such as a snow chain arrangement, is arranged on the peripheral surface of the tire 10. The anti−skid device comprises a principal annular section 30 fixed to the anti−skid assembly 70 by arms 40 and arranged in a manner such that the securing member 50 can be fixed to this annular section 30 and can move freely over the circumference thereof.

0) WO9305492A1 – METHOD FOR AUTOMATIC ROUTING, NAVIGATION, PROTE...

76) Family number: 9447586 (WO9305492A1) © PatBase

Title: METHOD FOR AUTOMATIC ROUTING, NAVIGATION, PROTECTION AND GUIDANCE FOR VEHICLE DRIVERS

Priority: GR19910100364 19910828 WO1992GR00016 19920828

Family:

Publication number	Publication date	Application number	Application date
EP0573619 A1	19931215	EP19920919263	19920828
GR1001389 B	19931029	GR19910100364	19910828
WO9305492 A1	19930318	WO1992GR00016	19920828

Probable Assignee: ANAGNOSTOPOULOS A PANAGIOTIS

Assignee(s):(std): ANAGNOSTOPOULOS A PANAGIOTIS ; ANAGNOSTOPOULOS PANAGIOTIS ; ANAGNOSTOPOULOS PANAGIOTIS A

Assignee(s): ANAGNOSTOPOULOS A

Inventor(s):(std): ANAGNOSTOPOULOS A PANAGIOTIS ; ANAGNOSTOPOULOS PANAGIOTIS ; ANAGNOSTOPOULOS PANAGIOTIS A

Inventor(s): ANAGNOSTOPOULOS A

Designated states: AT BE BG BR CA CH CS DE DK ES FI FR GB GR HU IE IT JP KP KR LU MC NL NO PL RO RU SE US

International class (IPC 8–9): G01C21/26 G08G1/0968 (Advanced/Invention); G01C21/26 G08G1/0968 (Core/Invention)

International class (IPC 1–7): G08G1/0968

CPC: G01C21/26 G08G1/096827 G08G1/096844 G08G1/096861 G08G1/096872 G08G1/096888

European class: G01C21/26 G08G1/0968A2 G08G1/0968B2 G08G1/0968C1 G08G1/0968C3 G08G1/0968D2

Classification Explorer

Cited documents: EP0392953 A1, EP0349470 A2, EP0158214 A2,

Forward Citations: WO03052352, US9534911, US9413707, US9327730, US9313618, US9308891, US9205805, US9076336, US9037337, US9031732, US9014977, US8942727, US8892451, US8595034, US8275490, US8214141, US7840341, US7580791, US7158876, US6889137, US5742240, GB2338780, GB2286697, GB2286697, EP1967821, EP1591754, EP1244086, EP1219946, EP1219946, EP1150100, EP1150100, EP0817414, EP0795835, EP0795835, DE102005048398, DE102005048398,

Abstract:
The invention refers to a method of routing (that is setting–up the vehicle's course towards a predetermined destination), navigation (that is estimating and verifying the vehicle's position, on the road network at any instant and guiding the driver on the course and manoeuvres he has to follow), protection (that is checking the vehicle's condition and driver's physical status, controlling the driving conditions and the proper performance of manoeuvring and warning or interfering in case of emergency) and guidance (that is supplying information of any kind which fall into the driver's interest during driving), which method is characterised by the provision of a number of services to the driver in order to accommodate his/her needs during vehicle's movement (routing, navigation, protection and guidance services) using a limited number of devices and only by processing their indications, which devices are installed: 1) on–board the vehicle (measurement and protection devices); 2) on the driver (information devices); 3) on the surrounding area (guidance devices), and which devices are connected with and controlled by a data processing system which is installed on–board the vehicle, in such a way that the processing system, upon receipt of the devices' indications, based on pre–programmed criteria as well as on data stored in its memory unit, to identify the road network and the prevailing conditions in every spot (traffic signs, locations and buildings on both sides, topography etc.); estimate and verify the vehicle's position on the road network, at any instant; identify the vehicle's condition and driver's physical status; identify driver's immediate and future needs on protection and guidance, and based on these elements, it provides the driver with a number of services concerning the routing, navigation, protection and guidance requirements.

0) GB412599A – IMPROVEMENTS IN OR RELATING TO THE HEELING OF B...

77) Family number: 19952964 (GB412599A) © PatBase

Title:	Improvements in or relating to the heeling of boots or shoes
Priority:	GB19320027289 19321001

Family:

Publication number	Publication date	Application number	Application date
GB412599 A	19340702	GB19320027289	19321001

Probable Assignee:	CYRIL HARRY JAMES
Assignee(s):(std):	CYRIL HARRY JAMES ; WILLIAM ISAAC BACON ; GEORGE HAZELTON ; WILLIAM RODERICK BARCLAY ; ARTHUR BATES ; BRITISH UNITED SHOE MACHINERY
Assignee(s):	BRITISH UNITED SHOE MACHINERY CO LTD ; THE BRITISH UNITED SHOE MACHINERY COMPANY LIMITED
International class (IPC 8–9):	A43D87/00 (Advanced/Invention); A43D87/00 (Core/Invention)
International class (IPC 1–7):	A43D87/00 A43D95/08
CPC:	A43D87/00
European class:	A43D87/00

Classification Explorer

Abstract:
Source: GB412599A 27289/32, 35636/32, and 18703/33. [Classes 17 (i) and 17 (ii).] Heels.–Relates to shoes having heels built up of superposed lifts which heels are shaped to final form around their side and rear surfaces before they are attached to the shoes, and consists in methods of making wherein the heels are first trimmed to a predetermined shape under templet control, then, if desired, scoured under templet control to ensure retention of the shape to which they have been trimmed, and, finally attached. The soles do not extend to the rear end of the heels, and the rear end of the sole and the attaching face of the heel are shaped to complementary form only lengthwise of the shoe, the wings of the rear end of the sole being trimmed flush with the sides of the heel after attachment. To shape the attaching face of the heel, a cutting tool is used which operates simultaneously across the whole width of the heel and forms a ledge adapted to support the heel end of the sole extending across the full width of the heel and located below the general plane of the periphery of the attaching face of the heel. The heel is first built up and compressed, the dies being shaped to form a flattened peripheral rim at the attaching face and a recess at a predetermined position in this face to facilitate positioning in the trimming and scouring machines. The heel is then trimmed in a machine such as that described in Specification 411,448 and scoured in a machine such as that described in Specification 411,143, [Group XXIII]. The attaching face may then be shaped to conform with the bevelled end of a sole in a machine comprising a driven cutter 1035 shaped as a frustum of a cone and positioned adjacent to a work–supporting plate 1037, inclined at some 16 to the perpendicular to the axis of the cutter. The plate is adjustable towards or away from the cutter by an adjusting screw 1045, substantially in the line of the axis of the cutter by a screw 1053, and is clamped in adjusted angular position by a bolt 1057. A pair of fingers 1061, 1063 have hooked ends for engaging the breast edges of a heel and are mounted on stems 1065, 1067, respectively, formed with rack teeth engaging a pinion 1069, so that the fingers move simultaneously inwards towards each other or outwards. To adjust the distance apart of the fingers, the ends of the stem 1065 are screw–threaded and provided with nuts 1071, 1073, the latter backed by a spring. A fibre block 1079 engages the work adjacent the cutter. The fingers are bevelled to grip the heel and ensure it being withdrawn laterally from the cutter when the cut has been made. Alternatively, the heel and the rear end of the sole may have their engaging parts shaped to complementary form. The heel end of the sole is shaped to correspond with the cut made by the knife 1035, but left wider than the heel. The projecting wings are reduced flush with the side surfaces of the heel after attachment, the machine described in Specification 181,099 being suitable. If the uppermost lift of the heel should be of board instead of leather, it is preferable to harden the edge surface, after attachment, by the pressure of a smooth–surfaced roller. In another modification, the uppermost lift of the heel may be skived before the heel is built to agree with a skive of some #–inch width at the rear end of the sole. Specifications 181,099, [Class 17 (i)], 278,976, 305,276, [both in Class 17 (ii)], 306,192, 310,822, 331,934, 339,935, [all in Class 17 (i)], 398,845, and 408,210 also are referred to.

0) DE3103961A1 – TWO–WHEELED CAR ZWEIRAEDRIGES AUTO

78) Family number: 2082175 (DE3103961A1) © PatBase

Title: Two–wheeled car

Priority: DE19813103961 19810202

Family:

Publication number	Publication date	Application number	Application date
DE3103961 A1	19820902	DE19813103961	19810202
DE3103961 C2	19900517	DE19813103961	19810202

Probable Assignee: BASTANI HESSARI NAVID

Assignee(s):(std)**:** BASTANI HESSARI NAVID

Assignee(s): BASTANI HESSARI NAVID 8700 WUERZBURG DE

Inventor(s):(std)**:** BASTANI HESSARI NAVID

Inventor(s): BASTANI HESSARI NAVID 8700 WUERZBURG DE ; HESSARI NAVID BASTANI

International class (IPC 8–9): B60F3/00 B60F5/00 B62D37/04 B62D61/00 (Advanced/Invention); F02B3/06 (Advanced/Non–invention); B60F3/00 B60F5/00 B62D37/00 B62D61/00 (Core/Invention); F02B3/00 (Core/Non–invention)

International class (IPC 1–7): A63H17/00 B62D61/00 B62D63/02

CPC: B60F3/0007 B60F5/00 B62D37/04 B62D61/00 F02B3/06

European class: B60F3/00B B60F5/00 B62D37/04 B62D61/00 R02B3/06

Classification Explorer

Cited documents: DE2751894 A1, DE2649417 A1, AT129836 B,

Forward Citations: WO9938756, WO9818669, WO9722511, WO8906117, WO17042230, US9545963, US9529365, US9459627, US9442492, US9442491, US9442486, US9429955, US9411340, US9411339, US9411336, US9400502, US8423274, US7017696, US6345675, GR99100279, GR990100279, FR2925447, ES2121678, EP3025882, EP2128012, EP2128012, EP2017172, EP2017172, EP0958997, EP0816213, DE102004033820, DE102004033820,

Abstract:
Source: DE3103961A1 The invention has the purpose of constructing a vehicle which, in addition to its economical production and without additional equipment, is capable of travelling on almost impassable and also wet terrain and on areas of sand. The invention can be used for research purposes and also for emergency and police operations etc. With some simplifications it is possible to use it as a passenger car for normal road traffic. The two–wheeled car comprises two large wheels which are attached laterally to a cabin. The insertion and the displaceability of the driving weight underneath the wheel axle make it possible for the car, in this case, to operate or move forward; the car maintains its horizontal position constantly during driving, when braking or even when stationary. The blades installed within the wheel spokes, in conjunction with special tyre parts, likewise make it possible for the car to move over snow–covered terrain, water and areas of sand.

0) US2758789A –

79) Family number: 23819068 (US2758789A) © PatBase

Family:	Publication number	Publication date	Application number	Application date
	US2758789 A	19560814		00000000

International class (IPC 1–7): G06C15/08

CPC: G06C15/08

US class: 235/144MG 235/63E 235/73

Classification Explorer

Cited documents: US2430575, US2382661, US2371752, US2160361, US1964211, US1900042, US1827837,

Forward Citations: US3423018, US3319882, US3207430, US2980323,

Abstract:
Source: US2758789A 1. in a calculating machine having a selection mecha– nism, an ordinal register with certain orders lying inboard and others ly_ng outboard of said selection mechanism, a utiicyclic actuating means, settable means for cooperation with the inboard orders of said register operable by said actuatin._ means to selectivelv transmit a value – posi– tively or regatively from said s–_lection mechanism into said reister, a sign character determinin.– means operable to adj_,:st said settable means, and an automatic division mechanism, the combination comprising, cyclically operable means for sequentially operating predetermined outboard orders of said re.–ister and adjustable by said sign character determining means to control a registration in said outboard orders conversely to the registration in s– ,)id inboard orders, a division conditioning means for controll–'.n.– said sign character determinin_ means, a power means for said cyclically operable means, a nor– .r_ially disen.–aged clutch associated with said cyclically operable means and en.–a–.eable with said power means for driving said cyclically operable means in an opposite direction relative to said settable means, and means con– trolled by said division cond;tioning means t(_gt; engage said clutch.

0) US2016271905A – FASTENING METHOD FOR COMPONENTS

80) Family number: 63306585 (US2016271905A) © PatBase

Title: FASTENING METHOD FOR COMPONENTS

Priority:

KR20160031181	20160315	KR20160031182	20160315	US20150133991P	20150316
US20150150848P	20150422	KR20160031184	20160315	US20140281789	20140519
US20150746866	20150623	US20150816064	20150803	US20150748210	20150623
US20150748187	20150623	US20150746865	20150623	US20150272706P	20151230
US20150274110P	20151231	US20150273995P	20151231	US20150826217	20150814
US20150842803	20150901	US20150816065	20150803	US20150883599	20151014
US20150883605	20151014	US20150883621	20151015	US20150821789	20150810
US20150967370	20151214	US20150967371	20151214	US20150967366	20151214
US20150967360	20151214	US20150967364	20151214	US20150967357	20151214
US20150967368	20151214	US20150967359	20151214	US20150967356	20151214
US20150981772	20151228	US20160063435	20160307	US20160006126	20160126
US20160008416	20160127	US20150967374	20151214	US20150967373	20151214
US20150967372	20151214	US20160215254	20160720	US20160218815	20160725
US20160230293	20160805	US20160243061	20160822	US20160271722	20160921
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US20160359367	20161122	US20160363850	20161129	US20160365660	20161130
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Family:

Publication number	Publication date	Application number	Application date
CN105882349 A	20160824	CN201610142803	20160314
CN105882350 A	20160824	CN201610143517	20160314
CN105882356 A	20160824	CN201610145859	20160315
CN105889248 A	20160824	CN201610143516	20160314
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CN105897107 A	20160824	CN201610143780	20160314
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CN105905075 A	20160831	CN201610143484	20160314
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CN105914949 A	20160831	CN201610142922	20160314
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CN105966456 A	20160928	CN201610142899	20160314
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CN205632419 U	20161012	CN201620194074U	20160314
CN205651927 U	20161019	CN201620194123U	20160314
CN205657447 U	20161019	CN201620198413U	20160315
CN205666266 U	20161026	CN201620193042U	20160314
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CN205763180 U	20161207	CN201620193464U	20160314
CN205768468 U	20161207	CN201620193483U	20160314
CN205788090 U	20161207	CN201620194161U	20160314
CN205790155 U	20161207	CN201620198509U	20160315
CN205792038 U	20161207	CN201620193053U	20160314
CN205818861 U	20161221	CN201620197230U	20160315
CN206086596 U	20170412	CN201620194057U	20160314
CN206288072 U	20170630	CN201620193041U	20160314
EP3069910 A2	20160921	EP20160159393	20160309

EP3069910 A3	20170301	EP20160159393	20160309	
EP3069916 A1	20160921	EP20160160353	20160315	
EP3069919 A1	20160921	EP20160160387	20160315	
EP3069922 A1	20160921	EP20160160441	20160315	
EP3069942 A1	20160921	EP20160159387	20160309	
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EP3069964 A3	20161109	EP20160159381	20160309	
EP3069965 A1	20160921	EP20160160467	20160315	
EP3070577 A1	20160921	EP20160159404	20160309	
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EP3070812 A1	20160921	EP20160160393	20160315	
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EP3079240 A1	20161012	EP20160159471	20160309	
EP3096392 A1	20161123	EP20160160480	20160315	
KR20160111339 A	20160926	KR20160031181	20160315	
KR20160111340 A	20160926	KR20160031182	20160315	
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US2016271926 AA	20160922	US20150746866	20150623	
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US9610857 BB	20170404	US20150967364	20151214	
WO16146044 A1	20160922	WO2016CN076288	20160314	

Probable Assignee: THUNDER POWER HONG KONG LTD

Assignee(s):(std)**:** CHINA NEW ENERGY VEHICLE CO LTD ; THUNDER POWER CO ; THUNDER POWER HONG KONG LTD ; THUNDER POWER HONGKONG LTD

Assignee(s): THUNDER POWER NEW ENERGY VEHICLE DEVELOPMENT CO LTD ; SHAM WELLEN ; CHINA NEW ENERGY VEHICLE CO ; CHANG WEI OF HONG KONG LTD ; CHINA NEW ENERGY AUTOMOBILE CO LTD

Inventor(s):(std)**:** CHEN YEN AN ; CHEN YONG SYUAN ; CHENG MING CHIEH ; CHI SHENG CHUANG ; CHUANG CHI SHENG ; DAI YU TING ; HO MING HUI ; HSIAO JEN CHIEH ; JEN CHIEH HSIAO ; LAI SHENG FU ; LIAN PO HAN ; LO YU AN ; MING CHIEH CHENG ; MING HUI HO ; PO HAN LIAN ; SHAM WELLEN ; SHENG FU LAI ; TAI TE WU ; WELLEN SHAM ; WU TAI TE ; YEN AN CHEN ; YONG SYUAN CHEN ; YU AN LO ; YU TING DAI

Agent(s): TRINKS OLE; LOUSTALAN PAUL WILLIAM; KILPATRICK TOWNSEND AND STOCKTON LLP; TUO YING LAW OFFICES SHANGHAI

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ

NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): A61B5/00 A61B5/0205 A61B5/1172 B08B3/02 B08B3/10 B08B5/02 B21D22/02 B21D5/00 B21D53/88 B23K31/02 B23P15/00 B29C65/00 B32B15/01 B32B3/26 B32B37/00 B32B37/12 B32B7/04 B32B7/12 B60H1/00 B60H1/02 B60H1/03 B60H1/04 B60H1/06 B60H1/14 B60H1/22 B60H1/32 B60K1/00 B60K1/04 B60K11/04 B60K11/08 B60K28/00 B60K28/02 B60K28/06 B60K35/00 B60K37/06 B60L1/02 B60L11/18 B60L15/20 B60L3/00 B60L3/12 B60R1/00 B60R16/023 B60R16/04 B60R25/10 B60R25/25 B60S1/08 B60S1/52 B60S1/54 B60S1/56 B60S1/60 B60S5/06 B60W10/08 B60W30/18 B60W40/08 B60W50/14 B62D1/00 B62D1/28 B62D15/02 B62D21/08 B62D25/00 B62D25/20 B62D27/00 B62D27/02 B62D5/04 B62D6/00 B62D65/02 C09J5/00 F16B11/00 F16B13/14 F16B5/00 F16H57/04 F25B29/00 G02B27/00 G03B17/48 G06F21/74 G06F3/00 G06F3/01 G06F3/03 G06F3/041 G06F3/0488 G06K9/00 G06K9/52 G06K9/62 G06T7/00 G06T7/20 G06T7/60 G06T7/73 H01M10/04 H01M10/42 H01M10/44 H01M10/48 H01M10/61 H01M10/613 H01M10/615 H01M10/617 H01M10/62 H01M10/625 H01M10/63 H01M10/65 H01M10/6552 H01M10/6557 H01M10/6563 H01M10/6566 H01M10/6568 H01M10/6569 H01M10/6571 H01M10/658 H01M10/66 H01M10/663 H01M10/667 H01M2/10 H01M2/22 H01M2/34 H01M6/50 H02J7/00 H02K1/32 H02K7/116 H02K9/19 H02K9/197 H02P23/00 H02P31/00 H02P6/08 H02P7/285 H04N5/217 H04N7/14 H04N7/18 H04N9/31 (Advanced/Invention); B60S1/08 B60S1/52 B60S1/54 B60S5/06 F16B3/00 H01M2/02 (Advanced/Non–invention)

CPC: B62D25/2054 H02J7/0014 H02K1/32 B60K35/00 B60K37/06 B60L11/1809 B60K28/06 B60W50/14 B60W2040/0809 B60W2040/0827 B60W2040/0836 B60W2050/143 B60W2540/22 B60W2540/28 B60L11/187 H01M10/643 H01M10/658 B32B7/04 B29C65/002 B32B3/266 B32B37/1292 B62D27/00 B32B7/12 B32B3/26 B32B37/0076 B32B2605/00 B60H2001/00092 B60L1/02 B60L11/1874 B60H1/03 B60H1/00571 B60H1/32 B60H1/00428 B60H2001/003 B60L11/18 B60W30/18 B60R1/00 A61B5/02055 A61B5/1172 A61B5/6893 B60R25/10 B60R2300/8006 A61B5/0452 B60S1/566 B08B3/02 B08B5/02 B60L11/1868 B60L11/1838 H02J7/0021 H02J7/0019 B60L11/1862 B60L11/1848 B60L2260/44 B60L2240/12 H04N9/3179 H04N7/18 G06K9/00355 G06K9/52 G06T7/60 G06K9/6215 B60K2350/2052 G06T2207/30268 G06T2207/30196 B62D27/023 B21D5/00 B23K31/02 G06F3/04883 G06F3/0304 G06F3/005 G06K9/00342 G06F3/0416 G06K9/00832 H01M10/63 B60L11/1877 B60K1/04 B60K2001/0472 B60K2001/0438 H02J7/0031 H02J7/007 B60L11/1872 H02K9/197 F16H57/0476 F16H57/043 B62D27/026 B60L11/1824 H01M10/441 B60L2230/32 B60Y2200/91 Y02E60/12 B62D65/02 B21D22/02 B21D53/88 B62D21/00 B62D21/08 B60H1/3227 B60L11/1875 B60H2001/3255 B62D25/20 B60L11/1861 H02J7/0018 H02K9/19 H02K7/116 G06F3/017 B60W40/08 A61B5/01 A61B5/082 A61B5/1103 B60W2040/0872 B60W2540/24 B60W2540/26 H01M10/6557 B60H1/00885 B60K28/00 B62D1/00 G06F21/74 B60H1/00328 B60H1/00564 H01M2/024 H01M2/1094 B60L11/182 B60S1/56 G02B27/0006 H04N5/2171 H01M10/04 B60H1/00321 B60H2001/00949 B60K11/04 B60K11/085 C09J5/00 F16B11/00 F25B29/00 H01M10/6563 H01M10/425 H01M2010/4278 H01M10/617 Y02T10/7044 Y02T10/641 Y02T90/16 Y02T90/124 H02P31/00 B60L2240/421 B60L2240/423 H02P6/08 B23K2201/006 B23K2201/18 B60L3/0046 B60L3/12 B60L11/1851 B60L11/1853 B60L11/1855 B60L11/1866 B60L2240/36 B60L2240/54 B60L2240/545 B60L2240/547 B60L2250/10 H01M10/4207 H01M10/4257 H01M10/482 H01M10/486 H01M2010/4271 H02J7/0013 H02J7/0024 H02J7/0047 Y02T10/7005 Y02T10/7061 B32B7/045 B60K2001/005 G06T7/004 G06T7/0042 G06T7/2033 Y10T428/24347 G06T7/246 G06T7/70 G06T7/73 B60H1/00021 B60H1/034 H02P23/0022 H02P7/285 B60K2001/006 B60L15/2045 B60H1/2221 B60H1/2215 B60H1/2218 B60S1/0862 B60S1/52 B60S1/54 B60H1/143 B60W10/08 Y02T10/645 Y02T10/72 Y02T10/7283 B60H1/04 B60L11/1879 B29C65/18 B60H1/00392 B60Y2400/112 B60Y2306/07 B62D1/286 B62D5/0457 B62D15/021 G06T7/20 B60Y2200/12 B60Y2200/11 B60Y2200/14 B60Y2200/30 B60Y2200/50 B60Y2200/80 B60Y2400/83 F16B15/04 B62D15/025 B60H1/00278 B62D25/2036 H01M2/1083 B60S5/06 H01M2/1077 B60L11/1864 H01M10/6566 B32B15/00 B32B15/01 B32B2605/08 B32B2605/18 F16B3/005 F16B5/04 F16B11/006 H01M10/613 H01M10/625 H01M10/6568 H01M10/663 H01M2220/20 B60H2001/00307 H01M10/615 H01M10/6569 H01M10/6571 H01M10/667 B08B3/10

US class: 1/1 134/18 15/319 165/294 165/42 165/43 165/51 180/65.1 296/191 296/29 310/54 318/139 320/109 320/116 320/121 345/173 348/148 428/139 429/120 429/50 429/62 701/22 701/23 701/41

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Forward Citations: US9639323, US9592738, US9527508, US2017080904, US2017068438, US2016355189,

Abstract:
Source: US2016271905A Methods for fastening or coupling dissimilar materials to each other may include providing a first component with a first through hole and a second component with a second through hole that is at least partly aligned with the first through hole. A mixture including a first material and a second material may be injected into the aligned through holes of the first component and the second component. The mixture of the first material and the second material may expand in the through holes, e.g., due to a chemical reaction, thereby connecting the first component and the second component together.

0) US5033213A – WEARING APPAREL HAVING AN ENERGY CONSUMING DEVI...

81) Family number: 4770151 (US5033213A) © PatBase

Title: Wearing apparel having an energy consuming device

Priority: EP19890402163 19890728 EP19890402163 19890728 EP19890402871 19891017 EP19890402872 19891017 EP19890402163 19890728 EP19890402869 19891017 FR19880014552 19881108 FR19880014553 19881108 US19890409457 19890919 FR19880014549 19881108 FR19880012197 19880919

Family:

Publication number	Publication date	Application number	Application date
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Designated states:	AT CH DE IT LI
International class (IPC 8–9):	A43B5/04 A43B7/02 A63C11/16 (Advanced/Invention); A63C11/00 (Core/Invention)
International class (IPC 1–7):	A43B5/04 A43B7/02 A63C11/16
CPC:	A43B7/02
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Forward Citations:	WO16137403, US9220315, US9155351, US8087186, US7775204, US7320191, US7219449, US6643955, US6622402, US6263593, US6230501, US6098612, US5877687, US5283964, US5282740, US5265352, US2014059894, US2012186108, US2009229142, US2009113764, US2005016027, US2004226188, FR2752365, EP0803206, DE202008011718, DE102004030959,

Abstract:
Source: US5033213A An item of wearing apparel, such as a ski shoe or boot, provided with an energy source and an energy consuming device, such as a heater, and a mechanism for automatically terminating the energy supply as soon as the wearer removes the item of apparel. More specifically, the ski shoe or boot includes a shell base on which is journalled at least one movable upper element, such as a rear spoiler or a front cuff, to permit insertion and removal of the boot, wherein the boot includes a device controlling the energy supply of the consuming device. The boot further includes a linkage device between the movable upper element and the device controlling the energy supply so as to allow the energy supply of the consuming device only when the movable element of the boot is closed and to automatically cause the fuel supply to be shut off as soon as the movable element of the boot is moved toward the open position.

0) FI9967A – ELEKTRICITETSAUTOMAT

82) Family number: 39299070 (FI9967A) © PatBase

Title: Elektricitetsautomat

Family:

Publication number	Publication date	Application number	Application date
FI9967 A	19231123		00000000

Probable Assignee: HEESCH OTTO KRISTIAN

Assignee(s):(std)**:** HEESCH OTTO KRISTIAN

Inventor(s):(std)**:** MADSEN M O S

International class (IPC 8–9): G07F15/00 (Advanced/Invention); G07F15/00 (Core/Invention)

International class (IPC 1–7): G07F15/00

Classification Explorer

Abstract:
Source: FI9967A – 6 – Patentanspråk,? 1/ Blektriciteisautoraat, i hvilken en gaengad axel ge– nom vridning af ett organ foersk jutes ett stycke> som aer propor– tionellt med den vinkel, som detta organ kan vridas f Oe r hand nder medverkan af ett inlagt raynt, under det axeln foerskjutes i motsatt riktning med tillhjaelp af sjaelfva maetarraekanismen, då stroem passerar aae'tarVn, kaenne tecknad daer af, att en vridbar kon– t ak 11 rum ma (loe)j soem, påverkad'a/' en fjaeder (20), straefvar att intaga sådait laege, att ett på densamma béfintligt kontakt– stycke (19) aer ur 'beroering med kontaktfjaedern (20) och daerige– nom håller maetarstroemkretsen truten, men som genom en mekanism (14 – 16), som påverkas af det i naemnda organ (4) "befintliga myntet under sista delen af de tta organs vridning foer hand, vri– des till verksamt laege (kontafctstycket 19 i "beroering med kon– taktfjaedern 20), i hvilket trumman fastlåses genom ett låsorgan (22), som åter utloeses genoia påverkan från den naemnda forskjut– bara axeln (13), naer denna på grund af sjaelfva maetaiaekanismens verksamhet foerskjutits ett lika långt stycke i riktning mot låsorganet (22), som den genom organets (4) vridning foerskoets i riktning från låaorganetss 2/ tFtfoeringsf orm af den i paten t and nsprûk 1/ angifna auto– maten, kaennetecknad daeraf, att mekanismen (14–16) "består a t en på en vridbar axel (15) fastgjord ar» (14), livars snett staellda ytteraende befinner sig i roerelsebanan foer.det organet (4) med– foeljande myntet, och af en annan på saama axel fastgjord boejd arm (16), hvars ytteraende (aendyta) anligger mot ett– stift (1?), som aer faest excentriskt i kontakttrummans (18) ena aendyta, så att armen (16) vrider trumman (lae) genom att trycku på detta stift, då myntet påverkar armen (14), under det att omvaent stif– tet (17) på grund af fjaederns (21) verkan trycker på armen (16) så, att axeln (15) vrides ooh svaenger ausene (14) ytteraende in i myntets roerelsebana, så snart låsorganet (22) utloeses från kontakttrumman• 3/.Utfoeringsform af den i patentanspråken 1/ och 2/ angifna automaten, kaennetecknad daeraf, att låsorganet (22) utgoerea af en tvåarnaad haefstång, hvars ena linde aer anordnad at,t under påverkan. a£ an,f jaeder (27) ingripa i ett urtag (23) i en på kontafcttramman befintlig krage och daerigenom fast– haella trumman, under det att haefstångéna andra aende befinner eig i rSralsebanaa. foervaxelns (13) ena aende (26), så att denn and asselaen£e under' den foerskjutning, som axeln får, då e–; v.. 'v lektrioitatsmaetaren"aer i verksamhet, naermas mer ooh mer till r " ssJr , ooh ¦slutligetf'jjyakarot Mifatångans (22) motsvarande aende och daerigenom vrid«r –hilfatåan,ur ingrepp med. urt,agningen (23),–. . V Esillae oleva keksintoiarkoittaa maeaeraetyn tyypin snhkoe– mittariin tai sen yhteyteen jaerjestettaevaeae automaattimekanismiat joka etukaeteen maeaeraetyn rahan sijoittamista varten voidaan saeae–' tae siten, ettae se myuentaeae saehkoeaittarin laepi kulkevaksi makset– tua rjaeaeraeae vastaavan saehkopaljouden, jonls and jaelkeen mekanismi au toma and ttisesti katkaisee virran kulun mittarin laevitse. Kyseees oleva si joi tue voi tapahtua yhden tai useamman kerran toisensa jaelkeen, aina maeaeraettyyn maksiJikertalukuun asti, niin, ettae voidaan maksaa yksityinen raha kerrallaan tai uæ ampi,yksi heti t oi sensu jaei ke en. haen sisaeaenpunon avulla, siirtyy elin, joka aikaansaa virran sul ja katkeamisen, maeaeraetyn matkan siitae asennosta, jossa' elin ai– heuttaa virran kaetkemisen, sekae, kun mittari toimii, siiTtyy mae nittu elin sopivasti paeinvastaiseen suuntaan siihen verraten, jp hon se ennen siirtyi. Aika, jona virtaa annetaan sijoitettua ra– haa vastaana maeaerae, on taeten suoraan verranaollioen siihen mat– kapituateen, jonka sanottu elin voi siirtyae rahan sijoittamisen jaelkeen. Automaattimekanismi on tunnetulla tavalla jaerjestetty siten, ettae taemae siirto voidaan saeaetaeae vaeljissae rajoissa, e. o# ettae saehkoeautomaatti aina voidaan saeaetaeae vaikuttavaksi hetken saehkoehintaa vastaavalla tavallass Yksi sovellutus muoto on osoitettu oheenliitetyissae pii–,** rus tuksi ssa» 2uva 1. osoittaa kyseessae olevan altomaat time kanismin ess detetae naehtynae, osien ollen niissae asennoissa, johon ne joutuvi kun virta ei voi kulkea saehkomittarin laevitse«, ' Kuva 3, osoittaa 3€p$eWstedest and naehtynae, kun makanigm;L Mekanismin jokaisen liikkeen jaelkeen, joka aiheutetaan ra!.Kuva 2. osoittaa saman sivusta naehtynae. ? –i«? , . n– kée virtaa laepi mittarin. Raha–aukolla varustettu laatta Ja taemaen paeaelle sovitettu saeaetoelaatta ovat poistetut. Automaattlmekanlsmlin kuuluu laatta l, kuva 1, rahan– panoaukon 2 onesaa, taemaen laatan sisaepuolella oleva sae and toe– laatta 3 Ja yhdistetty telki– ja mukaanottajapyoerae 4, Joka on varustettu joukolla saeteettaelsiae rahauria 5, Jotka ylet– tyvaet aina pyoeraen kehaeaen asti. Naemae osat ovat tunnetut eikae niitae siksi tarvitse selittaeae. On ainoastaan mainittava, ettae sijoitettu rahakappale kytkee saeaetoelaatan 3» Joka on tapin 6 varassa, kulkeva keskeisesti laatan 1 laevitse Ja kantaen tae– maen ulkopuolella

vaeaennintae 7, telki– Ja mukaanottajapyoeraen 4 kanssa, ja ettae sen Jaelkeen vaikuttamalla vaeaefctimeen 7, voi– daan kiertaeae laatta 3 Ja pyoerae 4 nuolen 1 osoittamaan suun– taan kuvassa 1. Samalla kierron lakatessa putoo raha alas piirustuksesta pois jaetettyyn rahasaeilioeoen, jonka Jaelkeen saeae– toelaatta 3» niin pian kuin vaeaennin 7 vapautuu, kaeaentyy takai– sin normaaliasentoonsa jousivoiman vaikutuksesta, jota vastoin pyoeraen 4 takaisinkiertyminen estetaeaen telklhaan 8 avulla. Sopivan kiinteaen elimen yhteyteen kiertyvaesti, mutta ei tyoentyvaestl on asetettuna mutteri 9» kuva 2, Jonka yhteen paeaehaen on kiinteaesti sovitettu kartiohammaspyoerae 10, joka on yhteydes– sae kartlohammaspyoeraen li kanssa, kuva 3, akselilla 12, jota liikutetaan sopivalla tavalla piirustuksessa ei osoitetun saeh– koemittarikonelston avulla, kun mittari toimit. Mutterin 9 laepi on kierretty osalta pituudestaan kierteillae varustettu akseli 13, Joka on keskeinen tapin 6 kanssa, Jonka ohessa se osa akselista, joka kuran 2 mukaan on kierteiden oikealla puolella, omaa nelioemaeisen poikkileikkauksen Ja kantaa telki– ja mukaansa ottajapyoeraeae 4, jonka laevitse akseli tyoentyvaesti (mutta ne– lioemuotonsa syystae ei kiertyvaesti) kulkee. Akseli kiertaeae siltae syystae yhdessae pyoeraen 4 kanssa, kun sitae edellae se– lostetulla tavalla kierretaeaen maeaeraetyn suuruinen kulma sovi– tetun suukappaleen avulla, Ja koska mutteria 9 pidaettaeae eli telkli kartlomainen hajumaspyoeraeyhteys 10, 11, samalla kuin. ytwiMantoaai.»««!! mint? ViKini – 3 – pyoeraen 4 kierto tapahtuu, itse mittarikoneiston ollen levos– ea, niin S6u.r and siitae, ettae akseli 13 aksiaal ise sti tyoentyy, maeaeraellae, joka on suhteelinen pyoeraen 4 kisrtoimiman kanssa. Taemaen akselin 13 tyoentyminen tapahtuussoikeaan suuntaan kuvan 2 mukaan. Milloin mittari, sitae vastoin, on toiminnassa, siir re taeaen taemae liike akselin 12 ja kar tiohaunuispyoerae–vaihteen 11,10 avulla mutteriin 9; samalla kuin akselin 13 kiertymi– nen estetaeaen sen kautta, ettae telkihaka 0 pidaettaeae pyoeraen 4, josta on seurauksena, ettae akseli 13 saa aksiaaliliikkeen,jo– ka kuitenkin tapahtuu paeinvastaiseen suuntaan kuin ennen,s.o, vasemmalle, kuvan 2 mukaan. Juuri naeitae aksiaalisia liikkei– tae kaeytetaeaen hyvaeksi taessae esiintyvaeae paeaemaeaeraeae varten, Rahauran 5 liikemuodossa (kun automaactikoneisto on katkais$ut mittarin virtapiirin) on vinoon asettunut muuan varren 14 ulkopuolinen paeae, kuva 1, joku on kiinnitetty kier– tyvaeaen akseliin 15, kuva 2, johon nyoes on kiinnitetty toinen, kaeyristetty varsi 16ss Taemae ulommainen paeae nojaa tappiin 17, joka on epaekeskeisesti kiinnitetty kiertyvaen kontaktirummun 18 toiseen paeaetyyn, jonka reuna on varustettu kontaktikap–paleel– la 19 toimiakseen yhteisesti kontaktijousen 20 kanssa. Rum– puun 18 vaikuttaa spiraali jousi 21, joka pyrkii pitaemaeaen rum– pua kuvassa 1 osoitetussa asennossa, jolloin kontaktijousi 20 on erooSae kontaktikappaleesta, jonka johdosta mittarin virta– piiri on katkaistu, sadalla kuin tappi 17 vaikuttamalla var–' teen 16 pitaeae akselin 15 kiertyneenae siten, e.ttae varren 14 vi– nossa oleva ulkopaeae on rahan sanotulla liikeradalla. Kun rahan sijoittamisen kautta aukon 2 laevitse kierretaeaen yhdistettyae telki– ja mukaanottajapyoeraeae 4, koskee, raha, joka on yhdessae pyoeraen rahaurieta 5, varren 14 vinoon asettunutta paeaetae ja kiertaeae akselia 16 niin, ettae taemae painaen tappiin 17 kiertaeae kontaktirummun 18 kuvassa 3 osoitettuun asentoon, kontaktikap– paleen 19 yhteyden kera kontakti jousen 20 kanssa, ja heti kun rumpu tulee taehaen asentoon, tarttuu jousen 27 vaikutuksen alai sen kaksihaaraisen vipuvarren 22 toinen paeae rummulla olevassaa kauluksessa 24 olevaan aukkoon 23, jonka kautta rumpu pidae– tetaeaen. Asianomainen kuluttaja voi nyt saada virtaa mittarin laepi» Vipuvarren 22 toinen paeae Muodostaa akselin 13 piten– nyksessae olevan vastakappaleen 25, josta kuvassa 2 aeaerimmaeisenae vasemmalla oleva akselin 13 paeae 2(> etaeaentyy maeaeraetyn matkan sillae kierrolla, jonka akseli saa pyoeraen 4 kanssa osakseen,kun 9 taetae kierretaeaen sallitun kulman maeaeraellae v:iaentimen 7 avulla ja sijoitetun rahan ylite is vaikutuksen ohessa. jos taemaen jaelkeen sijoitetaan toinen raha, voidaan ak– seli 26 etaeaennyttaeae taaskin yhtae paljon kuin ennen vastakappa– leesta 25, jonka ohessa kontaktirumpu 18 jaeae vaikuttavaan asen– toon, j.n.ess kunnes vihdoin akselia 13 ei voi tyoentaeae enempaeae oikealle (kuva 2), Kun s aelikoemittar i etiellaemainitulla tavalla on saatettu toimikelpoiseen kuntoon niiden saeaetoejen avulla automaattiko– neistoon katsoen, jotka yhden tai useamman rahan sijoitus on tehnyt mahdolliseksi, voidaan virtaa antaa, kunnes kaeytetty virtapaljous mittarin laepi kulkien, on aiheuttanut sen, ettae mittarikoneisto mutterin 9 kiertaemisen kautta on tyoentaenyt akselia 13 niin paljon oikealle (kuva 2) ettae akselin paeae 26, painamalla vastakappaleeseen 25 kaeaentaeae vipuvarren 22 pois au– kon 23 yhteydestae, joka on rummun 18 kauluksessa 24. lii in pian kuin taemae tapahtuu, vaeaentaeae jousi 21 kontak– tirummun 18 kuvassa 1 osoitettuun asentoon, jossa kontaktikap– pale 19 on erossa kontaktijousesta 20ss Uittarivirtapiiri on taelloein katkaistu siltae kohdalta ja voidaan uudelleen sulkea vain sen kautta, ettae asetetaan rahakappale aparaatiin ja suo– ritetaan se kierto pyoeraen 4 kanssa, joka taemaen kautta kaey mah– dolliseksi. Koska automaat timekanismin vaikutustapa selviaeae edollae– olevasta kuvauksesta, tarvitsee sen esittaeae vain lyhyesti. Ra– han sijoittamisen jaelkeen kierretaeaen vaeaentimen 7 avulla pyoeraeae 4 nuolen kuvassa 1 osoittamaan suuntaan, niin.suurella kulmalla JM? kuin Koneisto myoentaeae. Taemae pyoeraen 4 Kiertaeminen aiheuttaa sen, ettae akselin 1? paeae 26 etaeaentyy maeaeraetyn matkan vasta– kappaleesta 25 viputangon 22 yhdessae paeaessae, Ja kierron lop– puosassa kohtaa raha varren 14, Jonka kautta akseli 15 Ja sen mukana varsi 16 kaeaennetaeaen siten, ettae viimemainittu varsi kaeaentaeae kontaktlrunmun 18 vaikuttavaan asentoon, kuva 3. Mit– tari on taelloein toimikykyiseasae tilassa Ja kontaktirummun pitaeae kiinni vipuvarren 22 tartunta loveen 23, kunnes akse– llnpaeae. 26 sen aksiaalisen liikkeen syystae, Jonka akseli 13 saa mittarlmekanismln kaeynnin aikana, irroittaa vipu tarmon lo– vesta 23 palnajuealla vastakappaleeseen 25. Kiin pian kuin tae– mae tapahtuu, kiertyy kontaktirumpu Jousivalkutukeesta vaikut– tamat tosaan asentoon, kuva 1» Se säijkõpaljous Joka voidaan saada maeaeraetyn arvoisella rahakappaleella, maeaeraetaeaen siis Ben kautta, ettae mittari, Jonka laevitse saehkoe kulkee» ja Joka tae– maen Johdosta aiheutuvan toimintansa syystae vaikuttaa akselin 13 tyoentymisen, ainoastaan myoentaeae virran laepikulkua siihen asti kunnes sanottu tyoentyminen on saavuttanut edeltaepaein maeaeraetyn suuruuden« Taemae voidaan tunnetulla tavalla saeaetaeae siten» ettae laat– ta saatetaan siten muuttuneeseen asentoon, ettae raha–aukko 2 saa suurenaan tai pienemmaen kulmaetaeisyyden siitae asennosta, jonka sijoita ttu rahakappale saa, kun pyoerae 4, Joka vastaan ottaa rahan, on kierretty paeaeteasentoonsa. Patenttivaatimukset. 1/ Saehkoeautomaatti, Jossa kierteillae varustettu akseli muuatta elintae kiertaemaellae tyoentyy matkan, Joka on suhteellinen siihen kulmaan, jonka taemae elin voidaan kiertaeae kaesin, sijoi– tetun rahakappaleen myoetaevaikutuksen ohessa, Jolloin akseli tyoennetaeaen paeinvastaiseen suuntaan itse mittarikonelston a– vulla, kun virta kulkee laepi mittarin, tunnettu siitae, ettae kiertyvae kontaktirumpu (18), joka Jousen (29) vaikuttamana, pyrkii semmoiseen asentoon,, ettae sen paeaellae oleva kontakti– kappale (19) on erossa kontakti j

ous.en (20) yhteydestae ja sen kuutta pitaeae mittarivirran katkaistuna, mutta Joka mekanismin (14–16) vaelityksellae, johon vaikuttaa tuo sanotussa elimessae (4) oleva rahakappale taemaen elimen kaesinkiertaemisen loppuo– salla, kiertyy vaikuttavaan asentoon (kontaktikappale 19 kos ketuksessQ' kontaktijousen 20 kanssa) jossa rumpu pidaetetaeaen lukkoelimen (22) avulla, joka jaelleen avataan sanotun tyoenty– vaen akselin (13) vaikutuksesta, kun taemae itse mittarikoneis– ton vaikutuksesta on tyoentynyt yhtae pitkaen matkan lukkoelimen (22) suunnassa, kuin se elimen (4) kiertymisen johdosta.tyoen– nettiin suunnassa lukkoeliiaestae poispaein. 2/ Sovellutus muoto vaatimuksessa 1/ esitetystae auto– maatista, tunnettu siitae, ettae koneiston (14–16) muodostaa kiertyvaelle akselille (15) kiinnitetty varsi (14), jonka vi– noon asetettu ulommainen paeae on elintae (4) seuraavan rahakap– paieen liikuntaradassa ja toinen samalle akselille kiinnitet– ty kaeyristetty varsi (16), jonka aeaeripaeae (paeaetypinta) nojaa tappia (17) vastaan, joka on epaekeskeisesti kiinnitetty kon– taktirummun (18) toiseen paeaetypintaan, siten, ettae varsi (16) kaeaentyy rumpua (18) painamalla taehaen tappiin, kun raha– kappale vaikuttaa varten (14), samalla kuin paeinvastaisesti tappi (17) jousen (21) vaikutuk and esta painaa varteen (16) si– ten, ettae akseli (15) kiertyy ja kaeaentaeae varren (14) ulommai– sen paeaen rahakappaleen liikuntaradalle, lie ti kun lukkoelin (22) vapautuu kontaktirummusta. 3/ Sovellutusmuoto patenttivaatimuksissa 1/ ja 2/ esi– tetystae automaattista, tunnettu siitae, ettae lukkoelimen (22) muodostaa kaksivartinen vipu, jonka toinen paeae on j lr jeste tty jousen (27) vaikutuksen alaisena tarttuvaksi loveen (Z'6) kon– taktirummulla olevassa kauluksessa t i iun johdosta rumpua pi– daettaemaeaen, samalla kuin vipuvarren tjmen paeae on akselin (13) toisen paeaen (36) liikuntaradalla, siten, ettae taenae aksel paeae tyoennoen ohessa, jonka akseli saa, kun saehkomittari on toiminnassa, Laehestyy enemmaen ja enemmaen ja lopulta pai– naa vipuvarren (22) vastaavaa paeaetae ja siten kaeaentaeae vipu varren eroon loven (23) pidaetyksestae.– Vf – 6 – Patentansprak,? 1 / Blektriciteisautoraat, i hvilken a threaded axel ge–nom twisting f ett organ Forsk Jutes one piece> Proporta AER som med–tionellt the angle to, som This device location between those two national oe f r hand nder medverkan f ett inlagt raynt, under det foerskjutes the shaft in a direction opposite med tillhjaelp af sjaelfva maetarraekanismen, da stroem passes aae'tarVn, turn in Tecknade daer af, in that a pivotable con–t ak 11 drum ma (LO) j which, paverkad'a / ', a spring (20), straefvar att intaga sadait Lage in that a pa said device befintligt kontakt–boom (19) is ur' beroering med kontaktfjaedern (20) and daerige–nom multicell maetarstroemkretsen truten, but which, I do not Genom mechanism (14–16) which af det i be affected to said means (4) "myntet subjected to compression under Sista–like part f de s organs for twisting hand, vri–des till verksamt position (19 kontafctstycket i "beroering med concentrated taktfjaedern 20) of the drum hvilket i ett fastlases By means of locking means (22) which is triggered genoia is once again actuate said to displace from the one–bara the shaft (13), Naer Taemae Cards Owing f sjaelfva maetaiaekanismens verksamhet dirt on highly ett been shifted in a direction towards stycke lasorganet (22) which organets By means of the (four) twisting in the direction away from the foerskoets laaorganet ss 2 / f orm tFtfoeringsf in the patents and nspruk T 1 / angifna car Likewise, daeraf characterized in that the MECHANISM (14–16) "bestar at en en Cards pivotable axis (15) fastgjord ar» (14), livars obliquely staellda ytteraende befinner signal in roerelsebanan foer.det organet (4) with foeljande–myntet, Science f I I Cards received by the axel fastgjord boejd the arm (16), hvars ytteraende (aendyta) abuts toward a stift–(1?) which is fastened eccentrically in kontakttrummans (18) ena aendyta, so that the arm (16), the transmission disc turns the drum (supra) thereby that the ratio Cards trycku stift, da myntet, affects the arm (14), in that det under omvaent stif–tetra (17) on the f Owing fjaederns (21) Verkan Tryckeri Cards arm (16) such, in that the shaft (15) vrides ooh svaenger ausene (14) in the ytteraende i myntets roerelsebana, sa snart lasorganet (22) is triggered from the kontakttrumman • 3/.Utfoeringsform af den i patentanspraken 1/2 Science / angifna Automate, daeraf characterized in that the lasorganet (22) utgoerea af en tvaarnaad haefstang, hvars ena Linde is disposed at, t under actuate. a £ an, f Jader (27) ingripa in a recess (23) in a kontafcttramman to compression krage pa och daerigenom fast–haella drum, under det att haefstangena other end of befinner eig i rSralsebanaa. foervaxelns (13), one end (26), so that denn and a £ e ss I live under 'the displacement of, the shaft obtains the som, e–da; years. 'v lektrioitatsmaetaren "is in the verksamhet, ooh naermas mer mer till r' ss Jr, ooh | slutligetf'jjyakarot Mifatangans (22) of the lock end and daerigenom vrid« r–hilfataan, ur engage with. URT, agningen (23), –.. The present keksintoiarkoittaa A specified type snhkoe meter or in connection with automaattimekanismiat held in a predetermined position the money can be regulated "value, so that it myuentaeae saehkoeaittarin constructed through Tua rjaeaeraeae paid to the corresponding saehkopaljouden, and then jonls mechanism Au toma and cuts off the power ttisesti the flow through the meter. Kyseees the si whose support can occur one or more times after the other, all the way up to a specified maksiJikertalukuun, so that the money can be paid to a private one, or AMPI in the UAE, as soon as one's right sensu I was wed. he sisaeaenpunon means moves the body that provides a stream of closing and disconnection, predetermined distance from the position where the "body causes the power concealment, and when the meter is working, affinity associated group said body suitably in the opposite direction to that rather, jp to which it before transferred. The time after the power given to invested money to vastaana amount is thus directly verranaollioen the mobile kapituateen that said body can move money after placing. The automatic mechanism is in a known manner arranged so that the transfer can be adjusted spacy range, e o # the electric machine on a can be adjusted by influencing minute electricity price similarly ss One application form has been shown in the accompanying silicon, ** virus Tuksi for "2uva 1 shows the case the mechanism altomaat time e ss detetae seen, parts, in those positions for which they are forced when the power can not pass through the electricity meter ',' Figure 3 shows 3 € p $ eWstedest and seen the makanigm, L after each movement of the mechanism that caused ra!. Figure 2 shows a side view of the same. ? –I «?,. n–Kee flows through the meter. Money, with an opening on top of the tile and the tile matched control are deleted. Automaattlmekanlsmlin a tile L, Figure 1, money–panoaukon 2 onesaa this on the inner side of the SAE and tal plate 3 and connected to the bolt and coupler wheel 4, Which is provided with a plurality saeteettaelsiae money grooves 5, Which ylet–MENT each wheel circumference up to. These parts are known and therefore need not explain. It is only mentioned that the money spent on track switches control the slab 3 "Who is the pin 6, rely on, passing a key plate 1 through And carrying of this outside of the knob 7, the bolt and coupler wheel 4, and that after acting on vaeaefctimeen 7, can be rotated plate 3 and the wheel 4 of the arrow 1 to indicate direction in Figure 1 the same circuit fail of falling money down the drawing out of the filed of money in a container having After adjusting toelaatta 3 »as soon as the handle 7 is released, turns back to its normal

spring force, while the wheel 4 takaisinkiertyminen telklhaan preventing means 8. of a suitable fixed connection body rotatably, but not tyoentyvaestl nut 9 is set to "Figure 2, Which is fixed to one end adapted to bevel gear 10, which is linked to the phenyl kartlohammaspyoeraen with Figure 3, the shaft 12, which in the drawing is moved in a suitable manner not addressed to the e–koemittarikonelston help, when the gauge supplied. The nut 9 through the twisted in respect of its length with a threaded shaft 13, which has a central pin 6, whose alongside the part of the shaft, which mud 2 by the threads on the right side, has a square cross–section and carries the bolt and view–holder wheel 4 through which the shaft projectingly (but are not therefore lioemuotonsa–rotatably) passes. Therefore the shaft to rotate in conjunction with the wheel 4, when determining the manner described, it is rotated a given angle equal to tetun arranged through the mouthpiece, and since the nut 9 arrest or telkli kartlomainen hajumaspyoeraeyhteys 10, 11, at the same time as the. ytwiMantoaai. »« »! mint? ViKini – 3 – 4 rotation of the wheel takes place in the instrument, the mechanism levos ea, so S6u.r and in that the axial length of the shaft 13 protrudes Compatible ise, an amount suhteelinen kisrtoimiman with the wheel 4. protrusion of the shaft 13 is done ss in the right direction in Figure 2. When the meter, in contrast, is in operation, re transfer this movement to the shaft 12 and the gear–carboxylic tiohaunuispyoerae by means of a nut 9 11.10; at the same time as the rotation of the shaft 13 is prevented through the provision of telkihaka 0 reserve wheel 4, which is a result of the axial movement of the shaft 13 may already take place, which, however, in the opposite direction as before, i.e., to the left in Figure 2. These are precisely the axial movements of the exploited this occurring goal for Money Slot 5 business format (automaactikoneisto is off $ ut meter circuit) is skewed settled in, inter shaft 14 outside the head, Figure 1, one is attached to the thread on the obtained axis 15, Figure 2, Nyos which is attached to the second curved arm 16 ss This leaning against the outer end of the pin 17, which is eccentrically attached to the rotatable drum 18 to contact the second end, the edge of which is provided with a kontaktikap–paleel Ia–19 function jointly with the contact spring 20. A drum 18 acts spiral spring 21 which tends to keep the drum to lever figure 1 the position shown, in which case the contact spring 20 is erooSAE contact piece, following which the meter ignition circuit is switched off by one hundred than the pin 17 by acting on var–'I 16 holds the shaft 15 is rotated therefore, the arm 14 e.ttae slant outer end of money on said trajectory. When the money placement through the opening 2 through the thread of the combined dead bolt and the door coupler wheel 4 concerned, money, which is coupled with the wheel rahaurieta 5, arm 14 at an angle that has set the head and to rotate the shaft 16 so that the pushing pin 17 to rotate the contact roll 18 shown in Figure 3 the indicated position, kontaktikap–connection piece 19 with a contact spring 20, and as soon as the drum reaches this position, spring 27 engages under the influence of the bifurcated lever arm 22 the other end of the drum olevassaa the collar 24 into the opening 23, through which the dryer to be used. The relevant consumer can now get flowing through the meter "lever arm 22, one end of the Forms shaft 13 piten in parsing the counter–element 25, which in Figure 2 on the far left side of the axis 13 of the head 2 (> moves away from a certain distance as the rotation, the axis of which the bike 4 with met with, when 9 of this thread to the permitted angle of the number of years: iaentimen 7, and the money invested in the overhang is the impact of working., if after this, a second money, can be ac axis 26 to distance again, just as much as before the counter–support Lee 25, partnered by a contact drum 18 remains an impressive installation – tion, etc ss until finally the shaft 13 can not be pushed further to the right (Fig. 2), when s aelikoemittar etiellaemainitulla way i have been toimikelpoiseen condition of their control the automatic an apartment, taking the view that one or more investment money has made it possible to provide power until used for flow quantity through the meter, passing, is caused by the fact that the meter movement of the nut 9 circumvention through has pushed the shaft 13 so much to the right (Figure 2) that the end of the shaft 26, by pressing the mating part 25 to turn the lever arm 22 from the opening 23 of the connection, which is a drum 18 of the collar 24 in traffic as soon as this happens, the twist spring 21 contacts tirummun 18 position indicated in Figure 1, where the piece is kontaktikap 19 is separated from kontaktijousesta 20 ss Uittarivirtapiiri is then disconnected from the place, and can be re–closed only through the process of setting monetary song device and performing the rotation wheel 4, which through this it becomes possible to. As automatic mechanism involving the mode of action survives edollae, from the description, it needs to present only briefly. Ra he placed in the handle 7 is rotated by means of the wheel 4 of the arrow direction shown in Figure 1, niin.suurella angle DA? as machinery grants. Turning this wheel 4 cause the shaft 1? head 26 moves away from a certain distance only, in Chapter 25 the lever bar 22 at one end, and pass the final hump portion face financial arm 14 through which the shaft 15 and along with it the arm 16 is rotated so that the latter arm to turn kontaktlrunmun 18 impressive position in Figure 3 Mit– story is then toimikykyiseasae mode and contact the drum to hold the lever arm 22 into the slot 23 of infection until the shaft llnpaeae. 26 the axial movement of the reason, the axis 13 may be mittarlmekanismln during operation, disconnect lever vigor the lo–west 23 palnajuealla the mating part 25 Real soon as this occurs, rotates to contact the drum Jousivalkutukeesta influence–trative chitosan position, Figure 1 »It saijkopaljous who can be provided equal value to the money piece, thus provides for Ben through the meter through which electricity is passed, "and any of this cord caused by its activities, it seems the shaft 13 to penetrate, only to give the flow passage until said protrusion has reached a pre–determined magnitude of« This can be a known way adjusted in such a way "that the tiles, may be so changed the position where the coin slot 2 must suurenaan or the smaller the angular distance from the position, the place ck money song gets when the wheel 4, who receive the money, it is twisted into the end position. by the claims. 1 / Electrical machine with a threaded shaft illustrating another member by rotating protrudes a distance that is proportional to the angle that this body can be rotated by hand, the paid–up money body contribution herein, wherein the shaft is pushed in the opposite direction itself mittarikonelston a on page when the power passes through the meter, characterized in that the rotating contact with the drum (18), which spring (29) influenced by endeavor into such a position, that the overlying contact piece (19) is separated from the contact j ous.en (20) and its connection to the six keep the meter power off, but any mechanism (14–16) through which affects that said member (4) of the money of the copies of the body be turned by the second part–of–doors, is rotated to the active position (contact piece 19 concerning ketuksessQ 'a contact spring 20) in which the drum reserved locking member (22), which is again opened without the projecting shaft (13) the impact when this self–mittarikoneis ton of the effect is the same distance protruded lock member (22) in a direction to the body (4) johdosta.tyoen was allowed to pivot in the direction away from the lukkoeliiaestae. 2 / shape in claim 1 Application / vehicle shown carbamate, characterized in that the mechanism (14–16) formed on the rotating shaft

(15) fixed to the arm (14) having a skewed end is set to the outer member (4), the rahakap−paieen exercise orbit and the other on the same shaft fixed to the curved arm (16) having a distal end (end surface) abuts the pin (17) against which is eccentrically secured to the Group taktirummun (18) to the second end surface, so that the arm (16) pivots the drum (18) by pressing this rod when the monetary paragraph of the end (14), while on the contrary the pin (17) of the spring (21) effects and esta press arm (16) such that the shaft (15) rotates and translates the stem (14) ulommai the end of the piece of money physical track, ti lie when the lock member (22) is released kontaktirummusta. 3 / Embodiment claims 1 and / 2 /−shown automatic, characterized in that the locking member (22) forms a two−armed lever, one end of which is j jeste of Ir added on a spring (27) under the influence of gripping the notch (Z'6) Group taktirummulla in the collar ti IUn of the drum pi filtration, at the same time as the lever arm tjmen end of the shaft (13) to the second end (36) exercise on the track, so that this shaft end of the push herein, the axis of which can be obtained, when the electricity meter is in operation, Approaching more and more and eventually presses the lever arm (22) of the corresponding head and thereby to rotate the lever arm rid of the notch (23) of the detention. − Vf

0) US2060526A – CAR MOVER

83) Family number: 21511291 (US2060526A) © PatBase

Title: CAR MOVER

Priority: US19340759701 19341229

Family:

Publication number	Publication date	Application number	Application date
US2060526 A	19361110	US19340759701	19341229

Probable Assignee: PETERSON CARL E

Assignee(s):(std)**:** PETERSON CARL E

Inventor(s):(std)**:** PETERSON CARL E

International class (IPC 8–9)**:** B61J3/10 (Advanced/Invention); B61J3/00 (Core/Invention)

International class (IPC 1–7)**:** B61J3/10

CPC: B61J3/10

European class: B61J3/10

US class: 254/35

Classification Explorer

Forward Citations: US8511644, US2666502, US2009230368, US2009146118,

Abstract:
Source: US2060526A 1. A car mover including a jack having a casing and a rocking support therefor, said support being substantially seniicylindrical and having a plurality of serrations on its rounded under surface, a rod slidable relative to said casing and in the direction of its length, said rod lying within a straight line determined by points in the upper inner edge of a rail and in the Harige of 9. car wheel, and a fork at the [ree extremity of said rod for engaging the flange of the car wheel,

0) US5722502A – HYBRID VEHICLE AND ITS CONTROL METHOD

84) Family number: 10676661 (US5722502A) © PatBase

Title: HYBRID VEHICLE AND ITS CONTROL METHOD

Priority: JP19950124903 19950524 JP19960100895 19960423

Family:

Publication number	Publication date	Application number	Application date
DE69610360 D1	20001026	DE19966010360	19960522
DE69610360 T2	20010503	DE19966010360T	19960522
EP0744314 A1	19961127	EP19960108178	19960522
EP0744314 B1	20000920	EP19960108178	19960522
JP2973920 B2	19991108	JP19960100895	19960423
JP9046821 A2	19970214	JP19960100895	19960423
US5722502 A	19980303	US19960650821	19960520

Probable Assignee: TOYOTA JIDOSHA KK

Assignee(s):(std)**:** TOYOTA MOTOR CO LTD ; TOYOTA MOTOR CORP

Assignee(s): TOYOTA JIDOSHA K K ; TOYOTA JIDOSHA K K TOYOTA ; TOYOTA JIDOSHA KABUSHIKI KAISHA ; TOYOTA JIDOSHA KK

Inventor(s):(std)**:** KUBO KAORU

Designated states: DE FR GB

International class (IPC 8–9)**:** B60K17/04 B60K6/04 B60K6/20 B60K6/387 B60K6/442 B60K6/445 B60L11/12 B60L11/14 B60W10/00 B60W10/02 B60W10/06 B60W10/08 B60W10/26 B60W20/00 F02D29/02 (Advanced/Invention); B60K17/04 B60K6/00 B60L11/02 B60L11/14 B60W10/00 B60W10/02 B60W10/06 B60W10/08 B60W10/26 B60W20/00 F02D29/02 (Core/Invention)

International class (IPC 1–7)**:** B60K17/04 B60K6/00 B60K8/00 B60L11/12 B60L11/14 F02D29/02

CPC: Y10S903/903 Y10S903/914 Y10S903/946 Y02T10/6239 B60K6/445 B60L7/14 B60L11/123 B60L11/14 B60W10/02 B60W10/08 B60W10/26 B60W2510/244 F16H48/08 Y02T10/48 Y02T10/6217 Y02T10/6234 Y02T10/6286 Y02T10/7005 Y02T10/7077 B60W20/20 B60K6/442 B60W10/06 B60W20/00

European class: B60K41/00D2 B60K6/04B12D B60K6/04D B60K6/04D12 B60K6/04D2 B60K6/04D4 B60K6/04F B60K6/04H2 B60K6/04H6C B60K6/04H6D B60K6/442 B60K6/445 B60L11/12D B60L11/14 B60L7/14 B60W10/02 B60W10/06 B60W10/08 B60W10/26 B60W20/00 L60W510/24A2 R16H48/08 Y02T10/62F2 Y02T10/62F6B Y02T10/62J Y02T10/70B Y02T10/70J2

US class: 180/65.2 180/65.23 180/65.4 903/903 903/914 903/922 903/923 903/925 903/940 903/941 903/942 903/946

Classification Explorer

Cited documents: US5562566 A, US5495906 A, US5489001 A, JP7336810, JP6245317 A2, JP50085019, JP50030223, JP48049115, JP4297330 A2, JP2007702 A2, GB2275309 A1, EP0510582 A2, EP0136055 A1,

Forward Citations: WO15020579, WO13091944, WO13059667, WO11085919, WO10073309, WO10070761, WO10015784, WO10015293, WO05097530, WO04002772, WO0041909, USRE45431, USRE43956, USRE38017, US9683640, US9683638, US9677650, US9676391, US9656659, US9651120, US9650032, US9618100, US9611921, US9580066, US9574643, US9574642, US9528561, US9525305, US9506562, US9481371, US9469292, US9452750, US9428042, US9376102, US9371894, US9365203, US9360089, US9341246, US9328807, US9291251, US9279482, US9273760, US9249880, US9239099, US9182018, US9168920, US9132736, US9121464, US9114804, US9096207, US9090250, US9086333, US9086145, US9074674, US9046158, US9043061, US9043060, US9022889, US9017207, US8996263, US8974337, US8965613, US8950539, US8920285, US8919483, US8900085, US8888652, US8888643, US8870711, US8870710, US8864613, US8852052, US8852051, US8852050, US8845485, US8845483, US8834318, US8833496, US8818661, US8790215, US8783396, US8781664, US8776633, US8742701,

US8738255, US8710785, US8672069, US8622870, US8620503, US8579748, US8549838, US8494739, US8473177, US8419591, US8366594, US8337352, US8147366, US8013548, US8010264, US7823668, US7819212, US7780562, US7605493, US7595597, US7588508, US7575078, US7568537, US7559390, US7552793, US7520353, US7489048, US7455134, US7448458, US7441617, US7398845, US7392871, US7377343, US7364524, US7363995, US7353895, US7343993, US7285869, US7273120, US7268442, US7237634, US7222686, US7216729, US7211343, US7210546, US7207404, US7168515, US7165638, US7117964, US7104347, US7096985, US7028795, US6994360, US6994177, US6991054, US6991052, US6976934, US6958549, US6956298, US6907325, US6886648, US6845305, US6839625, US6740002, US6702053, US6668953, US6603215, US6602157, US6580977, US6561295, US6480767, US6416437, US6383106, US6378636, US6328122, US6190283, US6175785, US6146302, US6059059, US6007451, US6002219, US5982045, US5975227, US5902342, US5806617, US2016244063, US2016031433, US2015307083, US2015303739, US2014257650, US2013168171, US2012323417, US2012295757, US2012208672, US2011226657, US2011174561, US2011118077, US2011100731, US2011093146, US2011015811, US2010273605, US2010137098, US2010131164, US2010120579, US2010090525, US2008217079, US2008093141, US2008083579, US2007254765, US2007251748, US2007251743, US2007251742, US2007251739, US2007215395, US2007164693, US2007161455, US2007159007, US2007158118, US2007080538, US2007080006, US2007074918, US2006243503, US2006113130, US2006113129, US2006090940, US2006086545, US2006081405, US2006060397, US2006022469, US2005263333, US2005224264, US2005082098, US2005061564, US2004227348, US2004204286, US2004188154, US2004176211, US2004147365, US2004079565, US2004079564, US2004060753, US2003001391, US2002139593, US2002065607, RU2493028, LU91922, JP5056148, JP3709096, JP3709083, JP3172490, JP2013023141, JP2012183907, JP2010143579, JP2008280796, JP2000217204, JP2000156915, JP11332009, GB2406319, GB2406319, FR2934818, FR2832356, FR2790428, FR2760411, EP1762416, EP1762416, EP1321326, EP1304249, EP1304249, EP1199204, EP1038346, EP1018451, EP1018451, EP1010569, EP0925981, EP0916547, DE102009044491, DE102009008327,

Abstract:
Source: US5722502A A hybrid vehicle having as a control mode at least a continuous−type parallel series hybrid vehicle (PHV) mode and a series hybrid vehicle (SHV) mode, and a control method thereof. A torque distributing mechanism is provided to distribute the output torque of an internal combustion engine (ICE) to a generator and a motor. A braking mechanism and a clutch are provided in this order between the torque distributing mechanism and the motor. The torque distributing mechanism and the motor are connected by the clutch to keep a power transmission efficiency from the ICE to driving wheels at a high value without depending on the vehicle speed in the continuous−type PHV mode. A battery can be recharged even when the vehicle is not running, by releasing the connection between the torque distributing mechanism and the motor by the clutch. When switching to the SHV mode, the motor side output shaft of the torque distributing mechanism is stopped by the braking mechanism to prevent the ICE from overrunning. An SOC sensor is used to detect the state of charge (SOC), of the battery, and when the SOC is lowered, the control mode is forcedly or automatically switched to the SHV mode. The generated power of the generator is controlled to a very small level to substantiate creeping.

0) US2008271503A – LOCK, IN PARTICULAR FOR AUTOMOTIVE DOORS, FLAPS...

85) Family number: 32281317 (US2008271503A) © PatBase

Title: LOCK, IN PARTICULAR FOR AUTOMOTIVE DOORS, FLAPS OR THE LIKE

Priority: DE200410013671 20040319 WO2005EP02274 20050304

Family:

Publication number	Publication date	Application number	Application date
AT371792 E	20070915	AT20050715717T	20050304
CN1934328 A	20070321	CN200580008761	20050304
CN1934328 B	20120530	CN200580008761	20050304
DE102004013671 A1	20051020	DE200410013671	20040319
DE102004013671 B4	20060706	DE200410013671	20040319
DE502005001386 D1	20071011	DE200550001386T	20050304
EP1727953 A2	20061206	EP20050715717	20050304
EP1727953 B1	20070829	EP20050715717	20050304
KR20060135886 A	20061229	KR20067021415	20050304
US2008271503 AA	20081106	US20050593056	20050304
WO05093195 A2	20051006	WO2005EP02274	20050304
WO05093195 A3	20051229	WO2005EP02274	20050304

Probable Assignee: HUF HULSBECK AND FURST GMBH AND CO KG

Assignee(s):(std): BUSCHMANN GERD ; HUF HUELSBECK AND FUERST GMBH

Assignee(s): HUF HUELSBECK AND FUERST GMBH AND CO KG ; HUF HULSBECK AND FURST GMBH ; HUF HULSBECK AND FURST GMBH AND CO KG

Inventor(s):(std): BUSCHMANN GERD ; GERD BUSCHMANN

Agent(s): FRIEDRICH KUEFFNER

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): E05B65/12 E05B65/19 E05B65/32 (Advanced/Invention); E05B65/12 E05B65/32 (Core/Invention)

International class (IPC 1–7): E05B65/12 E05B65/19 E05B65/32

CPC: E05B81/21 E05B81/20 E05B81/15 Y10T70/5889

European class: E05B65/12 E05B81/20 P05B81/15

US class: 70/237 70/237P

Classification Explorer

Cited documents: US7192066 BB, US7059640 BB, US6575507 BB, US6557910 BB, US5746076 A, US5564308 A, US2002063430 AA, FR2803619 A1, FR2768761 A1, DE10133092 A1,

Forward Citations: WO15165438, WO15165438, WO15139678, WO15127917, WO15113547, WO15113546, WO15096830, US8882163, US8789398, US8336929, GB2478459, GB2478459, DE102015118861, DE102014201808, DE102014201799, DE102014012112, DE102014006239, DE102014003737, DE102014002580, DE102013022059, CN103485617,

Abstract:
Source: US2008271503A A lock comprises a rotary latch (10) with a pre–latch position (12) and a main latch position (11), the latch being retained by a catch (20). A combined, power–driven closing and opening aid ensures an increased comfort when closing or opening the door by means of two drive elements (50, 60) that can be moved simultaneously, namely a closing element (50) and an opening element (60). In order to obtain a compact lock, both drive elements (50, 60) are arranged on a common drive wheel (40) with a mutual axial offset.

Moreover, the closing element (50) is movable relative to the opening element (60) in two rotation planes which are axially offset relative to one another. A carrier (14) is also provided on the rotary latch (10), in the plane of the closing element (50), while the catch (20) has a release finger (23) arranged in the plane of the opening element. The opening element (60) is resiliently received in the drive wheel (40) and can be automatically moved between a retracted position and an extended position.

0) BRPI0901940A – EIXO DE RODA VEICULAR E RODADO VEICULAR SEM PAR...

86) Family number: 47918509 (BRPI0901940A) © PatBase

Title: EIXO DE RODA VEICULAR E RODADO VEICULAR SEM PARAFUSOS WHEEL AND AXLE WHEELED VEHICLE VEHICLE WITHOUT BOLTS (Machine translation)

Priority: BR2009PI01940 20090330

Family:

Publication number	Publication date	Application number	Application date
BRPI0901940 A2	20101221	BR2009PI01940	20090330

Probable Assignee: DE PINHO HELIO OMAR LUZ

Assignee(s):(std)**:** DE PINHO HELIO OMAR LUZ

Assignee(s): HELIO OMAR LUZ DE PINHO

Inventor(s):(std)**:** DE PINHO HELIO OMAR LUZ

Inventor(s): HELIO OMAR LUZ DE PINHO

International class (IPC 8–9): B60B35/00 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI0901940A 1 Resumo "Eixo de Roda Veicular e Rodado Veicular Sem Parafusos" refere– se a um "Eixo de Roda Veicular e Rodado Veicular Sem Parafusos" que com sua industrializacao podera ser implantado na fabricacao de veiculos com rodas sem parafusos e na fabricacao de quites para adaptarem nos veiculos que ainda usarem parafusos nas rodas. Assim agilizara a troca segura do pneu, e so usar uma chave tipo de abrir o carro ou casa, retirar o rodado, colocar outro rodado no lugar, travar novamente sem esforco algum e esta trocado o pneu. 1 summary "Vehicle wheel axle and wheels Vehicle No Screws" refers to a "Vehicle wheel axle and wheels Vehicle No screws" which with its industrialization will be able to be deployed in the manufacture of vehicles with wheels without screws and manufacturing quits for adapt the vehicles that still use screws on wheels. Thus expedite the safe tire change, and so use a key to open the type of car or home, take the shot, put another shot in place, lock again without any effort and this changed the tire.

0) FI9583A – OMKOPPLAREANORDNING FOER AUTOMATISKA TELEFONCEN...

87) Family number: 39298639 (FI9583A)

© PatBase

Title: Omkopplareanordning foer automatiska telefoncentraler och liknande

Family:

Publication number	Publication date	Application number	Application date
FI9583 A	19230427		00000000

Inventor(s):(std): GUIDO ALFANI ; LEANDRO MAZZA

Inventor(s): MAZZA LEANDRO ; ALFANI GUIDO

International class (IPC 8–9): H01H67/00 (Advanced/Invention); H01H67/00 (Core/Invention)

International class (IPC 1–7): H01H67/00

Classification Explorer

Abstract:
Source: FI9583A –15– 1 Van lean iven ännu ytterligare förenkla anordningen (såsom ritat i Iflg. lo) genom att förentta axeln lok oen toretvagnen Jo tul ett enda torgan. I detta fall reducerat den rörliga anordningen tili norttvagnen Infcart, vilten, lämpligen styrd av ramen 67, direkt uppfeär tinderna I07» l JOmkopplareanordnlng för automatiska telefoncentraler oen Uk– ande, varvid varje omkopplare eest and r av ett vittt antal fatta kontakter, iessa delar aro anordnade för multipelanvindning antingen genom att. de användas samtidigt för utförande av olika funktioner beroende pä, att deras form ar lämpligt vald i förhållande till de fatta kontakteina, el– ler genom att de användas for utförande av näc and ida olika funktioner suc– cessivt genom variation av deras eiektromekanlska koppling 1 íBríAllande till ce rörliga kontakterna och motororganen. 2). Cmkopplareanordnlng enligt patentanapråket 1, kwneteeknad där– av, att de fasta kontakterna, tora tiilda en kontaktgrttpp, aamtfedigt äro förea and l för multipelanvündning och hava s and dan form, att de samtigt na till förbindelse mellan de rörliga kontakterna oen en oen tamma om– koppiaregrupp tunt till multiplikation mellan de motsvranae fasta kon–.. takterna oen grupperna. 3)« Qmkoppiareanordning enligt patentanspräket 2, varvid gruppens fasta kantakter samtidigt tjäna till färojndeise mea ät rörliga kontav– t«ï« i en oan s«mma omkopplare samt till kaytiktaiaa multiplikation mel– lan de olika omkopplarena, saaneteejjaad därav, att d* fasta kontakterna,hava formen av flata at äng*r eller liknande, parallella med varandra oen filta 1 uppteämingsplattor av isolerande material, vilka äro anordnade vinkelrätt mot stängerna pi 1 allmänhet lika avstånd frin varandra, ocfc. genom vilka stängerna »kjuta ut, utan att deras resp. lägen ändrat oen utan jtíttavfcrott* utanför den grupp, till viik*n d# höra, så att de Hilda en följd a7 grupper, skilda från varandra genom nämnda ispierande pi*ttor. 4). Cmkopplareaijordning enligt patentanapråket 3, kannetewknad där*– av, att stängerna tro anordnade pä lika av#t and nd från varandra l ett viest antal p and lika avstind frin varandra "befintliga plan, varvid de stinger, •om tillhöra en serie av Läkningar, ligga 1 ett plan, om ledningarna äro enpollga, eller 1 ett antal plan motsvarande polarna, om ledningarna äro glerpoliga, oen stängerna intaga lägen 1 ptøet eller planen, tom noggrant motsvara de lägen, som intagas av stingerna 1 alla de andra planen. :edelat vilka den ernalier sin rörelse från eleitromagnetmotorn. n eller flera r and rllga kontakter samt motororgan, kännetecknad därav,att 5). omkopplareanordning ualígt patentantpraket H–, Jtimneteeknaa 'irav, att, ai en enda strie *v maningar förefinn«, »tängerna Dlott ro anarûnade i det «lier de plwi, »om motsvara ledningarna* poler. 6). Oiflkopplartanordning enligt patentwispraJcet 1> varvil it rör– liga kontakterna (»oja uppeara* av en 'eor*tvagn ôamt andra darcied fortuna– na orgwi) c«h framför allt motororganen aro av«»dda för tuuettaiv multi– peianvändnmg, kånneteeknad därav, *tt i. anm da multip–ílanvànOning erhållet gwiomlKÍ* intí«««»tivt. variera funktionerna no« do organ, tom vilda dta rörliga anordningen ouh genom att reglera den medelst «n enda Hiot or, »ora kán verka pà olika tàtt pà *amma rörliga anordning allt erter de oliJta operationsbaser, i vilk.a omkopplaren fcefinneï sig. 7). Gmkopplareanordning enligt patentantpråket 6, kanneteeknaã »v su eiektroaekaniejc.noaeinator, »ou medgiver multipelanvändningen ge– nom att pà it.t. nytt sätt under omkopplaren* am* aperati'OüBfattr varitra d* mekanltjca fortoia.lelaema qol twatidigt pá Xiuit #att variera omi opp la– ren* inre empiriska förölndtlttr. . s). QniKopplareanordning.enligt pat.entanspråket 7> karmeteeknad d*rav, att den eiektromekaniska komointorn Høstår av.ett antal sxivor» med oiixa profil i radiell led» fást.a pà en gemensam vridbar axel, samt – av ett havstänger, som ligga an mot nämnda profiler mêd ena atiden ooli iced anara inden utföra de erforderliga förändringarna percent rörtiitdelMr– na. 9). Qmkoppiareanordning enligt patentanspråket 8, k*m)öte«knad av en återföringselektromagnet, anordnad aom hjalp för kom and inatorn, när denna satts i rörelse av motfcrn artar en föregående röreiae av den rörliga kontaktanordningan. 10), onfropplareanordning enligt p*tentanspråken 8 oen 9, kiinne– te*knad darav, att skivorna l stallet för att vara profilerade i r»d and eii led äro profilerade i axiell led eller försedda med spår. 11). Omkoppiareanordning enligt patentansprä and en S–lo, känneteek– nad däray, att knutøinatorn ar anordnad att stanna t lot t i pit förhand D and – stámda lagen i en ieke förunderlig, pä förhand 'bestund följd, mot vilken de på rörhand beatümd* elektromeianiska förbindelserna svara, varvid and– ra förbindelser även kunna åstadkommas momentant genom skivornas profiler i de mellanliggande lagen, genom vilka kombinatorn passerar utan att stan– na. r*j 33T). oßkopplureanordning enligt patentansprajcen 7–11, k*nnete«k– nad ûàrav» att antalet skivor» v*r ooh en av dessas profil, håvatafigerna and form samt antalet stainiingsställen aro v*lda efter varje särskild modell i omkopplare, med vilken kombinatorn skall samarbeta oen erter dess inre « römkrets Omkoppiareanordnlng enligt. patentanspziket 6, varvid aen • s • fliga

kontaktanordningen ar avsedd för multipelanvändning under en tlds– LJd, kännetecknad därav, att konVatborgtareller den dem uppbarande nen är «uardnwl att utföra t vfe– rörelser, nämligen föret för val av xlningsserie oeh därefter för val av den särskilda ledningen i aerien ied tillhjälp av..en reglerande axel, som är rörlig ät ett enda hall me– delst en kuggetäng eller liknande, nen en annan regleflad axel, pi. vilker– läwpiigen borfctvagnen är monterad, vilka tva axlar äro parallella med varandra, vinkelrätt mot kontaktstängemas plan o en. anordnade i ett oen – samna pian vidkeirätt mot kontaktstängerna. JS/ iW). Omkoppiareanordning enligt patentanspr and tat 13, kanneteeknad därav, att axlama 1 stallet äro anordnade i ett plan>parallell J?med kon– taktstangeriia ellar 1 nigot annat lämpligt plan, eller ock sä att len fina axeln ar ihålig oøh dem »ndra anbragt inuti– densanma. 15). Omkoppi«,reanordning enligt patentanspraket 13, kännetecknad därav, att rörelben rör val av kontaktötänger utförea i två faser, var– – vid under den första rörelae direkt överföres ti.ll den reglerade axeln oeh till borstvagnen för val av serie av kontaktstanger, medfwi under den.indr» fasen den reglerade axeln förblir orörlig oen den reglerande axelns rörelae örerföree i en oberoende rörelse av boratvagnen, soja förorsakar, att borstaroa utföra det andra valet, d.v.a. valet ar de individuella kontaktstangerna, varvid borstarnas bida rörelser utföras i ett plan vin– kelrätt mot stängerna pà sa sätt, att den första rörelsen är parallell med axlama o«h den andra vinke Irat cot. stängerna. 16). Oaikopplareanordning enligt patentanspråket 15> kännetecknad därav, att borstvagnens oberoeende rörèlse erhalles genom en pä »orstvag– nen anordnad kuggstäng, soro ingriper i ett 1 den reglerande axeln lagrat Lò . „ • kugghjul, som sazatidnt ingriper i er. aanan kuggstang anbragt p* den reg– lerande »xeutn oan således kringvrides av den sistnämnda. 17). Oûikoppiareanordnlng enligt patentanspraket 15 ofti lé, känne– tecknad därav, att kugghjulet är utbytt mot tvenn* kugghjul eller kugg– eektorår med lika eller olik* diametsair, eller mot en böjd havstång,var* ena arm påverkas av en ta#p, som ersätter den första kug*stången, under det att den andra armen påverkar en tapp, son ersätter den andra kugg– stången, «Iler not exeentrar eller lämpliga kombinationer av nämnda organ eller andra luztpllga anordningar. 18). Omkopplareanordning enligt patentanspräken 15 o#h 16, kän– neeeknad därav, att, den reglerande axeln är vrid'ear efter förskjutningen, och att torstkontakterna äro aionterade direkt på densamma i ett lämpligt läge, sä att de träffa de fasta kontaktatingema under en lämplig infalls– vinkel, varvid den reglerade axeln Hortfaller. 19)f Omkopplareanordning enligt patentanspriken 15–17» känneteek– nad darav, att norstarnas onoroende rörelse, di den reglerande axeln är vridlajaiTi àstadkomes antingen Medelst* ett kuçgftjrcil, ftoa är anütragt n ïffirida axel oingriper i en pà aorstvagnen anordnad kugg*tàr.g enligt, patentanapråket 16 eller medelst den i patentanspräiket 17 angivr.a anord– ningen. 2n). Omkoppiareanorlning enligt patentanspråken 5 oeh 15–19,pui– net etknad därav, att, då det endast är fråga om en enda serie av lednin– gar, rörelsen för utväljande av serien feortfaiier oeh att frorstkontakter– nas andra rörelse åstadkommas wedelst riàgon av de i de föregående patent– anspråken angivna anordningarna eller geno» att förena den reglerande axeln och borstvagnen tili ett enda orgun geiioiE att anfrringa axeln« lug– gar «lier tänder direkt pà üorstvagnen. 21)» OKkoppiare*nord«ing enligt patentanspriket– 6, di motororga– n–n ü,ra avøedda för'mult–ipelanväntolng i tidsföljd, kännetecknad därav, att inotorlKpulfijen överföras till den rörliga kontaKtanordningen under dass rörelser för utförand* av det. dWbfcla valet oeh iven tilj karoVinatßaT' genom att feringa de Bekanisaer, sok îiava att sueeessivt aottaga rörelsen, i ingrepp aed den egentliga elektroetagnetirotorns ankare, varvid nämnda m*k and niska operationer istadkoaaaas medelst själva komfeinatorn. 22). Omkopplare*»ordning enligt p*tent*nspråket 21, kättiieteeknad därav, att i stället fö(R) *tt liringa de olika Eekanismer, som skol«, mottaga rörelse, sueeensivt i ingrepp ined irotorns<ankart nämnda ankare eller ett där and efl förfcundst ärligt finger suaeessivt Tsringaa i ingrepp med nämnda mekanismer. OOOOO–QQ––––– Guldo Al f «mi, irofessori, Ja Leandro Mazza, Insinööri, Milano, Italia. üudestikytkinlaite automaattisia telefonikeskuaasemia Ja senta– paisia varten. Esillä oleva keksintö koskee uutta uudest.ikytkinjärj estelmää sähkövirtoja Ja erittäinkin telefonivirtapiireja varten, esim. semmoisia Jolta käytetään automaattisina telefoniasemilla Ja sentapaisissa lai– toksissa, perustuen sen kummankin osan ifiultlppelikäyttöön. Tämä käyttö aikaansaadaan yleensä Joko antamalla kummankin sanotun osan samaan ai– kaan toimittaa eri toimintoja syystä että niiden sopivasti on siten va– littu, että nultippellÄäyttö kaikkine toimintoineen £.s>äy mahdolliseksi, tai sen kautta että annetaan sanottujen osien vähitellen Jatkuvasti toi– mittaa eri toimintoja kytkemällä ne vähitellen jatkuvasti sähköisesti eri tavoilla. Kuhunkin uudestlkytkijään kuuluu pääasiassa kuten tunnetuissa Järjes– te'imlssä kolme osaa, se on määrätty lukumäärä kiintonaisia koakettimia, Jotka muodostavat n.k. kosKetinryhmän, Jolloin koskettimet yleensä vas– taavat loo tilausjohtoa yhdistettyinä keskusasemaan Ja joskufc useampia tai –vähemmän, yksi tai useampia XSS liikkuvia koskett.imia sovitettuina erityiseen koneistoon ja riippumattomina uudestlkytkijan varsinaisesta vaikutuksesta ja yhdistettyinä huutoaseman johtoon sekä lopuksi mootto– riorgaanit. On huomattava, että muitippelikäytön periaatetta sovellutetaan sa– manaikaisen vaikutuksen lain mukaan kosketinryhmaän, samalla kun sitä sovellutetaan säännöllisesti jatkuvan lain mukaan liikkuvaan kosketinko– nelstoon ja ennenkaikkea niihin moottorioraanelhis, jotxa järjestävät sitä. Tätä tarkoitusta varten on ryhmän koskettimilla semmoinen muoto, et.ta ne samanaikaisesti aikaansaavat kosket iaharjoj en ja yhden Ja saman uudestikytkijän ryhmän välisen yhdistyksen ja niitä käytetään vastaavi– en koskettlmien välistä kertolaskua varten eri uudestlkytkijöiden ryh– missä. Toisaalla järjestellään liikkuvan koneiston kaikki liikkeet vähitellen jatkuvasti vaihtelemalla niitä toimintoja, mitkä eri elemen– tit toimittavat, joista se on laadittu, yhden ainoan moottorin avulla, mikä sopivan koneiston avulla mu liikkuvaan koneistoon aina niiden eri toimintavaiheiden mukaan, joissa uudestlkytkijä saittuujple– \ maan. Esillä olevan keksinnön Hukaan on kilntonalslla koskettimilla lit– teiden tankojen tai sentapaisten muoto, ja kosketinryhmällä on semmoinen V* BteLxs muoto, että eri koskettimet tusaajin sarjassa ovat sovitettuina yhden– suuntaisesti toistensa kanssa samaan tasoon, mikä taso on yhdensuuntai– nen muiden tasojen kanssa, joihin eri koskettimet muissa sarjoissa ovat sovitettuina yhdenmukaisella tavalla, tfämat litteät tangot johtuvat il– man keskeytystä sen rhmaelementin ulkopuolelle, JoSion ne kuuluvat, niin että ne muodostavat sarjan koaketinryhmiä, joista £ä and fi!tfX£XU and XKHUtfjE£ ISZXXKiUI kukin muodostaa täydellinen kokonaisuuden, se on sultippeiikos– ketinryhmän aijot.tu useampia uudestikytkijöitä varten käyttämättä ker– t ojaaapele i ta. Tämä on hyvin tärkeä ominaisuus nyt esillä olevassa uudestlkytkijä– järjestelmässä, josta sen tavaton yksinkertaisuus ja käyttövarmuus ver– rattuna muihin järjestelmiin on riippuva, tfäissä järjestelmissä ovat kosketinryhuàt laaditut metalliBtø and atø4#$a, sovitettuina säteensuuntai– sesti määrättyä lukumäärää ftlfftfXttiíXlíSgfi oleviin tasoihin eristävästä ai– neesta laadittujen

puoliympyränmuotoiaten sektorien välissä. Sektorien Ja koskettiaiien ryhmä yhdistetään pulttien avulla, niin että muodostuu Biohkäie, ja koskettimet johtuvat moiUiäleen sisään varsinaisten kiinto– nalsten k03kettimien muodostamista varten sekä johtuvat ulospäin kerto– jakaapeiien lankojen kiinnittämistä varten, mitkä tässä tapauksessa ovat välttämättömät. Esillä olevan keksinnön mukaan saattaa liikkuva koneisto –mikä jär– jestellään sähkömoottorin avulla ajoittaisella tai asteittaisella liik– keellä (tai yhtäjaksoisella liikkeellä) varustettuna– liikkuvat kosketin– harjat liikkumaan, ja oämät toimittavat halutun yhdistyksen ryhmässä olevien kiintonaisten koskettisiien kanssa, sen kautta että ensimaiset liikkuvat yhteen suuntaan yhden eri sarjojen kiintonaisista koskettlmis– ta valitsemista varten ja senjalkeen toiseen suuntaan määrätyn kosketti– men valitsemista varten sarjassa. tfämät liikkuvat koskettimet ovat siten sovitettuina, että ne saattavat liikkua vahitelle» jatkuvasti kahdessa toisiaan vasten suorakulmaisessa suunnassa. Eräissä yksinkertaisimmiksi tehdyissä rakenteissa ja erittäinkin semmoisissa uudestlkytkijöissä, joissa kiintonaiaten koskettimen lukumäärä on rajoitettu, ovat liikkuvat koskettimet sovitettuina liikkumaan ainoastaan yhteen suuntaan. Vähitellen jatkuva multipp«likäyttö fit aikaansaadaan erityisen säh– kömagneettisen laittaen avulla ja te*ee mahdolliseksi tunnettuun tapaan ei ainoastaan uudestikytjiij an virtapiirien vähitellen jatkuvan muutoksen tämän Järjestelyä varten sen eri toimintavaiheiden aikana, vaan se tekee mahdolliseksi myöskin täydellisesti uudella tavalla eri toiminnat, mitkä ovat kokonansa mekaaniset. Hiihin saattaa esim. kuulua eri elementtien SäIIft*gXflaiUaillä£X välisten mekaanisten yhdistyksien sovittelu, niin että j»*ikkuva koneisto saattaa saada kosketinharjät liidustaan vähitellen Jatkuvasti ranteen suuntaan, vaikka ainoastaan yhtä sähjDmagneett imootto– ria käytetään, tai liikkuvan koneiston irroltuksen aikaansaaminen, niin että se saattaa »ennä takaisin lähtöaseatoon» täi suita yhdeBBiukaiaia toimintoja, kut«** Moottorin ankkurin yhdistäminen akseliin ähkömekaa– nlsen laitteen saattamista varten kiertoliikkeeseen, Ilman että aita varten vaaditaan toista moottoria, niin että se liikkuu asennosta toi– 4.,'yr v seen aina uudestikytkii toimintavaiheen mukaan. Yllä sanottu muodostaa toisen tunnusmerkin, minkä kautta tämä uusi uudestlkytkijäjärjestelmä melkoisesti eroaa tahan saakka tunnetuista uu– X'deatikytkijäiaitteista ja käy suuressa määrässä yksinkertaisemmaksi, suaalia kun käyttövarmuus suurenee multippeliiyh and an yllämainitun erityi– sen Muodon takia. Iässä laitteessa korvaa ynai ainoa sähkömagneetti nel– jää tai viittä ftähköwagneettia, se on sähkömagneettimoottori aikaansaa tässä tapauksessa välittömästi tai välillisesti liikkuvan kosketinkoneis– ton iftolõionat liikkeet Ja sen irroltuksen, ja ae voidaan aiyöakln sovittaa järjestämään MatKifasmig sähkömekaanista laitetta, samalla kun muissa jär– kaksl jest–elmissä tarvitaan liila eri säftkömgneettia liikkuvan koaketinlait– teen liikkeiden aikaansaamista varten, kolmas sähkömagneetti sen irroi– tusta varten, neljäs sen laitteen järjestelyä varten, mikä vastaa yllä– mainittua sähkömagneetista laitetta, seka lopuksi viideB sähkömagneetti sen irtikytkltyksen aikaansaamista varten, aika on tarpeen, kun mainittu laite menee takaisin lepoasentoon. Oheenliitetyissä piirustuksissa osoittaa kuv, 1 perspektiivissä mul– tippeliryhmän kiintonaisia koskettimia varustettuna vastaavilla liikku– villa koskettimilla, ja kuv. 2 poikkileikkauksen pienemmässä mittakaa– vassa Kahdesta muunnoksesta. Kuva 3 osoittaa uudestlkytkijan yhteenso– vitteiun varustettuna kahdenkertaisella liikkeellä. Kuvat h–g osoittavat erityisiä rakenteita ja vastaavia muodostelma.–Jûjva 9 osoittaa uudes– tikytk–ijän joka toimittaa yhden liikkeen, ja kuv. lo osoittaa muunnoksen siitä. Kuva 1 osoittaa ylemmässä osassa osan multippeliryhwästä johon kuu– luu ryhaäpäa oiiealla puolella, keskikohdalla kaksi täydellistä ryhmä– elementtiä kahta uudestlkytkijää varten sekä vasemmalla puolella osa kolmannesta ryhmaeiementista. j * Osoitettu multippeiiryhmä on aijottu kaktfiapaisia johtoja varten (jossa tapauksessa selvästikin uudestikytkijat ovat kaksSaalsia) varus– tettuina eri ryhmillä kutakin napaa varten, se on löytyy kaksi ryhmää, joista kumpikin erikseen saattaa muodostaa yksnapaisen ryhmän'. Knsiaai– nen ryhmä ottaa toimintaan kalkki koskettimet a, mitkä saattavat– olla te. f £! and $£ ulosjontuvat Koskettimet, ja toinen ottaa kaikki koskettimet to, mitkä saattavat muodostaa sisäänpäin menevät koskettimet. Kuhunkin Joh– toon kuuluu niinmuodoin kaksnapaisessa ryhmässä kosketin a Ja kosketin t> ja kutakin Johtoa 1,2 ».»..x vastaavat koskettimet a1, b1, a2, D2... a* bx. Kaikilla näillä koskettimilla on litteiden tankojen muoto ja saattavat olla samaa muotoa muutenkin. Piirustuksen yksinkertaisemmaksi tekemista varten on kosketinryhmä osoitettu laadituksi ainoastaan.25 kaksnapaista Johtoa varten, jaettui– na viiteen sarjaan kussakin viisi johtoa, tai Kaikkiaan viisikymmentä kosketintä litteiden tankojen muodossa. Kaikki nämät tangot ovut yhden– suuntaiset toistensa kanssa ja sovitettuina yhtäläisen etäisyyden päähän toisistaan useampiin eri tasoihin. Tangot johtojen samassa sarjassa ovat sovitetut ahteen naista tasoista, yksi kuhunkin naparyhuaan; tangot a esim. ensimaisessä sarjassa (Johdot l,2,3i ja 5), 3e on tangot a1,a2, a–a ja a–* ovat sovitetut yhtäläisen keskenàisen etäisyyden päähän enBimigessä tasossa kussakin ryhmässä, samalla kun tangot D1)'b2,b,b4', samassa sarjassa ovat sovitettuina saman keskenäisen etäisyyden pää– hän ensimaisessä tasossa toisessa naparyhmässa, ja samalla tavalla ovat muut tangot a ja h muissa neljässä sarjassa sovitettuina. Kaikki viisi tasoa tankoja a varten ryhmässä ovat yhdensuuntaiset toistensa katossa ja yhtä etäällä toisistaan ja sijoitetaan tavallisesti saman etäisyyden päähän toisistaan kuin eri tankojen etäisyys kussakin tasossa, Ja samalla tavalla nuo viisi tasoa tankoja b varten toisessa ryhmässä yhdensuuntaiset toistensa kanssa ja yhtä kauhana toisistaan tankojen ollessa kummassakin tasossa yhtä suuren etäisyyden päässä toi– sistaan. Viimeisen a–tason ja ensimaisen fc–taBon välinen etäisyys saat– taa kuitenkin olla jokin muu, jos niin katsotaan sopivaksi, sitäpaitsi ovat. kaikki tangot a ja b, jotka kuuluvat johtoihin samaa järjestystä kussakin sarjassa, esim. tangot aaa1116,»211,6,11,16,*)21 j.n.e. sovitettuina tasoihin, jotka ovat suorakulmaiset johtosarjojen tasojen kanssa. Jotta klintonaiset, tangonrauotöiset koakettiiaet voitaisiin pysyttää määrätyissä asennoissaan ja tehokkaasti eristää toisistaan, ovat ne kiinnitettyinä kantolaattoinin 26,261,2o11 j.n.e. tehdyt sopivan muotoi– siksi ja sopivasta aineesta, sovitettuina määrätyillä valikoilla sunra– kuimaisesti mainittuja tankokoskettimia vasten. Laatan 2ó etusivu muo– dostaa multippeiiryhrnän pään, Ja kaikki tangot pistävät esiin jtapppaleen matkan sen ulkopuolelle, niin että muodostuu pieniä sorsia joilla on sopiva muoto päällejuotcttuja iiiUltippe li lankoja varten. Laatat 26 ja 26 muodostavat ensimäiaen ryhmäeleaentin rajat, mikä ryhmäelöTaentti raataa ensimäistä uufleatikytkijää» laatat 20* ja 261* muosostavat toisen ryhmä– elementin rajat, ja laatan 2b11 ulkopuolella näkyy kolmas ryhrnäelementti. Ityîuûâeleme and tien lukumäärä, mikä vaaditaan ynden multippeliryhmän muo– dostamista varten, riippuu saatavissa olevasta tilasta kehyslaltoksesssa, johon uudeat–ikytlcijät –orat sovitettuina, seka ennen kaikkea niiden lin– jojen lukumäärästä,.IXXIÏ mitkä ovat aijotut käytettäviksi telefonikea– kuaaseiaulla.. _____>rfK>lempien /.gnsiiHäiaten ryhmaelementtien alapuolella osoitetaan

osa tanden en– simaisen uurleatikytkij an liikkuvista kosketinkonøistosta, se on koske– tinharjat 27 pitäjineen. Kuhunkin harjaan kuuluu kakai yhtäläistä jousta 28, jotka ovat sähköisesti yhdistetyt toisiinsa. Alemmista päistään ovat mainitut Jouset kiinnitetyt pitäjiin 29, jotta ovat kiintinaisesti yh– distettyinä harjavaunuun 3o, i.mikä on osittain osoitettu. Jouset ovat si– joitettuina taaoihin jotka ovat yhdensuuntaiset.kosketinryhmasaa olevien tankojen kansaa ja siten kiinnitettyinä, että ne sattuvat näihin tankoi– hin auorakulmaisesti ja sopivassa kunnassa Ja puristetaan niiden sivuja vasten. Ylemmistä päistä ovat jouset siten muodostettuina, että ne hel– posti laahaavat tankojen sivupintojen yli ja muodostavat hyvän sahkokos– ketukaen näiden kanssa. Sitäpaitsi tulee jousien moleamiila päiilä olla semmoinen muoto, että ne saattavat kulkea tangosta' seuraavaan alkaansaa– matta lyhytsulkeouata tankojen välissä. Jousef ovat peitetyt sopivalla 31/ eristävästä aineestaftehdyllä peitteellä sisä– ja ulkosivusta pitkin ko– ja Jonkun tangon jco pituuttaan paitsi £2$ päistä, niin että j ousienïrvlïïiien kosketus tu– lee estetyksi, joiden tankojen yli kosketinpäat kulkevat. MUltlppeiiryhmän paralleliipedisen muodon takia on selvää, että se liike, mikä on sopiva saattamaan kosketinharjat ensinnä valitsemaan joh– tojen sarjaa ja senjalkeen erityisen johdon sarjassa, on jo mainittu, se on suoraviivainen liike tasossa, joka muodostaa suoran kulman ryhmäs– sä olevien tankojen kanssa. Sitäpaitsi ovat nämat liikkeet, kuten on osoitettu piirustukaeaaa, mikä osoittaa enaimaiaen ja toisen uudestikyt– kljän yhteydessä johdon 3 kanssa ja erillekytettnä, ensinnä suorakul– maiset tankojen tasoa vasten Ja suunnatut oikeaan päin j–a senjalkeen suorakulmaiaet tankoja vasten suuntaan ylöspäin– Kosketinryhma varustettuna yksnapaiallla alaryhmillä, kuten yllä on mainittu harjakoskettiaiien yhteydessä, on yksinkertaisin Ja yleisimmin käytetty muoto, koska alta helposti ilman mitään muutosta voidaan käyt– tää uudestikytkijöitä varten millä napalukumäärällä tahansa varustettui– na. Senkautta että toistensa viereen sovitetaan kaksi, kolme, neljä tai useampia yksinapaisryimia saadaan kakanapalsia, koiminapalaia, nelinä– Missing page/ pages verraten, se on kehykseen laattojen reunaan. Yksinkertaisen ääriviivan asemesta voidaan myöskin käyttää uurretta. sopivanmuotoisia viputankoja 39,40,41 J–n*e. saatetaan sopivien laitteiden avulla toisella päistään luisumaan laatojen ääriviivalla, niin että ne saatetaan liikkee– seen ja saattavat saada kaksi, kolme tai useampia ori asentoja, ja toi– silla päillään järjestellä vetotankoja 42,43,44 j.n.e. joita kannattavat ' ja ohjaavat sopivat tuet 4$, kiinnitettyinä uudestikytkljája kehyslait– tokseen 46. Namät järjestävät liikkeet siirtyvät silloin vetotankojen avulla niihin eri koneistoihin, jotka muodostavat liikkuvat kosketin– laitteen ja oottariorgaanit, ja muuttavat niiden yhdistystä toistensa kanssa. Huutamia näistä koneistoista voidaan järjestää (mainittujen ve– totankojen ja erittäinkin vetotangon 42 avulla) takaislnvientisähkäuag– neetia 47 tai oikeammin sen «inkkurin 43 kautta joka kerta kun on välttä– mätöntä siirtyä liikkuvan kosket irilaitteen liikkeestä yhdistäjän liikkee– seen. Tänä sähkömagneetti muodostaa yhdistäjään sisältyvän osan. Erityisen laitteen kuten mainitun yhdistäjän käyttö mainittujen sään– nöllisesti jatkuvien mekaanisten muutoksien aikaansaamista varten aina eri toimintavaiheiden mukaan, muodostaa täydellisen uutuuden uudestlkyt– kijöissä, mikä on erikoisesti soveltuva automaattisia telefonikeskusase– mia varten ja tekee mahdolliseksi nootlppeliperlaatteen soveliuttamisen kokonaisuudessaan niitä eri orgaaneja varten, jotka muodostavat liikku– van kosketiniaitteen, ja ennenkaikkea moottorieiementtejä varten. ahmittuja puhtaasti mekaanisia toimintoja aikaansaa yhdis– täjä tunnettuun tapaan yhdenmukaisia vähitellen Jatkuvia muutoksia Jot– ka ovat sahköXuonnetta. Kuviosta käy selville, että iyag laattaa 38 vastaava Jousifcosketin 49 puristetaan laatan reunan avulla kolmeen mää– rättyyn asentoon, joko X3S kiintondi3ta kosketinta 491 vasten virtapii– rin aulkamista varten, tai kilntonaista kosketinta 49** vasten toisen virtapiirin sulkemista varten, tai lopuksi väliasentoon koskettlmien vä– liin, niin että »olemmat virtapiirit ovut katkaistut, kuten on osoitettu piirustuksessa. Samantapaiset jouslkoskettlmet, se on päätekoskettimet 5o ja si¥ukoskettimet 51 S voidaan uude<jtikytkeä tunnettuun tapaan liik– kuvan laitteen avulla sen ensiaaisen vastaavasti toisen liikkeen alussa. Yhdistäjän akseli 34 kiertyy suuntaan mikä on päinvastainen osoitta– jien pm kulkuun nähden kellotaulussa nähtynä alemmasta päästä, ja sen– muana kiertyvät laatat porraspyörän 52 avulla, johon vaikuttaa porras. Akseli ja senkautta koko yhdistäjä voidaan ainoastaan saattaa lepoasen– toon määrätyissä asennoissa, mitkä sopivasti ovat määritetyt saman kul– saetäisyyden päähän toisistaan. Xïftfi Kussakin mainituista asennoista aikaansaa yhdistäjä aina 1aat– to j su ääriviivojen sukaan määrätyn lukumäärän mekaanisia yhdistyksiä Ja määrätyn lukumäärän sisaaja– Ja erillekytkityksia sähkövirroissa. Se saat– taa sitäpaitsi toimittaa samantapaisia toimintaa lepoasentojen välissä pysähtymättä. Häiden toimintojen järjestysjakso on selvästikin muuttu– aaton Ja edeltäkäsin määrätty. Yhdistäjän asentojen lukumäärä, laattojen lukumäärä ja niiden ääri– viivat sekä käytettävien viputankojen muoto saattavat vaihdella aina Uiiden sähkömagneettisten yhdistelmien mukaan,mitkä ovat tarpeen kutakin erityistä uudestlkytkijänmallia varten sen erityistä käyttötapaa Ja eri– tyisiä sisempiä virtapiirejä varten. ïiirustuksessa osoitetussa laadin– tamuodossa on yhdistäjällä kuusi mahdollista asentoa. Kuvan 5 ylemmässä osassa näkyy kosket.iniyhmd leikkauksessa tasossa Joka äifi on suorakulmainen tankoja vasten, niin että yksi laatoista 26, joihin tangot ovat kiinnitettyinä, on näkyvissä. Laatat ovat sovitetut sopivalla tavalla kety–slaltokseen 46. Kuvion keskikohdalla näkyy liikkuva laite, johon kuuluu harjavaunu 30 harjoinaan 27 ja varustettuna kahdella akselilla 53 Ja 54., mitkä voi– »utøiw järjestäväksi akseliksi ja jarjestetykl akseliksi. Nämät akselit ovat yhdensuuntaiset toistensa kanssa ja muodostavat suoran kul– man tankojen tasojen kanssa ja ovat tasossa joka on suorassa kulmassa tankoja vasten. Niitä ohjaavat erityiset kehyslaitteessa olevat tuet, niin että ne vapaasti saattavat liikkua vasempaan päin akselin suunnassa ja palata takaisin lähtöasentoon, jolloin liikettä tiaisin rajoittavat laiaat tai sentapaiset 55 Ja 56. Akselit eivät kuitenkaan ole kiertyvät. Harjavaunun ja senkanssa harjakoskettlmlexi kahdenkertainen sivulii– ke aikaansaadaan Järjestävän akselin yhden ainoan liikkeen avulla kah– /SplSl/;y des3a vaiheessa. Ensimaisessä vaiheessa tulee järjestelty akseli luki– tuksi kiinni Järjestävään, ja molemmat liikkuvat yhdessä. Toisessa val– heessa tulee järjesteltyä akseli lukituksi kiinni kehykseen, ja aino– astaan Järjestelevä akseli liikkuu, sovitus on semmoinen, että järjes– teltävä akseli aina on kiinnilukittuna toiseen tai toiseen eikä milloin– kaan riippumattomana. Zanä aikaansaadaajjyiidi atä jan avulla, joka järjestää sopivia laitteita tätä varten. Järjestävä akseli on lähellä toista päätä (MiöjiHl vasemmalla puo– lella kuviossa) varustettuna uurteella 57 Ja useammilla telkihampailla 58, jotka ovat saman etäisyyden päässä toisistaan kuin kosketintankojen tasojen välinen etäisyys ja on niitä luvultaan yhtä monta kuin johto– sarjojen lukumäärä lisättynä sarjassa olevien johtojen lukumäärällä, se on osoitetussa tapauksessa löytyy kymmenen hammasta. Järjesteltävä akseli on läheltä, päätä {vasemmalla puolella) varustettu uurteilla 59, I jotka myöskin ovat sovitettuina etäisyyden päähän

toisistaan mikä va3– jt taa hampaiden 5S valista etäisyyttä, sutta on vähemmän luvulleen j<* itse asiassa yhtä sonta kuin johtosarjojen lukumäärä, esillä olevassa ta– pauksessa viisi. Järjesteltävä akseli kannattaa sitäpaitsi tästä päästä koteloa 6ft, Joka on kiertyvä akselin ympäri vaan ei siirtyvä sitä pitkin. Koteloon on suorassa kulmassa akselia vasten sovitettu kaksi vartta (vertaa kuvaa 4), joista toinen 61 on lehdenrauotöinen ja saattaa johtua järjestävässä akselissa olevaan uurteeseen 57» niin että tämä akseli tu– lee kiirmilukituksi järjestettävään akseliin, samalla, kun toinen varsi S$S 62 on kahvelinauotoinen. Tämä kahveli yhtyy tankoon 63, joka on kiinnitetty yhdensuuntaisesti järjesteltäväin akselia kanssa vetotangon 44 sivu–uikonemukseen 64. Tällä tangolla on semmoinen pituus, että se jää kahvelin yhteyteen, myöskin kun järjesteltävä akseli liikkuu aina uikoasentoonsa saakka. Vetotanko 44 johtuu päällä 65 uurteisiin 59 järjesteltävin akselin kiinnilukitsemista varten kehykseen, kun viputanko 4l tapin 66 avulla vaikuttaa vetotankoon 44. Kun tämä vaikutus lakkaa, palaa vetotanko säännölliseen asentoonsa ja irroittaa järjestellyn äkseiin, mikä vedetään takaisin sopivan vastavoiman avulla. On selvää, että tangon 63 ja kah– velin 62 välisten suhteiden takia tänä takaisinmenfcvaT liike ainoastaan saattaa tapahtua, kun lehti 61 on uurteen 57 vastapäätä ja vapaasti ajat– taa yhtyä tähän. Järjesteltävä akseli on'niinmuodoin aina kiinnilukittu– na Joko järjestelevässä akselissa tai uudestikytkijän kehyslaitteessa. Sitä paitsi on huomattava että järjestelevään akseliin kohdistuva yhdistys ainoastaan ï saattaa tapahtua, kun moienuaat akselit ovat määrätyssä asennossa toisiinsa verraten, samana kun toinen yhdis– tys saattaa tapahtua niin monessa asennossa, kuin on uurteita 59. Harjavaunu 30 on sovitettu järjesteltävään akseliin ja sitä ohjaa ohjauskehys 67, jota kannattaa järjesteltävä akseli tai mikä kannatetaan muulla sopivalla, tavalla, niin että harjavaunu järjesteltävästä akselis– ta riippumatta vapaasti saattaa liikkua yhteen ainoaan suuntaan suora– kulmaisesti molempia akseleita vasten ja samaan aikaan suorakulmaiaesti kosketintankoja vasten* iäma harjavaunun riippumaton liike aikaansaadaan järjestelevän akse– lin avulla sea toisen llikevaineensa aikana, se on sen liikkeen kautta järjesteltävään akseliin verraten, mikä tämän toisen valheen aikana el liiku. Se on, kuten yllä on sanottu, suorakulmainen harjavaunun ja mo– lempien akselien liikettä vasten ensloiaiaen vaiheen aikana ja voidaan aikaansaada eri tavalla, kuten esitetään seuraavassa. Hammaspyörä 69 ou akselilleen laakeroittu kohdasta 69 kehykseen 67 yh– densuuntaisesti kosketintankojen kanssa,.Hammaspyörä yhtyy kanteen ham– mastankooa 7o ja 71, jotka ovat suorakulmaiset toisiaan vasten ja yhden– suuntaiset harjavaunujen molempien liikesuuntien kanssa. Maniat hammastan– got ovat kiinnitettyinä järjestelevään akseliin vastaavasti harjavaunuun. On nyt selvää, että kun Järjestelevä akseli vie mukanaan JÉÍJesteltävän akselin vasempaan, harjavaunu seuraa mukana toimittamatta muuta liikettä ja vie harjat siihen kohtaan, jossa haluttu johtosarja on valittava, samalla kun, kun järjestelevä akseli liikkuu vasempaan ja Järjesteltävä akseli on paikoillaan, hammaatanko 70 kiertää hammaspyörää, niin että tämä puolestaan nostaa ylö3 hammastangon 71 harjavaunun yhteydessä, jolloin harjat muon03tavat kfiâ3Ütxaziä» määrättyyn johtoon kohdistuvan kosketuksen valitussa sarjassa. Kuvion 3 alempi osa osoittaa moottorilaitetta, se on magneettisahkö– moottorin 72 ankkurlnaen 73 Ja tämän vaikutuksen alaisina olevat eri ko– neistot. Qn huomattava, että yhden ainoan sähkömagneetin vähitellen jatkuva käyttö liikkuvan koskètinlaitteen ja £KX yhdistäjän tarpeel– listen liikkeiden aikaansaamista varten saattaa tapahtua kahdella taval– « __ la yhdistäjän avulla: joko sen kautta että eri koneistot.niihin yhdis– tetyt erityiset orgaanit maatetaan vähitellen jatkuvasti moottoriankku– rin yhteyteen, tai myöskin senkautta että mainittu ankkuri tai pikemmin siihen yhdistetty, liikkuva orgaani saatetaan vähitellen jatkuvasti mai– nittujen koneistojen yhteyteen. Enslmälnen tapa täyttää erinomaisesti vaatimukset, koska se tekee mahdolliseksi käyttää yhtä ainoata ankkuria, senkautta että liike Kunakin hetkenä rajoitetaan välttämättömiin yksi– tyisiin osiin, se on ankkuria ilman liikkuvia yhdistyksiä tai muita tar– peita, ja se on niinmuodoin määrättyä vahvuutta olevan sahkomagneetin yhteydessä paremmin soveltuva hopeita herätteitä varten. Snaiksimainitun tavan sukaan on ankkurin 731 pää sopivasti muodos– tettu ja siirtää liikkeensä välittömästi tankoihin 74 ja 75, mitkä ft*** vuorostaan saatetaan sen yhteyteen vetotangon 42 avulla tappien 76 ja 77 välityksellä. Molemmat tangot 74 ja 75 ovat kiertyvästi laakeroidut kohdista 78 ja 79 tukiin äo Ja 81, jotka ovat kiertyvät tappia 82 ja 83 ympäri. Ne siirtävät moottoriankkurln aiheuttaman liikkeen porraspyöraän 52 ja senkautta yhdistäjän akseliin, telkihampaieiin 58 ja niinmuodoin järjestelevään akseliin portaiden 84' ja 85 avulla.Vetotanko Six 42 aja– tetaan siten vaikutuksen alaiseksi, että tanko 74 joutuu työasentoon yhdistäjän liikettä varten, joko viputangon 39.Sï£ avulla (kuten on osoi– tettu piirustuksessa) tai takaisinasetteluaahkömagneetin avulla. Toi– saalla saatetaan tanko 44 vaikutuksen alaiseksi, niin että tanko 75 joutuu työasentoon järjestelevän akselin liikettä varten, Jonkun sopivan# vastavoiman avulla, mikä voidaan saattaa vaikuttaman,silloin Mi il kun ei viputanko 39 eikä ankkuri 48 vaikuta. Telkihaka 86 laakeroittuna kohtaan 07 yhtyy telkihampaisiln 58 Järjestelevän akselin pysyttämistä varten vähitellen jatkuvasti esiln– työnnetyssä asennossa. Tämä telkihaka irroitetaan vetotangon 43 avulla ja saatetaan yhtymään hampaisiin sopivan vastavoiman avulla. Toisen tavan mukaan liikkeen siirtämistä varten (kuv. 5) järjestää rnoottoriankkuri tangot 74 Ja 75 £ sormen 68 avulla, Joka on laakeroittu kohdasta 89 ankkuriin ja joka vuorostaan järjestää sen noista moleramis– ta tangoista, jonka vastapaäta se on viety vetotangon 42 avulla tappien 76 ja 77 välityksellä. Vetotanko 42 vaikuttaa tässä tapauksessa sormeen @3 tankojen 7* ja 75 asemesta. On helppo seurata uudestlkytkijan vaikutusta yksinkertaisessa esi– merkissä eräässä niistä tapauksista) joiioinka sitä useimmin köytetään, se on johtojen yhdistämistä varten automaattisessa telefonikeskuaasemalla mm uudestlkytkij * aikaa. vaikuttamaan, johtuu moottoriin virtafcerä– te ja vetää ankkurin puoleensa, mikä tangon 74 ja vastaavan portaan avulla työntää yndistäjän asennosta I asentoon II. Tässä asennossa ir– roittavat viputangot 39 ja 4o vastaavat vetotangot. Tanko 75 saatetaan ankkurin yhteyteen ja telkihaka 86 yhtyy hampaisiin 58. Silloin Johtuvat vlrtaherätteet huutoasemalta välittömästi tai siirrettyinä releiden kautta sähköaiagneett moot tori in, joka vetää puoleensa atokkurinsa yhtä useasti kuin se ot–taa vastaan naita herätteitä, ja kun ankkuri vaikuttaa tangoon 7$ ja sen portaaseen, siirtyy järjestelevä akseli Ja t.aman akse– lin mukana liikkuva kosketinlaite vasempaan vastaavan lukumäärän aske– lelta. Jos huutoaaeoan otaksutaan lähettäneen ainoastaan yhden herätteen liikkuu järjestelevä akseli yhden ainoan askeleen ja pysytetään tässä asennossa tekihaan S6 avulla, jolloin kosketinharjat on viety asentoon \jiaa_ / tankojen vastapäätä ensimalsessä sarjassa. Välittömästi senjalkeen ta– kaisinasettelumgneetti 47 virtaa paakoakettimien'yhdistetyn vaikutuk– sen kautta liikkuvan kosketlnlaitteen enslmaisen liikkeen takia, he– rätteiden lakkaamisen kautta huutoasema eaxa eri releiden kautta, Joita ei osoiteta piirustuksessa,j *. joiden toiminnat lankeavat keksinnön piirin ulkopuolelle, jolloin sanottu

sähkömagneetti vetää puolelleen ankkurinsa, niin että sähkömagnettimoottori jälleen tulee asetetuk– si kuntoon yhdistäjän vaikutuksen alaiseksi saattamista varten, mikä tapahtuu välittömästi niinpian kun uusi vlrtaheräte sattuu mainittuun sähkömagneettimoottoriin. =l£äS maistajan asennossa III yhtyy viputangon 41 vaikutuksen alaisena oleva vetotanko 44 päällään 65 sen vastapäätä, olevaan uurteeseen 58 (tässä tapauksessa ensimaiseen uurteeseen)« ja samaan aikaan jättää leh– ti 61 uurtegn 57. Kun järjesteltävä akseli siten on kiinnilukitt'ina ke– tiyslaitteeseen, ja ainoastaan järjestelevä varsi saattaa liikkua, ai– kaansaavat seuraavat virtaherätteet huutoasemalta edelleen tapahtuvan liikkeen järjestelevään akseliin vasempaan päin ja niinmuodoin liikkeen harjavaunuun ja harjoihin ylöspäin. Jos eslci. kolme utta herätettä saa– puu huutoasemalta, liikkuu järjestelevä varsi edelleen kolme «kelta ja pysähtyy kaikkiaan neljän askeleen liikkeen Jälkeen. Harjat ovat silloin siirtyneet siten, että ne ovat johdon 3 kosketuksessa (kuv. 1), se on tankojen 9? ja t? kanssa. ïübko liikkuva kosketinlaite pysytetään silloin tässä asennossa telkihaan 86 avulla. Välittömästi senjälkeen ja yllä mainitun yhdistetyn vaikutuksen kautta, jonka lisäksi tässä tapauksessa sivukoekettiiiiien 51 uudestikytkitys harjavaunun ensimuieen riippumatto– maa liikkeen takia» uusiintuvat mainitut toiminnat, ja yhdistäjä siirtyy silloin asentoon IV, jossa viputanko 39 jälleen saattaa vetotangon *2 kuviossa osoitettuun asentoon. Äskenmainittua kosketinasentoa ja aeuraavia asentoja IV,V ja VI voi– daan käyttää multa välttämättömiä toimintoja varten, eslR. huutoase– man tutkimista varten, merkin "ylösotettu" siirtämistä varten huutoase– malle, joa huudettu aseica on ylösotettu, huutomerkin siirtämistä varten huudettuun asemaan, jos tämä on vapaa sekä keskustelua varten. Kaikki nämät XäISUI8ä£2XSJU6X toimitukset toimitetaan riippumatta uudestikytki– i* jän oikeasta liikkeestä eri releiden ja sänköyhdistyksien yhdistetyn vaikutuksen kautta, aikaansaadut yhdistäjän avulla ja riippuvina erityi– sistä slseitfidstä virtapiireistä ÄSX uudestikytkijässä ja telefonlkeskus– aseman erityisestä tyypistä mutta jotka eivät kuulu esilläolevaan kek– sintöön. kun puhelu on päättynyt, mikä voidaan otaksua tapahtuvan, kun yhdls– tûjii on tullut asentoon VI, vie sähköBagneettlmoottorin kautta kulkeva vlrtaheräte yhdistäjän lähtoasentoon, se on asentoon I, Jossa vetotanko 4–3 saattaa telkinään 36 erille hampaiden 58 yhtyisykøesta. Siten liikkuu l– järjesteievä akseli sopivan vastavoiman vaikutuksen alaisena takaisin, *– siksi kunnes sen laippa 55 sattuu lehteen 61, ja samaan aikaan laskeutuu tin– harjavaunu järjesteltyyn akseliin. Ainoastaan talla hetkellä, koska yh– 'a diatäjän asennossa I viputangon 41 vaikutus vetotankoon 44 lakkaa, saat– OiU– taa lehti 61 johtua uurteeseen 57i minkä vastapäätä se sijaitsee, ja vä– järjestelevän akselin liike takaisinpäin saattaa Jatkua, talloin ottaen mukanaan Järjestellyn akselin, siksi kunnes molemmat, saavat lähtöasennon «4.p= . – v" se 011 kunnes laippa 55 sattuu kehykseen. HarJavaunun toinen liike, se on kun se liikkuu järjesteltävästä ak– selista riippumatta, voidaan aikaansaada monella muulla tavalla kuin se– litetyllä. Voidaan esim. hammaspyörän 68 asemesta, mikä samaan aikaan £ yhtyy molempiin haamastankoihin 70 ja 71, käyttää kahta hammaspyörää tai ha–tfpnassektorla, kiinnitettyinä samaan akseliin 69 ja kumpikin yhtyen yh– 'teen hammastangoista. On huomattava, että Job hammaspyörillä tai hammas– sektoreilla on eri suuret halkaisijat, järjestelevän akselin toimittamat liikkeet tulevat olemaan toiset kuin harjavaunun liikkeet. työrien ja sektorien asemesta voidaan käyttää suoraan kulmaan taivu– tettua viputankoa, laakeroituina akseliin 69« Molempien hammastankojen 70 ja 71 asemesta käytetään silloin kahta tappia, sovitettuina siten että kun ainoastaan järjestelevä akseli liikkuu, ensimälnen tappi, mikä on kiinnitetty mainittuun akseliin, vaikuttaa viputangon toiseen varteen saalia kun toinen tappi, joka on kiinnitetty harjavaunuun, on viputan– gon toisen –laikutuksen alaisena, niin että harjavaunu siirtyy pystysuo– rasti. Gb huomattava, että jos viputanko ei ole tasavartinen tulevat järjestelevä» akselin ja harjavaÄnub liikkeet olemaan erilaiset. On myöskin mahdollista taivutetun viputangon asemesta käyttää epä– keskoja tai kaltevaa tasoa, sovitettuina järjestelevään akseliin tai harjavaunuuft, tai käyttää sopivia yhdistelmiä mainituista orgaaneista tai jotain muuta sopivaa orgaania. Lopuksi on myöskin mahdollista so– vittaa molemmat akselit, sekä järjestelevä että jär– jesteltävä, tasoon mikä on yhdensuuntainen kosketintanicojen kanssa näi– tä vasten suorakulmaisen tason asemesta, tai ayöskls johonkin muuhun ta– soon tai tehdä toinen akseleista ontoksi ja sovittaa toinen tämän sisään* Liikkuvan kosketinla.itt.een ja sen muunnoksien selitetyssä raken– teessa liikkuvat aina kosketinharjat kahdessa eri suunnassa. Tämä liike ob ipyöskin sopivin kosketinryhmän annetussa, tunnusomaisessa muodossa. On kuitenkin huomattava, että erittäinkin ÆüSKil harjojen toinen liike erityisen Johdon valitsemista varten sarjassa saattaa olla kiertoliike pysyttämällä tähän tarpeelliset orgaanit tarpeeksi yksinkertaisina. Täs– sä tapauksessa saa ko*o liikkuva kosketiniaite samaa muodon kuin on muilla jo tunnetuilla uudestikytkinjärjestelmillä. Kuva 6 osoittaa poikkileikkauksessa kosketinryhmän kautta uudesti– kytkijsn yhdistelmän jossa käytetään kahta liikettä varustettuna liik– kuvalla kosketinlaitteella kiertyvine harjoineen. Yhdistäjä ja kosketin– ryhmä osoitetaan ylhäällä vasemmalla ja oikealla puolella Ja liikkuva ko»».etinlaite kuvion keskikohdalla. Liikkuvaan kosketinlaitteeaeen kuu– luu aivan yksinkertaisesti akaej.! 90, johon kosK–tinharjat 27 ovat vä– littömästi kiinnitettyinä puristimien 29 avulla. Äkseli on sovitettu suorakulmaisesti kosketintanicojen tasoa vasten Ja pysytetään asemillaan Ja ohjataan erityisten tukien avulla sovitettuina kehyslaitokseen 46, niin että se helposti saattaa liikkua XZ vasempaan akselin suunnassa Ja palata takaisin lähtöasentoon, Jolloin liikettä takaisin rajoittaa lain– pa 91» Akseli saattaa myöskin kiertyä molempiin suuntiin. Kosketinharjoina näytetään Jousia 2S, jotka muotoon ja sovitukseen nähden ovat jo selitettyjen näköiset paitsi siinä, että ne tassa tapa– uksessa sattuvat enBiffiäiäii» kosketintankoihin pienemmässä kulmassa. Tä– mä käy selville kuvasta 7, joka osoittaa oaan uudestlkytkijastä pituus– leikkauksessa. Karjavaunun kahdenkertaiseen liikkeeseen kuuluu tässä ensinnä akse– lin siirto vasempaan ja senjalkeen sen kierto vastaaurinkoa, nähtynä sen vasemmasta päästä. Easimäiaessa liikkeessä saatetaan harjat asentoon halutun johtosarjan valitsemista varten, ja toisessa liikkeessä saate– taan ne erityisen johdon kosketukseen valitussa sarjassa. Näiden molempien liikkeiden saamilta varten shköniagneettiBioottoris– t» kannattaa akseli vasemmassa päässä kuviossa kahta ryhmää hampaita 92 Ja 93* Ett****!*** Ensiksimainittu muodostaa renkaanmuotoiaia telkiham– paita etäisyyden päässä toisistaan mikä on yhtä kuin kosket, lntakoj en ta– sojen välinen etäisyys ja luvultaan yhtä kuin johtosarjojen lukumäärä (t..saa tapauksessa viisi), samalla kun toinen tyhmä muodostaa pitkittäin lukumäärä kussakin sarjassa (esillä olevassa tapauksessa viisi). Pit– kittäin kulkevien hampaiden välinen etäisyys suurenee asteittain suh– teellisesti siihen kulmaan» minkä harjojen tulee kiertyä saavuttaakseen tangot. Jos otaksutaan, että tangot ovat saman etäisyyden päässä toi– sistaan» suurenee akselin kiertoliike harjojen liikkeen mzXKät aikana tangosta seuraavaan. Jos. eri tankojen välinen etäisyys valittaisiin niin että ne pienenisivät, voitaisiin

akselin kulmaliike pitää pysyvänä» Kuvion alaosassa osoitetaan uudestlkytkijän moottorielement.it, mitkä ovat täydellisesti yhdenmukaiset jo selitettyjen kanssa. lankojen 74 ja 75 välissä on tässä kuitenkin kolmas tanko 94, mikä kontaan 96 laakeroi– 2££K dun kulmaviputangon 95 ja portaan 97 avulla siirtää Kiertoliikkeen akseliin. Löytyy myöskin toinen telklh–ku 98 laakeroituina kontaan 99 ja järjesteltävissä enslmäisessä telklhaassa frlevan sormen 86* ja sen– kautta ££?)£ vetotangon 43 avulla, mikä siten pysyttää akselin toisiaan 3eura.itvissa asennoissa, mitkä se kiertyessään saa. On kuitenkin sejaä että järjestelytanko 42 tässä tapauksessa saattaa vaikuttaa moottoriank– kulkevia telkihampalta luvultaan yhtäkuin johtojen kurissa olevaan varteen leuten kuvassa 5 sen sijaan että se vaikuttaa tankoihin 7*75 ja 9*. Uudestlkytkijä varustettuna kiertyvillä harjoilla vaikuttaa pääasi– assa samalla tavalla kuin yllä on selitetty. Kim vetotanko 42 yhdista– |ïttt jän asennossa III jpitää tangon 94 ankkurin vastapäätä, aikaansaa– daan akselin kierto, kun toinen virtaheräte saapuu huutoaäenulta. iCun keskustelu on päättynyt ja yhdistäjä palaa takaisin asentoon I, irroit– taa vetotanko 43 telklhaat 86 ja 98 yhtyaiyksestään telkih and xr.paiden kans– sa ja akseli kiertyy ensinnä takaisin sopivan vastavoiman avulla, siksi kunnes harjat ovat vapautuneet kosketintangoista, ja senjalkeen saatetaan akseli lähtöasentoonsa. Mahdollisuus voida yhdistää liikkuvan kosketinlaitteen päärakenne yl– läselitettyyn kiertyvään harjakoneistoon on suuresta merkityksestä, On tu irtyöskin jrahdollista antaa kosketinharjoiiie päärakenteessa mainitsi kah– denkert*i$Bn IISKIifcf liike käyttäjällä akselia mikä osaksi siirtyy ja osaksi kiertyy. Kuva S osoittaa esimerkin tästä yhdistetystä rakenteesta, jolloin akseliin 90 kosketinharjojen asemesta on kiinnitetty kaksi ul– konevaa vartta loo, joiden väliin on sovitettu hammaspyörä loi, joka harjavaunuasa 30 olevaan hammastankoon lo2. Mainittuja varsia käytetään siirtämään harjavaunu akselia I03 pitkin, aika on kiinnitetty kehyslai– toicseen 46. Tämän akselin tehtävänä on ainoastaan olla johteena harja– vaunua varten, kun se akselin 90 kiertyessä pakoitetaan liikkumaan ylös– päin. Johde voidaan useasti sovittaa välittömästi harjavaunun Ja Js.ehys– laitoksen väliin tai suulla sopivalla taialla. Samalla tuvalla kuin yllä on selitetty, on inyöskin tässä mahdollista mainittujen erikoislaitteiden asemesta käyttää muita orgaaneja, mitkä sopivasti yhdistettyinä toimit– tavat samoja toimituksia. Kuva 9 osoittaa yksinkertaisemmaksi tehdyn uudestikytkijän jolla on ainoastaan yksi liikesuunta. Ylhäälläpäin näkyy kosketinryh»ä, johon esimerkiksi kuuluu yxsi ainoa, sarja viisi kaksnapalsta johtoa, ge on sillä on ainoastaan kymmenen kosketinta litteiden tankojen muodossa. Alaosassa osoitetaan liikkuva laite, johon kuuluu akseli lo4 j«, harja– vaunu 30. Akseli saa llikeherätteensä hampaiden lo5 kautta ja siirtää sen hairor.ast and u and ftn yo avulla hammaspyörään, joka vuorostaan siirtää liikkeen hammastankoon 71» niin että harjavaunu liikkuu ylöspäin. Ak– seli I06 on kiinnitetty kehykseen 46 ja sitä käytetään ainoastaan kan– nattamaan johdekehystää 67. Myöskin tässä yksinkertaisemmassa laadinta– muodossa on mahdollista käyttää laitetta varustettuna kiertyvillä har– joilla (ollen kuvassa 6 osoitetun näköinen) tai yhdistettyä laitetta (kuten kuvassa 8), ja on sitäpaitsi mahdollista käyttää hammaspyörän asemesta jotakuta muuta sen ennen mainituista yhdenarvoisista pyöristä. Voidaan myöskin vielä edelleen tehdä yksinkertaisemmaksi laite {ku– ten on osoitettu kuvassa lo) yhdistämällä akseli lo4 ja harjavaunu 3o yhdeksi' ainoaksi orgaaniksi. Tässä tapauksessa supistuu liikkuva laite yksistään harjavaunuun, mikä,sopivasti ohjattuna kehyksen ö7 avulla, välittömästi kannattaa hampaita I07, joiden avulla se saa liikkeensä s ahkoæagneett moottorista. Patenttivaatimus. 1. Uudestlkytkijälaite automaattisia teltífonixesiusadéraia ja senta– paisia varten, jossa kuilunkin uudestikytkijaan kuuluu häärätty lukumäärä kiintonaisia koskettiraia, yksi tai useampia liikkuvia koskettlmla seka moott.oriorgaanit, tunnettu siitä, että namit osat ov«*t sovitettuina muitippelikåyttöä varten Joko senkautta että niitä käytetään samanai– kaisesti eri toimituksien toimittamista varten riippuen siitä, että niiden muoto on sopivasti valittu kiintonaisiin koskettimiin verraten, tai senkautta että niitä käytetään mainittujen toimituksien toimitta– mista varten vähitellen jatkuvasti niiden sähkömekaanisen kyt.kityksen vaihtelun kautta liikkuviin koskettimiin Ja moottorioraaneihin verraten. 2. Patenttivaatimuksen 1 mukainen uudestikytkijälaite, tunnettu siitä että hiintonaiset koskettimet, mitkä muodostavat kosketinryhman,samaan aikaan ovat multlppelikäytön esineenä ja niillä on semmoinen muoto, että niitä samanaikaisesti käytetään liikkuvien koskettinuen ja yhden ja sa– man uudestikytkijäryhaän välisenä yhdistyksenä 3ejta vastaavien kilnto– ria.i3t.en koskettimien ja lyimien valista kertolaskua varten. 3. Patenttivaatimuksen 2 mukainen uudestikytkijälaite, jossa ryhmän kiintonaisia kosjtet.tiraia samaan aikaan käytetään yhdistystä varten liik– kuvien koskettlmien kanssa yhdessä ja samassa uudestikytkijässä sekä eri uudestikytkijöiden välistä kertolaskua varten, tunnettu silta, että kiintonaisilla koskettimilla on litteiden tankojen tai sentapaisten muo– to, jotka ovat yhdensuuntaiset toistensa kanssa ja kiinnitettyinä eris– tävästä aineesta laadittuihin kannatuslaattoihin, mitkä ovat sovitetut, suorakulmaisesti tankoja vasten yleanaä yhtäsuuren etäisyyden päähän toi3istaaa, ja joiden kautta tangot pistävät esiin, ilman että niiden päitä muutetaan Ja keskeymattä, sen ryhmän ulkopuolelle, joihin ne kuu– luvat, niin että ne muodostavat sarjan ryhmiä, eroitettuina toisistaan mainittujen eristävien laattojen avulla. h–. íatenttlv*atimuk3ôn 3 mukainen uudestikytkijälaite, tunnettu alita että tangot ovat sovitetut yhtäläisen etäisyyden päähän toisistaan mää– rättyyn lukumäärään yhtäläisen etäisyyden päässä toisistaan oleviin tasoihin, jolloin ne XZftX tangot, jotxa kuuluvat johtosarjaan, ovat íáfcíÂàâí yhdessä tasossa, Jos johdot ovat yksnapa–lsla, tai useammissa ta– soissa vastaten napoja, jos johdot ovat mooinapaisia, ja tangot saavat asantojtasossa ‘tai tasoissa, mitkä tantalleen taataavat aiita asentoja mitkä tangot saavat Kaikissa suissa tasoissa. 5. Patenttivaatimuksen * mukainen uudestikytkijälaite, tunnettu siitä että, kun yksi ainoa sarja johtoja on olemassa,tangot ainoastaan ovat siihen/ sovitettuina XälgBX tai niihin tasoihin, mitkä vastaavat johtojen napoja. o. Patenttivaatimuksen 1 mukainen uudestikytkijälaite, jossa liikku– vat koskettimet (joita kannattavat harjavaunu sekä muut siihen yhdiste– tyt orgaanit) ja ennen kaikkea moottoriorgaanit ovat aijotut. vähitellen että jatkuvaa multippelikäyttöa varten, tunnettu siitäTmainittu Mlilï aul– tippelikayttö aikaansaadaan vähitellen Jatkuvasti vaihtelemalla niiden orgaanien toimituksia, mitkä muodostavat liikkuvan laitteen ja järjestä– mällä ne yhden ainoan moottorin avulla, joka saattaa vaikuttaa eri ta~ valla samaan liikkuvaan laitteeseen kalkki niiden erilaisten toiminta– vaiheiden mukaan, joissa uudestlkytkijä on. 7. Patenttivaatimuksen 6 mukainen uudestikytkijälaite, minkä tunnus– merkkinä on sähkömekaaninen yhdistäjä, mik* tekee multippeiikäytön mah– dolliseksi uudella tavalla uudestikytkijän eri toimintavaiheiden aikana vaihtelemalla mekaaniset yhdisteet ja samaan aikaan tunnettuun tapaan vaihtelemalla uudestikytkijän sisemmät sähköyhdisteet. 8. Patenttivaatimuksen 7 mukainen uudestikytkijä, tunnettu siltä että sähkömagneettiseen yhdistäjään kuuluu useita iaurtttttK laattoja, joilla on eri äariviiva radiaaiisessa suunnassa, kiinnitettyinä yhtei– söön kiertyvään

akseliin, aekä joukko viputankoja, mitkä nojaavat mai– nittuja ääriviivoja vaaten toisella päällä Ja toisella päällä toimitta– vat tarvittavat muutokset yhdisteissä. 9. Patenttivaatimuksen 3 mukainen uudestlkytkijälaite, minkä tunnus– merkkinäftakaisinvieva «ähkömagneetti, sovitettuna käytettäväksi yndis– jän apuna, kun tumä on saatettu liikkeeseen moottorin avulla liikkuvan kosketmialtteen edelläkäyvän liikkeen jälkeen. 10. Patenttivaatimuksien S Ja 9 mukainen uude3t.lkytkljälaite, tunnettu siitä, että laatat 3>n sijaan että ne ovat profiloidut säteen suunnassa ovat profiloidut akselin suunnassa t*.i varustetut uurteilla. 11. Patenttivaatimuksien S–lo mukainen uudestikytkijälaite, tunnettu ainoastaan siitä, että yhdistäjä on sovitettu pysähtymäänedeltäkäsin määrättyihin asentoihin muuttumattomassa, edeltäkäsin määrätyssä Järjestyksessä,Jota edeltäkäsin määrätyt sähkömekaaniset yhdisteet vastaavat, jolloin muita £ and £££ and $ yhdisteitä myöskin voidaan aikaansaada hetkellisesti lauttojen »19*– ’ 1/. Patenttivaatimuksien 15 Ja 16 mukainen uudestlkytkijälaite, tunnettu siitä, että hammaspyörä on vaihdettu kanteen hammaspyörään tai hammassektoriin yhtäsuurilia tai erisuuriila halkaisijoilla varustettui– na, tai taivutettuun viputankoon, Jonka toiseen varteen vaikuttaa tappi, mikä korvaa ensimäistä haramastankoa, samalla kun toinen varsi vaikuttaa tappiin, mikä korvaa toista hammastankoa, tai epäke3koihin tai mainittujen orgaanien sopiviin yhdisteisiin tai muihin laitteisiin. lö. Patenttivaatimuksien 15 ja 16 mukainen uudestlkytkijälaite, tun– nettu silta että järjestelevä akseli on kiertyvä siirron jälkeen, ja etta harjakoskettimet ovat sovitetut välittömästi siihen,sopivaan asen– toon, niin että ne sattuvat kllntonaisiin kosketintankoihin sopivan Vä– liajan aikana, jolloin järjesteltävä akseli Jää pois. 19– Patenttivaatimuksien 15–17 mukainen uudestikytkijalait–e, tunnettu siitä, että harjojen riippumaton liike, kun järjestelevä akseli on kier– tyvä, aikaansaadaan jo and o hammaspyöran avulla, joka on sovitettu sanot– tuun akseliin ja yhtyy harjavaunuun sovitettuun hammaotaakoon patentti– vaatimuksen lo mukaisesti tai patenttivaatimuksessa 17 mainitun laitteen avulla. Ho. Patenttivaatimuksien 5 Ja 13–19 mukainen uudestikytkij älaite, tunnettu siitä, että, kun ainoastaan on kysymyksessä yksi ainoa sarja Johtoja, liike sarjan valintaa vartøm jätetään pois ja että harjakosket– timien toinen liike aikaansaadaan jonkun edellä olevissa patenttivaati– muksissa mainitun laitteen äl£ avullaryhdistämällä järjestelevä akseli ja narjavaunu yhdeksi ainoaksi orgaaniksi senkautta että akselin ham– paat sovitetaan välittömästi harjavaunuun. 21. Patenttivaatimuksen 6 mukainen uudestikytkijalaite, jolioina moottoriorgaanit ovat aijotut multippelikäyttöa varten aikajärjestyksessä tunnettu siitä, että moottorinherate siirtyy liikkuvaan kosketimlaltt.ee– sean sen liikkeiden aikana kahdenkertaisen valinnan toimittamista varten ja myöskin yhdistäjään saattamalla ne Í8Í11ÂX3EX koneistot, joiden teh– tävänä on vähitellen jatkuvasti ottaa vastaan liike, varsinaisen aahkö– magneettlrnoottorin ankkurin yhteyteen, Jolloin mainitut mekaaniset toi– mtuuat aikaansaadaan itse yhdistäjän ïi$t avulla. 22. Patenttivaatimuksen 21 mukainen uudestikytkijälaite, tunnettu siitä, että sen sijaan että saatetaan eri koneistot, joiden tulee ottaa vastaan liike, vähitellen jatkuvasti moottorin ankkurin yhteyteen sanot– tu an/vkuri tai siihen yhdistetty liikkuva sormi vähitellen Jatkuvasti saatetaan mainittujen koneistojen yhteyteen. ääriviivojen avulla välillä olevissa asennoissa, joiden kautta yhdistäjä Kulkee pysähtymättä. 12. Patenttivaatimuksien 7–11 mukainen uudestikytkijälaite, tunnettu siitä, laattojen lukumäärä, kunkin näiden ääriviiva, viputankojen muoto Ja, Ifixsäälxa pysähdyspaikkojen lukumäärä ovat valitut uude3tikyt– kljän kunkin erityisen mallin mukaan, jonka kanssa yhdistäjän tulee toi– mia ja sen sisemmän virtapiirin mukaan. 13. Patenttivaatimuksen 6 mukainen uudestikytkijälaite, joesa liikkuva kosketinlaite on aljottu multippelikäyttöä varten erään ajanjakson aika– na tunnettu siitä, että harjakoskettimet tai niitä kannattava vaunu on sovitettu toimittamaan kahta liikettä, nimittäin ensinnä Johtosarjan va– lintaa varten ja senjalkeen erityisen johdon valintaa varten sarjassa järjestelevän akselin avulla, joka on liikkuva yhteen ainoaan suuntaan hammastangon tai sentapaisen avulla, ja toisen järjesteltävän akselin avulla, johon sopivasti harjavaunu on sovitettu, mitkä kaksi akselia ovat yhdensuuntaiset toistensa kanssa, suorakulmaiset koaketintankojen tasoja vasten ja sovitettuina yhteen Ja samaan tasoon mikä an suorakul– mainen kosketint and nkoja vasten* 14. Patenttivaatimuksen 13 mukainen uudestitytkijälaite, tunnettu siitä, että akselit sen sijaan ovat sovitetut tasoon joka on yhdensuun– tainen kosketintfeikojen kanssa tai johonkin muuhun sopivaan tasoon, tai myöskin siten että toinen akseli on ontto ja toinen sovitettuna siihen. 15. Patenttivaatimuksen 13 mukainen uudestikytkijalaite, tunnettu silta, että liike kosketlntankojen valintaa varten toimitetaan kahdessa vaiheessa, jolloin ensimäisen aikana liike siirtyy välittömästi järjes– teltävään akseliin ja harjavaunuua kosketlatakosarJan valintaa varten, samalla kun toisen vaiheen aikana järjesteltävä akseli jää liikkumatto– maan tilaan ja Järjestelevää akselin liike siirtyy harjavaunun riippu– mättämässä liikkeessä, mikä aiheuttaa sen, että harjat toimittavat toisen valinnan, se on erityisten kosketlntankojen valinnan, jolloin harjojen molemmat liikkeet toimitetaan tasossa joka on suorakulmainen tanko;ja vasten siten, että easiaainen liike on yhdensuun– tainen akselien kanssa Ja toinen suorakulmainen tankoja vastan. 16. Patenttivaatimuksen 15 mukainen uudestikytkijälaite, tunnettu siitä, että harjavaunun riippumaton liike aikaansaadaan harjavaunuun so– vitetun hammastangon avulla, mikä yhtyy järjestelevään akseliin laake– roittuun hajnmaspyörään, mikä samaan aikaan yhtyy toiseen hammastankoon sovitettuna Järjestelevään akseliin ja niineuodoin kiertyy viimeksimai– nitun avulla. –15 – 1 Van lean iven still another ytterligare Forenklet device (As is ritat i Iflg. Lo) by connecting the Forent the axle October oen toretvagnen For interpretation of ett enda Torgan. I this case the reducer the movable apparatus in the financial norttvagnen Infcart, vilten, suitably controlled by a ramen 67, direkt uppfeaer tinder I07 »l JOmkopplareanordnlng for Automatisk telefoncentraler oen Uk–ande, whereby each one switch eest and r av ett vittt plurality of social service kontakter, iessa ett par aro arranged in either an multipelanvindning for thereby that. de used simultaneously for carrying out the Olika funktioner beroende cancer, att deras form is suitable in vald in relation to the social service de Kontakt, or claim thereby that the de anvaendas For the embodiment of the NAC and ida Olika funktioner suc–cessivt Genome variation of the deras eiektromekanlska koppling 1 IBriAllande ce till the movable Kontakter Science motororganen. 2). Cmkopplareanordnlng according to patentanapraket 1, kwneteeknad Dar–av, att de fasta Kontakter, tora tiilda l kontaktgrttpp, aamtfedigt Aro foerea and l for multipelanvuendning Science hava s and graph form, att de samtigt na till communicates between the movable Kontakter oen I oen mare om– koppiaregrupp Anon till multiplikation between de motsvranae fasta Group.. Takter oen grupper. 3) "Qmkoppiareanordning according to patentanspraeket 2, wherein gruppens fasta kantakter simultaneously Earn points till faerojndeise mea aet movable kontav–t« i «i I oan s« mma over switch samt till kaytiktaiaa multiplikation mel–lan de Olika the switch, saaneteejjaad outside the home, in that d * fasta Kontakter, hava the shape of a Flata at aeng * r or the like,

parallel to one another oen filta 1 uppteaemingsplattor isolerande audiovisual material, vilka ARO are arranged at right angles to Stanger pi 1 allmaenhet fringed dirt a distance to each other, ocfc. By means of vilka Stanger »kjuta ut, utan att deras resp. Lage's aendrat oen utan jtittavfcrott * utanfoer the Grupp, till the weekly * nd # Hora, so that the de Hilda I foeljd a7 grupper, skilda Fran to each other through said ispierande pi * ttor. 4). Cmkopplareaijordning according to patentanapraket 3, kannetewknad daer * – AV, Stanger att tro arranged throug dirt av # t and nd from each other I ett comm plurality of p and dirt avstind fringed each other "plan to compression, whereby the de stinger • tillhoera om en serie av Laekningar, lie at least 1 ett plan, owner ledningarna Aro enpollga, or 1 corresponding to a plurality of plan Polarna, owner ledningarna Aro glerpoliga, oen Stanger intaga herein pursuant to one ptoeet eller planes, tom accurately by correspond with de Lage, som intagas Stinger 1 below av de second planes. : edelat vilka the ernalier sin roerelse Fran eleitromagnetmotorn. or more than one of R and rllga kontakter och motororgan, characterized in total diameter, in that 5). omkopplareanordning ualigt patentantpraket H, Jtimneteeknaa 'irav, in that, oh I do not enda strie maningar foerefinn * v «,» Tanger Dlott ro anarunade i det «lier de plwi,» om * ledningarna correspond with the poles. 6). Oiflkopplartanordning according to one patentwispraJcet> Vaerviline it roer–liga Kontakter ("ditch uppeara * av en 'eor * tvagn oamt second darcied luck as orgwi) c« h In front of allt motororganen aro av «» dda for tuuettaiv multi–peianvaendnmg, kanneteeknad outside the home, * tt i anm da multip–ilanvanOning obtained is gwiomlKI * Inti «« »tivt. funktionerna vary for no «do organ, tom vilda dta movable ouh the apparatus by connecting the REGLER by means of the« sanding or the enda, "ora Kan broadcloth PA Olika tatt Pa professional movable apparatus in allt erter de oliJta operationsbaser, i vilk.a fcefinnei the switch signal. 7). Gmkopplareanordning according to patentantpraket 6, kanneteeknaa »v Sun eiektroaekaniejc.noaeinator,» ou medgiver multipelanvaendningen ge–nom att PA it.t. the monitor manner under the switch * am * d * aperati'OUEBfattr varitra mekanltjca fortoia.lelaema QoL twatidigt pa Xiuit # att vary for properties la–opp inner ring * more Riska foeroelndtlttr. . s). QniKopplareanordning.enligt pat.entanspraket 7> karmeteeknad d * rav, in that it eiektromekaniska komointorn Hoestar av.ett plurality of sxivor »med oiixa profil i RADIEL led» fast.a PA to a common pivotal movement axel, och – av ett lever arms, som lie at least an mot said profiler Med ena atiden ooli iced Anara inden perform an de a required foeraendringar percent roertiitdelMr the year. 9). Qmkoppiareanordning according to patentanspraket 8, k * m) an extract from the «knad av en aterfoeringselektromagnet, arranged for aom the aid of com and inator, Naer Denna satts i av roerelse motfcrn artar I roereiae av preceding the movable contact device. 10), according to onfropplareanordning p * tentanspraken 8 9 oen, Mortgage you * knad outside the home, in that the plates I Instead of the Vice–profiled ir »d and EII led Aro profiled in an axial led eller each provided with grooves. 11). Omkoppiareanordning according to patentansprae and I S–lo, kaenneteek–nad daeray, att knutoeinatorn is provided to stanna lot t ti pit foerhand D and – stamda lagen i do not Ieke foerunderlig, PA foerhand 'bestund foeljd, against which the de pa roerhand beatuemd * elektromeianiska foerbindelserna Svara, wherein and–ra foerbindelser aeven kunna astadkommas momentant By means of the boards profiler i de mellanliggande lagen, Genome vilka combinatorial passes utan att stan–na. r * j 33T). osskopplureanordning according to patentansprajcen 7–11, k * nnete «k–nad uarav» that the number of skivor »v * r ooh I do not av dessas profil, havatafigerna and form samt Antalet stainiingsstallen aro v * lda after each saerskilda modell i over switch, med Vilken combinatorial Skall samarbeta oen erter its inner «roemkrets according to Omkoppiareanordnlng. patentanspziket 6, wherein aen • s • fliga contact device is intended for multipelanvaendning TLDs under I–ljd, characterized outside the home, den dem att konVatborgtareller uppbarande before AER «uardnwl perform an att t–VFE the movements, viz Foret prepared for av xlningsserie OEH Thereafter the preparation for av saerskilda of the line i AERIEN ied tillhjaelp av.. I reglerande axel, are movable som ett enda aet hall me–I do not delst kuggetaeng or the like, before I give regleflad axel, pi. vilker–laewpiigen borfctvagnen is mounted, vilka tva shafts Aro parallel with each other, at right angles to kontaktstaengemas plan No I do not. arranged in the ett oen – Samna soon vidkeiraett against kontaktstaengerna. JS / iW). Omkoppiareanordning according to patentanspr and tat 13, kanneteeknad outside the home, in that axlama 1 Stallet Aro arranged in the plan ett> parallell J? Med con–taktstangeriia ellar 1 nigot you give laempligt plan, eller Ock sa att air fina the shaft the hollow ooeh dem ar »ndra anbragt inuti–densanma. 15). Omkoppi «, according to reanordning patentanspraket 13, the total diameter characterized in that the preparation of pipe roerelben av kontaktoetaenger utfoerea in two current Faser, var–– vid under the foe roerelae direkt oeverfoeres ti.ll the reglerade the shaft OEH till borstvagnen for preparation serie av av kontaktstanger, medfwi under den.indr »fasen the reglerade the shaft foerblir oroerlig oen of reglerande axelns roerelae oererfoeree i do not roerelse independent of the av boratvagnen, soja foerorsakar, borstaroa perform an att det andra valet, dva valet de ar INDIVIDUELLE kontaktstangerna, wherein the movements borstarnas bida utfoeras i ett plan vin–kelraett against the PA in Stanger manner, in that the first locomotion AER parallel with the axlama o «h the second tips Irat cot. Stanger. 16). Oaikopplareanordning according to patentanspraket 15> outside the home characterized in that the borstvagnens oberoeende By means of locomotion is obtained not throug »orstvag–tion arranged kuggstaeng, soro engage in the reglerande that 1 of the shaft journalled Lo. "• gear wheel, som sazatidnt engage in the er. aanan kuggstang anbragt p * the reg lerande »xeutn oan saledes kringvrides av of the cassettes. 17). Ouikoppiareanordnlng according to patentanspraket 15 ofti le, the action–Tecknade outside the home, the gear wheel AER utbytt against the gear wheel tvenn * eller kugg eektorar–med dirt olik * diametsair eller, eller mot en boejd havstang, var * ena arm av not be affected to the # p, som ersaetter the foe kug * the rod, under det that the second arm, affects a pin, the second son ersaetter kugg–the rod, «Iler not exeentrar eller laempliga combinations of the said means eller andra luztpllga anordningar. 18). Omkopplareanordning according to patentanspraeken 15 o # h 16, the International neeeknad outside the home, in that, the reglerande the shaft displacement of the AER vrid'ear efter, and that the torstkontakterna Aro aionterade direkt pa the same in that an appropriate laege, weather att de meet with de fasta under kontaktatingema provide a suitable infalls – an angle, whereby the shaft of reglerade Hortfaller. 19) f Omkopplareanordning according to patentanspriken 15–17 »kaenneteek–nad outside the home, in that norstarnas onoroende roerelse, di reglerande of the shaft AER vridlajaiTi astadkomes in either an ett * By means of kucgftjrcil, ftoa AER anuetragt's iffirida axel oingriper in a PA aorstvagnen arranged kugg * according to tar.g, patentanapraket 16 by means of the eller in patentanspraeiket 17 angivr.a kept in constant contact

Groningen. 2n). Omkoppiareanorlning according to patentanspraken 5 OEH 15–19, Framework net etknad outside the home, att, When, endast AER FRAGA om en enda serie av lednin–gar, locomotion for the series utvaeljande av att feortfaiier OEH frorstkontakter–nas second roerelse astadkommas wedelst riagon av de i de of the preceding patent anspraken given speech anordningarna eller Geno »att foerena the reglerande the shaft och ett enda borstvagnen account Orgun geiioiE att anfrringa the shaft« lug–gar «lier taender direkt PA ueorstvagnen. 21) »nord OKkoppiare *« ing according to patentanspriket–6, di–nn motororga ue, ra avoeedda foer'mult–ipelanvaentolng i tidsfoeljd, characterized outside the home, in that inotorlKpulfijen oeverfoeras till the movable contact device under dass for carrying out the movements * av det. dWbfcla valet OEH iven TILJ karoVinatbetaaT 'by connecting the Feringa de Bekanisaer, sok iiava att sueeessivt aottaga locomotion, aed into engagement in the egentligen elektroetagnetirotorns Ankare, wherein said m * k and neck operationer istadkoaaaas by means of sjaelva komfeinatorn. 22). Over switch * »ordning according to p * tent * nspraket 21, kaettiieteeknad outside the home, in that the source instead FO (R) * tt liringa de Olika Eekanismer, som skol ', which the received roerelse, i sueeensivt into engagement INED irotorns <ankart said ankare eller ett daer and efl foerfcundst aerligt suaeessivt tsringaa finger in engagement with said mekanismer. OOOOO–QQ ––––– Guldo Al f «mi, irofessori, and Leandro Mazza, Engineering, Milan, Italy. ueudestikytkinlaite automatic telefonikeskuaasemia And Senta–paisia for. The present invention relates to a novel uudest.ikytkinjaerj SYSTEM electrical currents and especially from telefonivirtapiireja, e.g. such ones used for automatic's who telefoniasemilla and the like at plants, based on each part of the ifiultlppelikaeyttoeoen. This usage is generally accomplished by either providing each said part at the same time, the supply various functions for the reason that they suitably being so selected that the nultippellaeaeyttoe all its functions £.'s> Ay possible, or through the administration of said parts gradually continuously supplies the various by connecting them to progressively continuously electronically in various ways. Each uudestlkytkijaeaen is primarily known as te'imlssae arranged in three parts, it has been determined number of kiintonaisia koakettimia, forming a so called contact array, With the contacts tend to correspond to the loo subscription cord in combination with a central station and joskufc more or less, one or more of XSS moving koskett.imia adapted to the specific machinery and independence, uudestlkytkijan the actual impact and combined with exclamation position of leadership, and finally the engine riorgaanit. It should be noted that the principle apply the same law muitippelikaeytoen the simultaneous effect of the law of the contact array, whilst continuing to apply the same law periodically under the law of the movable contact nelstoon and above all, moottorioraanelhis, jotxa organize it. For this purpose, a group of contacts semmoinen shape, et.ta at the same time they provide a touch iaharjoj and I for one and the same group of uudestikytkijaen between the association and are used for the respective I–koskettlmien between multiply uudestlkytkijoeiden different groups. On the other hand organized the moving machinery all the movements gradually continuously varying the activities to which categories of the elements supply, of which it is drawn, a single motor, which is suitable for machinery but according to the moving machinery at the various stages, with uudestlkytkijae saittuujple–\ the country. of the present invention is Hukaan kilntonalslla contacts lit roads form of bars or the like, and is such a contact assembly * BteLxs V shape, that the different tusaajin contacts are disposed in parallel with each other in the same plane, which plane is parallel to the other levels with which the various contacts in other sets are housed in a uniform manner tfaemat flat bars due to without interruption in its rhmaelementin outside JoSion they belong, so that they form a series of koaketinryhmiae which £ s and fi! TFX £ XU and XKHUtfjE £ ISZXXKiUI each forms a complete unit, it is sultippeiikos–ketinryhmaen aijot.tu uudestikytkijoeitae for the use of multiple layers in the ojaaapele s. This is a very important feature of the present uudestlkytkijae system, where it is unheard–of simplicity and reliability compared to other systems is dependent, tfaeissae systems are kosketinryhuat prepared metalliBtoe and atoe4 # $ a, adapted to the radial–down in the number of ftlftfXttiiXliSgfi to the levels insulating mat–ter prepared puoliympyraenmuotoiaten between the sectors. And koskettiaiien group of sectors are combined by means of bolts so as to form Biohkaeie, and the contacts due to moiUiaeleen in the actual open–nalsten k03kettimien for the formation and resulting from the multiplication jakaapeiien outwardly for attachment to the wires, which are necessary in this case. of the present invention, there may be a moving mechanism, which is arranged, jestellaeaen of the electric motor by means of intermittent or by gradual movement is necessary (or in one continuous motion) with–moving contact brushes to move, and oaemaet provide the desired association in the kiintonaisten koskettisiien with it through the On the first move in one direction, one of the different series kiintonaisista koskettlmis–to for selecting and subsequently in the other direction a given contact against the selection for the series. tfaemaet moving contacts are adapted in such a way that they may move vahitelle »constantly against each other in two directions at right angles. In some of the simplest structures, and particularly of studies Had there uudestlkytkijoeissae with kiintonaiaten contact number is limited, the moving contacts are adapted to move only in one direction. Gradually, the constant multip «driving itself fit is achieved by a special electromagnetic, putting, and you * ee possible manner known not only uudestikytjiij an electrical circuits gradually constant change in the arrangement of the various phases, but it makes it possible to also completely new way of different activities, What are the utterly mechanical. Hiihin for example, may include various elements of the SAEIIft gXflaiUailIAE * £ X's Association between the mechanical mediation, so that j »* ikkuva machinery might get kosketinharjaet liidustaan gradually continuously in the direction of the wrist, even though only one saehjDmagneett imootto paper is used, or moving machinery irroltuksen achievement, so that it may be "a record back laehtoeaseatoon" or mouths yhdeBBiukaiaia functions, called «** Engine Combining anchor shaft aehkoemekaa–nlsen device for placing the rotational motion, without the fence is required for the second motor, so that it moves the position of the second 4, 'v yr to Always uudestikytkii action stage. formed above said second characteristic through which this new uudestlkytkijaejaerjestelmae Until now, quite a bit different from the known and the new X'deatikytkijaeiaitteista is a large number of simplicity, reliability is increased when suaalia and an multippeliiyh the above–mentioned embodiment in particular, because of its. At the age of the device replaces the ynai only the electromagnetic four–ice or five ftaehkoewagneettia, it is the electromagnetic motor provides in this case directly or indirectly to the movable kosketinkoneis–ton iftoloeionat movements and the irroltuksen, and e may be aiyoeakln adapted to provide MatKifasmig electro–mechanical device, while the other sys–kaksl jest– significant extent needed purple different saeftkoemgneettia rolling koaketinlait Coffee

movements for the purpose of receiving, the third electromagnetic its detached as tion, the fourth for the device arrangement of which corresponds to the above−mentioned electromagnet device, mixed, finally viideB the electromagnetic irtikytkltyksen at the time of obtaining the time is needed, when said the device goes back to the rest position. in the accompanying drawings shows the Figure 1, a perspective view of mul−tippeliryhmaen kiintonaisia contacts with the corresponding movement of these contacts, and Fig. 2 is a cross−section on a smaller scale, in two transform. Figure 3 shows the uudestlkytkijan vitteiun compatible with the two−fold motion. Photos hg identify special structures and the like muodostelma.−Jujva 9 shows the reused−tikytk, which supplies ceased to be a movement, and Fig. lo show the transition from it. Figure 1 shows the upper part of the multippeliryhwaestae which belongs ryhaaepaea oiiealla side of the middle of a group of two complete two−element uudestlkytkijaeae for both the left side portion of the third ryhmaeiementista. Designated multippeiiryhmae j * is the designed kaktfiapaisia conduits (in which case uudestikytkijat are clearly kaksSaalsia) progressed to different groups for each pole, it is found in two groups, each of which individually may form a group yksnapaisen '. Knsiaai−tion group having operations in a limestone contacts, which may−be you. f £! and $ £ ulosjontuvat contacts, and the other to take all of the contacts, which may form inside the contacts go. The manage−ment to each of a group, then kaksnapaisessa contact and a contact s> and each cord is 1.2. "".. x corresponding contacts a1, b1, a2, D2... a * bx. All of these contacts having the shape of flat bars, and may be of the same shape in general. the drawing for the simplest things to do is contact array shown to code prepared ainoastaan.25 two pin cord for to shared during five series in each of five wires, or a total of fifty contacts in the form of flat bars. All these ovut rods parallel to each other and adapted equal distance from each other in several different levels. Wire rods in the same series are made Ahtee of these levels, one for each of the naparyhuaan; bars in the first, for example, a (l cords, 2,3 and 5 i), 3e rods a1, a2, aa * and a are arranged in mutual equal distance from the plane of enBimigessae in each group at the same time as the rods D1), 'b2, b, b4 ', in the same series have been adapted to the same mutual consent at a distance from the plane of the first, second naparyhmaessa, and in the same way as to other bars a and h in the other four series have been adapted. All five a level of rods in the group are parallel to each other on the ceiling and equidistant from each other and positioned generally the same distance from one another different than the distance between the rods at each level, and at the same time as the five level bars of the second group b parallel to each other and one bucket from each other the rods of both planes equidistant from each other. A last−in first−level fc and the distance between the Tabon might be the other one, if so is considered suitable, moreover, are. All the bars a and b, which belong to the same order of lines in each set, e.g., rods aaa1116, "211,6,11,16 *) 21, etc. adapted to planes that are orthogonal wire harness levels. In order to klintonaiset, tangonrauotoeiset koakettiiaet to maintain certain positions to effectively isolated from one another and are attached to the kantolaattoinin 26,261,2 O11, etc. made of suitable shaped and of a suitable material, in certain menus adapted to sunra−kuimaisesti against said tankokoskettimia. Home Plate 2 O multippeiiryhrnaen formed in the head, and all the rods protrude beyond the jtapppaleen distance, so that a small ducks having a suitable shape paaellejuotcttuja iiiUltippe additional wires. Plates 26 and 26 form a ensimaeiaen ryhmaeeleaentin the boundaries of what ryhmaeeloeTaentti slave ensimaeistae uufleatikytkijaeae »tiles 20 * and 261 * muosostavat for another element boundaries, and is displayed outside of the slab 2b11 third ryhrnaeelementti. Ityiuuaeleme and the road number, which is required ynden multippeliryhmaen for forming, depends on the space available kehyslaltoksesssa which uudeat−ikytlcijaet−Orat adapted to, above all, the mixed−signal of the number of lines;. IXXII which are used in the designed Telefonika−kuaaseiaulla.. _____> RFK> of both. / gnsiiHaeiaten ryhmaelementtien below shows part of the tanden I−simaisen uurleatikytkij an kosketinkonoeistosta moving, it is in contact with tinharjat pitaejineen 27. Each Kakai is equal to the brush springs 28, which are electrically connected to each other. Lower ends of said springs attached to the keepers 29 in order to kiintinaisesti are connected to the trolley brush k3, i.mikae is partially addressed. The springs are positioned taaoihin that are yhdensuuntaiset.kosketinryhmasaa of the bars attached to the people, and that they happen to these auorakulmaisesti price of the bars, and the appropriate municipality and pressed them against the sides. From the upper ends of the springs are formed so that they are readily lagging the rods over the side surfaces and form a good sahkokos−ketukaen with these. Besides, the springs will be moleamiila paeiilae semmoinen shape, that they may walk in bar 'next alkaansaa without lyhytsulkeouata between the rods. Jousef are suitably covered with 31 / aineestaftehdyllae insulating covering of the inner and outer side along the co−and any one shift j? Its length, except at the ends of £ $ 2, so that the contact ousienirvIIiiien j becomes blocked, which bars pass over the contact pressure. MUltlppeiiryhmaen paralleliipedisen embodiment, it is clear that the motion, which is suitable to bring the kosketinharjat first of all to select the wires sets and thereafter particularly consistent in the series, has already been mentioned, it is a linear movement in a plane which forms a right angle with the categories had the bars with. Moreover, are these movements, as shown in piirustukaeaaa, which shows enaimaiaen and second uudestikyt−kljaen connection line 3, and erillekytettnae, first of all, rectangular bars against the plane and directed at right feet, and subsequently suorakulmaiaet rods against the upward direction, the contact array with yksnapaiallla sub−groups, such as harjakoskettiaiien the above−mentioned connection is the simplest and most commonly used form as easily over without any change can be used for uudestikytkijoeitae which napalukumaearaellae as any normally equipped. Senkautta that arranged beside each other in two, three, four or more yksinapaisryimia obtained kakanapalsia, koiminapalaia, nelinae−Missing page / pages rather, it is the edge of the tile frame. A simple outline of the may also be used instead of grooves. 39,40,41 viputankoja suitable shape of the J−e * may use suitable equipment to the other ends to slide laatojen outline, so that they are put into circulation and can get two, three or more positions of the stallion, and the other public paeillaeaen sort the tie rods 42,43,44 etc which are supported by the "fit and guide the aid $ 4, uudestikytkljaja attached to the apparatus frame 46 completed arrange these movements are transferred by means of drawbars, when the various equipment that make up the moving contact device and oottariorgaanit, and alter their association with each other. Shouted by the machinery of these can be arranged (referred to water totankojen, and particularly of the draw bar 42 by means of) takaislnvientisaehkaeuag−neetia 47 or more to the point it «inkkurin through 43 each time it is necessary to move the movable contact irilaitteen movement of combiner circulation. This electromagnetic form of part of a combiner. Particularly device, such as the

combiner of use of said regular continuous mechanical changes the time for obtaining at various stages, to form a complete novelty uudestlkyt–kijoeissae, which is particularly suitable for automatic telefonikeskusase atoms, and makes it possible to nootlppeliperlaatteen soveliuttamisen entirety of the various organs in for which form the movable kosketiniaitteen and, above all, for moottorieiementtejae. After devouring a purely mechanical functions provides a combination of the user in a known manner consistent with a gradual, sustained changes in the Jot–ka are sahkoeXuonnetta. Figure it is apparent that iyag plate 38 corresponding Jousifcosketin 49 is pressed plate edge through the three state with a specific position, either X3S kiintondi3ta contact 491 against a electric circuit to the aulkamista; or kilntonaista contacts 49 ** against a second circuit for sealing, or the end to the intermediate position koskettlmien at – molecule, so that "olemmat circuits ovut cut off, as shown in the drawing. Similar jouslkoskettlmet, it is a terminal contacts 5o and si ¥ ukoskettimet 51 S can be uude <jtikytkeae in a known manner of a mobile device by means of its ensiaaisen at the beginning of the second movement. combiner shaft 34 rotates in the direction opposite to what is shown Jie pm path of the table as seen at the lower end, and the pivot plates muana–stage pulley 52 by means of which depends step. shaft and senkautta throughout the integrator can only be resting position in certain positions, which are suitably defined in the same angle saetaeisyyden apart. Xiftfi In each of these positions provides a connector always 1aat–to j contour of the Sun sukaan the specified number of mechanical associations and the specified number of sisaaja And erillekytkityksia flows of electricity. Doing so may it not only delivers similar activity to its rest position without stopping in between. Wedding order of operations section is clearly a variable's Eve and predetermined. combiner number of positions, number of tiles and their contours, as well as for viputankojen shape may vary at Uiiden electromagnetic combinations that are required in each specific uudestlkytkijaenmallia for the special use of specific components and the inner power circuits. Iiirustuksessa addressed to the drawing up of a combiner is tamuodossa six possible positions. 5 shows the upper part of the section plane kosket.iniyhmd any AiFi has a rectangular bars, such that the one plate 26, which rods are fixed, is displayed. The tiles are arranged in a suitable way kety–slaltokseen 46 shown in Figure middle of the moving device which includes a brush carriage 30 harjoinaan 27 and provided with two axles 53 and 54, which may »utoeiw is organized by the axis and the axis jarjestetykl. These axes are parallel to one another and form a right angle with the planes of the bars and lie in a plane which is perpendicular to the rods against. They are driven by specific subsidies in the frame unit so that they can move freely in the axial direction of the left and return to the starting position, which movement is limited by tiaisin laiaat or the like Shafts 55 and 56 are not rotated. Brush Wagon and ladle harjakoskettlmlexi two–fold sivulii–Wed provided by the organizing axis of a single movement of the two / SplSl /, y des3a stage. On the first stage will be organized in the shaft locked in the catch of the organizing, and the two move in together. In the second stage of preparation will arranged the shaft locked to the frame, and only arrange the axis moves, arrangement is such that the system under consideration is always the axis kiinnilukittuna one or the other, or at least independent. Zana aikaansaadaajjyiidi mg to trolled with that organizes devices suitable for this purpose. Organisation axis is near the second end (MioejiHl the left side of the figure) with uurteella 57 and more telkihampailla 58, which are the same distance apart as the distance between the contact bars levels and there are as many in number as the lead–in plus the number of sets of the number of lines, it is addressed can be found in the case of ten teeth. –Arrangements axis is near the head {left side) with the grooves 59, I which are also adapted at a distance from each other which VA3, Jt the teeth 5S distance between the wolf is less luvulleen J <* in fact one of the muck like a cord count of sets, in the present – case five. –Arrangements on the shaft supports not only at this end of the housing 6ft, which has a pivotal axis but not movable along it. housing is perpendicular to the axis of the arranged two arms (compare figure 4), one of which 61 is lehdenrauotoeinen, and may be due to the shaft being held in a groove 57 "so that this axis becomes kiirmilukituksi held in the shaft, while the second arm of S $ S 62 is kahvelinauotoinen. This agrees with the fork rod 63, which is secured organized in parallel with the axis of the drive shaft 44 side uikonemukseen This rod 64 is such a length that it remains in contact with gaff, even when the shaft moves always organized in uikoasentoonsa up. tension rod 44 is due on the 65 of the grooves 59 of the shaft kiinnilukitsemista be organized in the frame, the handle bars 4l pin 66 to allow affected by the draw bar 44 When this wears off, go back to the regular draw bar position and remove the arrangements aekseiin, which is pulled back into a suitable counter–force. It is clear that the rod 63 and the two relations between the server 62 takaisinmenfcvaT due to this movement may only occur when the magazine 61 has a groove 57 opposite the free–time–share this. Organized in the shaft on'niinmuodoin always adhere locked to either arrange the shaft or frame uudestikytkijaen device. It should also be noted that organize axle, the association only i may occur when the moienuaat axes are in a defined position relatively to each other, the same as the second combined–ment may occur in as many position as tumblers 59 brush trolley 30 is adapted to be organized axis and is controlled by a control frame 67, which supports the arrangements on the shaft or which is supported by other suitable way, so that the brush wagon–arrangements axis, regardless freely can move in a single direction in a Cartesian both shafts against and at the same time, suorakulmaiaesti contact bar * IAMA brush against the vehicle independent of the business is achieved by arranging the shaft by means of sea llikevaineensa the second period, it is the movement through a relatively organized in the shaft, which is the second el lie during the move. That is, as above said, the rectangular brush and the carriage of both shafts against movement ensloiaiaen phase and can be obtained in different ways, as shown below. ou gear 69 on shaft 69 journalled in the frame section 67 in parallel with the contact bars;. agrees with the gear teeth action mastankooa 7o and 71, which are orthogonal against each other and parallel to the brush carriages with both directions of movement. MANIATE got the tooth is attached to the shaft accordingly arrange the brush wagon. It is now clear that when arranging the shaft carries with JEIJesteltaevaen axis to the left, brush on the wagon with the other to supply the movement and take the brushes to the point where the desired wiring harness must be selected at the same time as the organizing axis moves to the left and organized in the shaft is in place, the hammaatanko 70 to rotate the gear wheel, such that this in turn raises gear rack 71 yloe3 brush wagon, in which case the brushes muon03tavat kfia3uetxaziae »provided for contact with the lead against the selected series. Figure 3 shows the lower part of the engine unit, it is magneettisahkoe ankkurlnaen motor 72 and 73 under the influence of the different data sets question. Qn should be noted that a single electromagnet gradually continued use of the contact member and the movable £ combiner KX–tional movements necessary for obtaining the time

may take place in two ways «__ la combiner means, either through the various koneistot.niihin the combined organic maatetaan gradually specific constant moottoriankku – ed in connection with, or senkautta also said the anchor, or rather the combined organic may be gradually moving continuously between said at machinery. Enslmaelnen way outstandingly fulfills the requirements, since it makes it possible to use a single anchor, senkautta that the motion at each instant is limited to the necessary one–tyisiin parts, it is the anchor without moving associations, or other needs of, and is then provided for the strength of the electromagnets in connection with a more appropriate impulses for the silver. Snaiksimainitun sukaan is the end of the armature 731 suitably formed to transfer the movement and immediately rods 74 and 75, which in turn may be ft. *** in connection with it the pull rod 42 by means of pins 76 and 77. Both rods 74 and 75 are rotatably journalled lines 78 and 79 and IQ supports 81 which are pivotal pins 82 and 83 around. Moottoriankkurln they transfer the movement caused by porraspyoeraaen senkautta combiner 52 and the shaft 58 telkihampaieiin and then arrange the stages shaft 84 'avulla.Vetotanko 85 and 42 and six are deleted thus the action of the rod 74 will combiner for movement to the working position, either the shift lever £ 39.SI means (as has been shown in the drawing) or by means of takaisinasetteluaahkoemagneetin. On the other with large quantities placed under the influence of rod 44, the rod 75 has to arrange the working movement of the shaft, any one of # a suitable counter force, which may be a difference, where Mi is not expressed when the lever rod 39 and the anchor 48 affected. Telkihaka 86 with bearings 07 to 58 agrees with the telkihampaisiln arrange for the maintenance of the shaft gradually constantly esiln–retracted position. This telkihaka disconnected from the pull rod 43 and is subjected to align the teeth until a suitable force. the second mode of motion for transfer (Fig. 5) arranged rnoottoriankkuri rods 74 and 75 £ 68 by means of a finger, which is mounted on the anchor section 89, which in turn arrange that those moleramis–bars to which it is exported to the opposite end of the draw bar 42 by means of the pins 76 and 77. The tie rod 42 seems in this case, the finger @ 3 bars of 7 * and 75 instead. It's easy to keep track of uudestlkytkijan effect of a simple example, the one of the cases) joiioinka the most frequently lashed, it is a wire to connect to the automatic telefonikeskuaasemalla mm * uudestlkytkij time. contribute, due to the engine–virtafcerae you attract the armature and pull, and thus the corresponding rod 74 pushed by means of yndistaejaen step from position I to position II. In this position, ir dissuasive lever bars 39 and 4o responsible for tie rods. The rod 75 may be in connection with the anchor and telkihaka 86 agrees with the teeth 58 Then Conducted vlrtaheraetteet call the station directly or seconded to the relays through saehkoeaiagneett engine market in which atokkurinsa attracted to the same extent as it setting any of the triggering events against giving in marriage, and when the anchor seems to tango and its $ 7 to level, moves to the organizing axis of the shaft and t.aman Ii moves with the electrical contact to the left corresponding to the number one incre–side. If the transmission is assumed to huutoaaeoan only one excitation shaft moves in the organizing a single step and is maintained in this position tekihaan S6, wherein kosketinharjat position has been \ jiaa_ / ensimalsessae opposite to the bars in series. Immediately thereafter by the 47–kaisinasettelumgneetti paakoakettimien'yhdistetyn power through the influence of the mobile kosketlnlaitteen enslmaisen movement because they raetteiden–cessation through the auction status EAXA different relays through which are not indicated in the drawing, j *. whose activities fall outside the scope of the invention, when said electromagnet to pull over with their anchors, so that saehkoemagnettimoottori once again become the asetetuk–si shape under the influence of a combiner for the placing, which takes place immediately as soon as a new vlrtaheraete happens to said electromagnetic motor. = l £ AS taster position III agrees with the lever rod 41 under the influence of the pull rod 44 wearing 65 of its opposite, a groove 58 (in this case from the first to the minor groove) "and at the same time leave the Journal Tue 61 uurtegn 57 When organized in the shaft in such a way is kiinnilukitt 'ina de–tiyslaitteeseen, and only for the organizing arm may move, the time, the auction will receive the following virtaheraetteet station to continue to organize the axis of movement on the left and then at the brush carrier, and brushes up. If eslci. three INFOR M ATIO N excitation enters the call from the station, the organizing arm moves further three «yellow and stops in all, four–step movement. The brushes are then moved in such a way that they are in contact with the line 3 (Fig. 1), it is the rods 9? and t? with. iuebko the movable contact member is maintained in this position when telkihaan 86. Immediately after this and the above mentioned combined effect, by whom, in this case, sivukoekettiiiiien 51 uudestikytkitys brush wagon ensimuieen independent country due to movement »by recurrent activities mentioned, and the unifier will then take position IV, in which the lever rod 39 again may draw bar * 2 in Figure position indicated. Freshly Said kosketinasentoa and aeuraavia positions IV, V and VI may be used to mold the functions necessary for the ESLR. huutoase–man for examination of the mark "put up" for the transfer of huutoase station, joa Auctioned aseica has been taken up, with an exclamation point for the transfer Auctioned drive if this is free, as well as for discussion. All these XAEISUI8AE £ 2XSJU6X supply provided independent of the regeneration switch i ? voltage correct movement of the various relays and saenkoeyhdistyksien the combined effect through the time from the combiner, and dependent, in particular Sista slseitfidstae circuits Asx uudestikytkijaessae and telefonlkeskus position of the particular type but which are not part of the present invention. When the call is ended, which can be expected to occur when the yhdls–tujii position has become VI takes saehkoeBagneettlmoottorin passing through the combiner vlrtaheraete starting position, it is the position I, Wherein 4–3 pull rod 36 may telkinaeaen lots of teeth 58 yhtyisykoeesta. Thus, moving the shaft L–jaerjesteievae a suitable counter–force under the influence of the back, * – there until its flange 61 of the magazine 55 occurs, and at the same time, the brush descends tin–axis carriage jaerjesteltyyn. Only this time, because one 'a diataejaen position I handle bar 41, the impact to the drawbar 44 stops, get–oiu–the Journal of 61 due to the minor groove 57i which is opposite to it is located, and at the organizing axis of motion back may continue, with pads, taking with him the arrangements axis, until such time as both of them, get the start position «= 4.ed.. – V "is 011 until the flange 55 happens to the frame. Brush second trolley motion, that is when it moves arrangements on the axis of whatever can be obtained in many other ways as herein described. May, for example, instead of a gear wheel 68, which at the same time agrees with both haamastankoihin £ 70 and 71, the use of two gear wheels or acid tfpnassektorla, attached to the same shaft 69 and each coinciding with one "tea tooth rods. It should be noted that Job sprocket or gear sectors have different sized diameters, arrange the axis provided by the stores are going to be different from those of the brush wagon movements. tyoerien and

sectors may be used instead at right angles to the bending tettua viputankoa, journalled shaft 69 'of both toothed racks 70 and 71 is used instead when two pins, adapted such that when only the organizing shaft moves, ensimaelnen pin, which is fixed to said shaft, affecting the lever rod to the second arm sorry for the second pin, which is attached to the brush wagon, viputan–gon is the second–laikutuksen under, so that the brush carrier moves to the vertical tick. Gb noted that if the handle bar is not tasavartinen enter the organizing »axis and the movements of harjavaaenub be different. It is also possible to the bent lever rod used in place of non–keskoja or inclined plane, adapted to arrange the shaft or harjavaunuuft, or the use of said combinations of suitable organic or some other suitable organ. Finally, it is also possible to be adapted to both axles, and the organizing the sys–jesteltaevae, the level of which is parallel to the kosketintanicojen with these value against a rectangular plane instead of or ayoeskls to one another in a plane or making one shaft is hollow and adapted to another aspect of this in * Rolling kosketinla.itt.een and its variants described structure, the kosketinharjat always move in two different directions. This movement ob ipyoeskin contact assembly on the most appropriate, in the characteristic form. It should be noted that, especially from AEUESKil brushes another business management for selecting a particular series may have a circular motion, keeping the necessary organic enough that simple. In this case, available from the Commission * No moving kosketiniaite the same shape as the other already well–known–again coupling systems. Figure 6 shows a cross–section through the contact array kytkijsn Again, the combination of using two motion with a moving electric contact device rotatably with brushes. Connector and the contact group address in the top left and on the right side and moving co »». Etinlaite pattern at the center. The moving kosketinlaitteeaeen belongs to, quite simply, akaej.! 90, which cont–tinharjat 27 are immediately attached to the clamps 29. The shaft is arranged at right angles to kosketintanicojen against the plane and maintained at the stations and controlled by specific subsidies adapted to frame the facility 46, so that it easily can move the XZ left in the axial direction and return to the starting position, In which case the movement of the back limit at–shi 91 »The shaft may also rotate in both directions. Kosketinharjoina of springs 2S are displayed to the shape and fit of the already described with respect to not only look in that they are in this case occurring enBiffiaeiaeii "contact bar at a smaller angle. Of the group is clear from Figure 7, which shows oaan uudestlkytkijastae longitudinal section. Cattle wagon to double in this issue include first of all the axis move to the left and subsequently the rotation until the sun, as seen from the left end. Easimaeiaessa motion brushes may be desired position harness for selection, and the second movement is brought to them in a particularly consistent contact in the selected category. Both of these movements saamilta for shkoeniagneettiBioottoris t »shaft supports the left end in Fig two groups of teeth and the other 93 * 92 **** Ett! *** renkaanmuotoiaia to form said first telkiham–shirt at a distance from one another which is equal to the touch, do not lntakoj of peoples, and the distance between the wire in number equal to the number of sets (t,. be the case five), while the second longitudinally to form a dumb number in each series (in this case five). Longitudinally traveling the distance between the teeth gradually increases proportionally to the angle "which should rotate the brushes in order to achieve rods. If it is assumed that the rods are the same distance from one another »increased rotation of the shaft mzXKaet during the movement of the brush bar to the next. If you. The distance between the bars of the various elected so that they would fall, to keep the axis of the angular momentum as a permanent "pattern shown at the bottom of uudestlkytkijaen moottorielement.it, which are fully consistent with the already explained. the wires 74 and 75, however, between this third rod 94, which is journalled kontaan 96 £ 2 £ D dun angle shift lever 95 and the stage 97 by means of transfer at the axis of rotation. Telklh also found in second–ku, 98 and 99 journalled kontaan organized in enslmaeisessae telklhaassa frlevan finger 86 * and through–£ £?) £ pull rod 43, thereby to maintain axial positions of the 3eura.itvissa each other, the rotation of which it receives. However, the arrangement sejaae rod 42 in this case may be affected by run–moottoriank telkihampalta lines in number equal to the buffer arm leuten in Figure 5 instead of being actuated by a rod to 7 and 9 * 75 *. Uudestlkytkijae equipped with a descending helical brushes affects mainly the same manner as described above. Kim tow–bar 42 Combine | ittt voltage jpitaeae position III rod 94 opposite the anchor, there is provided a rotation axis of the second virtaheraete huutoaaeenulta arrives. iCun the debate is over and the integrator will return back to position I, to disassemble the draw bar 43 telklhaat 86 and 98 yhtyaiyksestaeaen telkih and xr.paiden–operation with and the shaft is rotated back to the first of all the appropriate counter–force, until such time as the brushes are released from the contact bars, and subsequently placed on the axis of its initial. The possibility can not be combined with rolling contact member main structure of UP–laeselitettyyn twisting harjakoneistoon is of paramount importance, is tu irtyoeskin jrahdollista give kosketinharjoiiie the main structure mentioned two denkert * i $ Bn IISKlifcf business user into a shaft which moves and rotates into. Of S shows an example of this structure connected to the shaft 90 is attached to the kosketinharjojen instead of two protruding arms loo which is arranged between the gear wheel made of harjavaunuasa the toothed rack 30 lo2. Said arms are used to move the brush along the carriage axis I03, time–kehyslai is attached to this shaft 46 toicseen to be only as track for a carriage for the brush as it rotates shaft 90 is forced to move upwards. The guide can be adapted to many times the vehicle and immediately brush Js.ehys plant, or between the mouth of the appropriate magi. Hut the same as described above, it is possible to inyoeskin mentioned in this specialized equipment used in place of other organs in which a suitable combination supplied by the same supply. Figure 9 shows the uudestikytkijaen simpler with only one direction of movement. Ylhaeaellaepaein shown kosketinryh »s, which is yxsi example only, a series of five kaksnapalsta lead, to ge is only the top ten has a contact in the form of flat bars. At the bottom address of a traveling device comprising a shaft lo4 j ', the brush–axis carriage 30 may be llikeheraetteensae lo5 teeth and move it through the hairor.ast and u FTN and stud by means of a gear wheel, which in turn transmits the motion to the toothed rack 71 "so that the brush carriage moving upwards. The shaft is secured to the frame I06 46 and is only used to support a 67 johdekehystaeae Also in this drawing, in a simpler form it is possible to use the device with descending helical–gray to (being indicated in Figure 6 looking), or a hybrid device (as shown in Figure 8), and not only is it possible to use the gear in place of someone else mentioned it before monovalent wheels. can also still continue to be made simpler device {such as is shown in Figure lo), combining the shaft lo4 and brush carriage as one of the 3o 'as the only organic. In this case, the mobile device alone reduced the brush wagon, which, appropriately supervised framework oe7 help, you should immediately I07 teeth, allowing it to obtain movement's ahkoaeagneett engine. Claim. 1

Uudestlkytkijaelaite itself to the left and automatic teltifonixesiusaderaia–paisia for a particular gap again switches from a number of haeaeraetty kiintonaisia koskettiraia, one or more mobile koskettlmla mixed moott.oriorgaanit, characterized in that the parts treats Cu «* t muitippelikayttoeae adapted for senkautta that they are either is used simultaneously for the transmission of different depending of supplies that their shape is suitably selected Kiintonen relatively contacts, or they are used in senkautta said deliveries for delivery to gradually towards their electro–mechanical kyt.kityksen through variation of the moving contacts and a relatively moottorioraaneihin. 2 as claimed in claim 1, wherein uudestikytkijaelaite, characterized in that the hiintonaiset contacts which form the contact assembly, at the same time are the object of multlppelikaeytoen and they have such a shape that the simultaneous use of mobile and koskettinuen and one of the same uudestikytkijaeryhaaen association between the respective kilnto–3ejta ria.i3t.en lyimien about creating contacts and multiply. as claimed in claim 3 uudestikytkijaelaite claim 2, wherein the Group kiintonaisia kosjtet.tiraia at the same time, the association is used for the movable koskettlmien with one and the same uudestikytkijaessae uudestikytkijoeiden between the various multiplications, characterized bridge the contacts of kiintonaisilla flat bars or the like to form thu, which are parallel to each other and attached to the insulating material drawn up kannatuslaattoihin which are arranged, at right angles to the rods against the yleanaae an equal distance from the toi3istaaa, and through which the bars protrude, without their ends modified and keskeymattae, the outside of the group to which they include, so that they form a series of groups of said separated from one another by means of insulating plates. h–. Iatenttlv * atimuk3on 3, wherein uudestikytkijaelaite, characterized drops below the rods are arranged in equal distance from each state with a specific number of equal distance from each other in the underlying layers, wherein the XZftX rods jotxa include a wiring harness, are iafciAAai a single plane, if the wires are yksnapa–lsla, or in more s–boxes corresponding to the poles where wires are mooinapaisia, and the rods are asantojtasossa ', or even what tantalleen taataavat aiita positions for which the bars are all gases from planes. as claimed in claim 5 wherein * uudestikytkijaelaite, characterized in that, when only one set of wires exists, the rods are only to / or be adapted to XaelgBX levels, which correspond to wiring terminals. No. As claimed in claim 1, wherein uudestikytkijaelaite, which move in contacts (which are carried by the brush to the other car and the combined organic) and above all have the designed moottoriorgaanit. a gradual and ongoing multippelikaeyttoea, characterized siitaeTmainittu Mlili aul–tippelikayttoe is achieved by gradually constantly varying their organs and supplies, which form a movable device and arranging them a single motor, which may be affected in different ways ~ a the same mobile device lime to the different operating phases According which is uudestlkytkijae. 7 claimed in claim 6, wherein uudestikytkijaelaite, which is recognized as an indication of an electromechanical device, pre micro * will multippeiikaeytoen it possible in a new way uudestikytkijaen various stages of varying the mechanical compounds and at the same time in a known manner by varying the uudestikytkijaen inner electrically compounds. 8 claimed in claim 7, wherein uudestikytkijae, characterized in that the electromagnetic combiner includes a plurality of iaurttttK plates, which have different contour radiaaiisessa depth, moored to the Community to the rotary shaft aekae set of viputankoja which rely on advertising–mentioned outline of vaaten one end and the other end supplied by changes to the required compounds. 9 as claimed in claim 3, wherein uudestlkytkijaelaite, the sign–merkkinaeftakaisinvieva «aehkoemagneetti, adapted for use in yndis–voltage reference when the nucleus has been issued kosketmialtteen motor for rolling the above–fair movement. to claims 10 and 9 wherein the S uude3t.lkytkljaelaite, characterized in that the plates 3> instead that they are profiled in the radial direction are profiled in the axial direction T *. fitted in the grooves. 11 claims S–lo with uudestikytkijaelaite, known only to the fact that a connector is adapted to pysaehtymaeaenedeltaekaesin to specific positions unchanged, at a predetermined order, which previously limited electro–mechanical, correspond to an additional £ and £ £ £ and $ compounds also can be achieved by temporarily ferries »19 * –" 1 /. To claims 15 and 16 wherein uudestlkytkijaelaite, characterized in that the gear is changed to the action toothed wheel or toothed sector yhtaesuurilia or erisuuriila diameters normally equipped as, or a bent lever rod By the second arm influence the pin, thereby replacing ensimaeistae haramastankoa, while the other arm acts on a pin, which replaces the a second toothed rack, or said organic or epaeke3koihin suitable compounds or other devices. Lo. To claims 15 and 16 wherein uudestlkytkijaelaite, characterized bridge that the organizing shaft is rotatable after the transfer, and that the brush contacts are made directly to the appropriate position, so that they happen to kllntonaisiin contact bar suitable intermediate liajan time when organized in the shaft remains off. 19 – according to claims 15 to 17 uudestikytkijalait–e, characterized in that the ridges independent from the rotation axis of the organizing–occurring, is obtained already by means of a gear degrees and which is adapted to said brush axis and the carriage shares the patent arranged hammaotaakoon – in accordance with claim lo or claim 17 of said device. Ho. Claims 5 and 13 to 19 wherein uudestikytkij aelaite, characterized in that when only concerns one set of cables, operating a series of selection vartoem is omitted, and that the brush the contacts second movement is achieved by one of the preceding claims said apparatus al £ avullaryhdistaemaellae the organizing narjavaunu shaft and a single organic senkautta that the teeth of the shaft arranged immediately brush carrier. 21 as claimed in claim 6, wherein uudestikytkijalaite, jolioina moottoriorgaanit of the designed order of the time for multippelikaeyttoea characterized in that moves the movable moottorinherate kosketimlaltt.ee–sean during the movement of the double selection for the transmission of ice and also joined by bringing them I8I11AX3EX apparatus which task is gradually continue to receive the business, the actual aahkoe–magneettlrnoottorin anchor connection, said second mechanical mtuuat provided by the combiner itself II $ t help. 22 as claimed in claim 21, wherein uudestikytkijaelaite, characterized in that, instead of reacting the various movements, which should be taken against movement, the motor constant gradually to say in connection with the anchor–base an / or vkuri connected to the continuously moving a finger slowly at machinery may be mentioned. using the contours of the range in the positions through which a connector Passing through without stopping. 12 uudestikytkijaelaite according to claims 7–11, characterized in that the number of tiles, each of the contour shape viputankojen And, the number of staging Ifixsaeaelxa are selected from uude3tikyt–kljaen each specific model, the combiner will act as an inner and an electrical circuit According to. 13 as claimed in claim 6, wherein uudestikytkijaelaite, joesa the movable contact member is aljottu multippelikaeyttoeae for a period of time during characterized in that the brush contacts or the carriage supporting them is adapted to deliver two movements,

namely firstly from the cable set va–selection and thereafter particularly consistent preference for in arranging the axis by means of a moving in a single direction toothed rod or the like means, and second arrangements on the shaft by means of which suitably brush carriage is arranged, which two axes are parallel with each other, the rectangular koaketintankojen levels against and adapted to one and the same plane which an rectangular –like contacts and nkoja against * 14 as claimed in claim 13, wherein uudestitytkijaelaite, characterized in that the axles on the other hand are arranged plane which is parallel to the kosketintfeikojen, or any other suitable plane, or also in such a way that the second shaft is hollow and the second fitted to it. 15 as claimed in claim 13, wherein uudestikytkijalaite, characterized bridge, the motion kosketlntankojen selection is supplied in two stages, wherein during work of the first operating system immediately switches to an adjustable shaft and harjavaunuua kosketlatakosarJan for selection purposes, while the second stage of the shaft is organized in a stationary state and arranging axis motion is transmitted to the brush trolley independent maettaemaessae motion, which results in that the brushes provide a second selection, it is a specific kosketlntankojen selection whereby the ridges, both movements transmitted in a plane is a rectangular bar, and against a way that easiaainen movement is parallel to the axes And the one with rectangular bars at large. 16 as claimed in claim 15, wherein uudestikytkijaelaite, characterized in that the brush trolley independent movement is achieved brush trolley–tor fitted toothed rack, which agrees with arranging the axis of the bearing roittuun hajnmaspyoeraeaen, which at the same time agrees with the second toothed rod adapted to arrange the shaft and niineuodoin rotates viimeksimai of said means.

0) GB776361A – IMPROVEMENTS IN OR RELATING TO MACHINES SUITABL...

88) Family number: 20293425 (GB776361A) © PatBase

Title: Improvements in or relating to machines suitable for operating on shoe soles

Priority: GB19540018625 19540625

Family:

Publication number	Publication date	Application number	Application date
GB776361 A	19570605	GB19540018625	19540625

Probable Assignee: BRITISH UNITED SHOE MACHINERY

Assignee(s):(std): BRITISH UNITED SHOE MACHINERY

Assignee(s): THE BRITISH UNITED SHOE MACHINERY COMPANY LIMITED

International class (IPC 8–9): A43D8/36 (Advanced/Invention); A43D8/00 (Core/Invention)

International class (IPC 1–7): A43D7/20

CPC: A43D8/36

European class: A43D8/36

Classification Explorer

Forward Citations: CN104872930,

Abstract:
Source: GB776361A 776,361. Cutting machines. BRITISH UNITED SHOE MACHINERY CO., Ltd. (United Shoe Machinery Corporation). June 23, 1955 [June 25, 1954], No. 18625/54. Class 31 (1). [Also in Groups XVI and XXIV] A machine for marking shoe soles has a pressure head carried by a parallel linkage and arranged to carry a marking tool and movable downwards to press the sole towards a second tool for marking the lower side of the sole, the machine including a toggle for actuating the pressure head, and means for adjusting the lowest position to which the head is moved when actuated by the toggle means. As shown, a worktable 30, Figs. 5 and 7, has gauge rolls 36 and 38 for positioning an insole S, Fig. 10, laterally of the worktable for a marking and/or impressing operation. A movable head 50, Figs. 1, 5 and 12, carries presser members 52, 54 and 56 which press the insole S into engagement with dies 42, 44 and 46 respectively. A toothed indenting tool 58 carried by the head 50 co–operates with a die 48 to form indentations in the insole S to mark the breast–line, while presser members 60 and 62 co–operate with the dies 44 and 46 when positioned rearwardly of the table 30. Knives 64 and 66 are also carried by the head 50 for making incising cuts in the surface of the insole S. The head 50 has arms 68 and 70, Figs. 1 and 5, pivotally connected by a pin 72 to an arm 74 supported by a pin 76. The lower end of the arm 68 is pivotally connected by a pin 82 to an arm 84 pivotally supported by a pin 86, while the arm 70 is connected by a pin 88, coaxial with the pin 82, to an arm 90. Thus, the head 50 is held vertical during movement, since the axes of the pins 72, 76, 86 and 82 define a parallelogram. An eccentric 92 on a driving shaft 94 is coupled, by a connecting rod 96, to a toggle pin 98 which connects a link 102 and an arm 106 and a link 104 and an arm 108 respectively, the arms 106 and 108 being formed on a yoke 100 mounted on a pin 110 secured in arms 84, 90. The links 102 and 104 are pivotally mounted on a pin 112 having a notched central portion 114 to clear the arm 74. The ends of the pin 112 are secured in arms 118, 120 mounted on trunnions 122, 124, coaxial with the pin 98 when the rod 96 is in its most rearward position, i.e. with the head 50 raised. The stroke of the head 50 is adjustable by angular adjustment of arms 118, 120 about the trunnions 122, 124 by a bracket 126 pivotally connected to a sleeve 134 engaged by an adjustable screw 136 rotatable by a hand wheel 142 to move axially through a nut 138 to vary the height of the pin 112 in accordance with the thickness of the workpiece to be impressed and/or marked, the setting being indicated by a pointer 152 co–operating with scale markings on a plate 150. The presser member 52, Fig. 12, is secured by a screw 154 to a bracket 156 secured to the head 50, the member 52 being adjustable vertically by means of a slot 160 and adjusting screw 162. The presser members 54, 56, 60 and 62 are threaded into the head 50, and retained by locking plates, not shown. The indenting tool 58 is clamped to a rod 176 adjustable vertically in the head 50. The knives 64 and 66 are similarly mounted on the head 50. The knife 66 is clamped to a block 188 by a screw 190 extending through a horizontal slot 192 to permit transverse adjustment. A leaf–spring 196 is disposed behind the knife 66 and acts as a stripper to force a workpiece off the knife after a cutting operation. The block 188 is adjustably clamped by a screw 198 to a block 202 to permit forward and rearward adjustment by screws 206, 208, the block 202 being secured to the head 50 by a tongue and groove engagement which permits vertical adjustment of the block 202. The knife 66, Fig. 30, is secured on the block 188, slidably adjustable on the block 202, while the knife 64, Fig. 31 (not shown), is mounted on a block 1188 slidable on a block 1202 vertically adjustable on the head 50. The knives 66 and 64 are moved forwardly and rearwardly by a pivoted lever 772, Fig. 30, connected to a link 776 pivotally connected to the block 188. A similar link 784, Fig. 31 (not shown), pivotally connects the lever 772 and block 1188. When the lever 772, Fig. 30, is rocked, by manually sliding a rod 792, the knife 66 is moved in the opposite direction to the knife 64. The pivot of lever 772 is secured in a lateral extension 804 of an L–shaped slide 806. A U–shaped slide,

comprising parts 818 and 820, and a part 816, Fig. 31 (not shown), is secured on the head 50, Fig. 30. Screws 834 and 832, Fig. 31 (not shown), threaded through the part 820, engage the rearward ends of links 784 and 786, Fig. 30, to determine the rearward positions of the knives. The die 42, Fig. 5, is mounted upon an electrically−heated block 216 supported on springs 222 to permit yielding and tilting under the pressure of the presser member 52. Each die 44 has a stem which fits into one of a plurality of holes formed in a slide 224 movable transversely of the machine to bring a selected die into an operating position beneath the appropriate presser member 54 or 60. The slide 224 can replace a blank slide 246 when it is required to position the dies 44 beneath the member 60. Size marking dies are carried by a wheel 228 secured to a shaft 234 rotatable to bring a required die into operative position by a hand wheel 236. The hand wheel is integral with a dial 238 carrying numbers corresponding to the size marking dies which register with a stationary pin 245, the hand wheel normally being held locked by a coil spring 242. The die 48 is fixedly mounted in a recess in the table 30. Positioning workpieces.−A heel end gauge 40, Figs. 7 and 10, is secured to a member 250 forming part of an H−shaped slide 252 also having members 254 and 256. The slide 252 is slidable along a lower slide 260. A block 274 has a pin 276, Fig. 5, carrying a rotatable block 278 engaging a worm 280 on the shaft 234, rotation of the shaft 234 by the hand wheel 236 causing sliding of the block 274. To permit adjustment of the heel end gauge 40 independently of the hand wheel 236, a key 288, Fig. 7, engages a slot 290 in the member 254 and is clamped at required positions along the slot by a screw 302, a pointer 298 on the slide 252 co−operating with a scale 300 to indicate such positions. Alternatively, a rack 600 and pinion 602, Fig. 17 (not shown), is provided for adjusting the slide 252, Fig. 7. Edgegauges 36 and 38 are mounted on arms 306 and 308 pivoted on pins 310 and 312 secured to the table 30, Fig. 10. The arms 306 and 308, urged together by a spring 324, have extensions 314 and 316, the extension 314 having a slot 322. A block 318 mounted on a pin 320 secured upon the extension 316 engages the slot 322 to co−ordinate movements of the arms 306 and 308. When use of the gauge roll 38 is not required its supporting bracket 340 is turned through 90 degrees about a screw 344; similarly the roll 36 may be turned to inoperative position. A latch 364 normally retains the roll 38 in operative position. Driving arrangements.−A driven pulley 372, Fig. 1, drives the shaft 94 through a clutch, not shown, controlled by mechanism 374, Fig. 21, tripped by a treadle on a rod 376 or, automatically by insertion of an insole in a gauging mechanism, not shown. A pin 472, parallel to the axis of the shaft 94, is rotatably mounted in a disc 474 keyed to the shaft 94. The pin 472 has a half−round extension which can enter any one of a plurality of half−round recesses in an inner cylindrical wall of a ring, not shown, carried by the pulley 372, Fig. 1, to couple the shaft 94 to the pulley. A spring− pressed plunger 478, Fig. 21, in the disc 474 engages a head 480 on the pin to rotate the pin 472 into engaging position, while a lever 482 normally holds the pin in disengaged position. A pawl 484 holds the disc against retrograde rotation. The lever 482 is pivoted on a pin 486 and urged into stopping position by spring 488. The clutch is engaged by withdrawing the lever 482 from the pin 472 by rocking a lever 498 carrying a latch 492 engaging the lever 482 and connected to a rod 502 pivotally connected to an armature 504 of a solenoid 506. The solenoid 506 is energized by an electric circuit closed by engagement of the heel end of an insole S, Fig. 20, with a finger 448 positioned in a notch 444 of a heel gauge 440. An arm 450 pivoted on a stud 452 on a bracket 454 is held in engagement with the finger 448 by a spring 462. A lug 460 on the arm 450 engages a button 466 of an electric switch in a casing 468. After engagement of the clutch, an arcuate cam 510, Fig. 21, on the disc 474 depresses the latch 492 to release the lever 482, thus disengaging the clutch by rotating the pin 472. A guard 380, Fig. 3, not shown, protects the operator's fingers and facilitates the introduction of workpieces, while a sector 390, Fig. 21, engages a latch 392 forming part of the clutch mechanism 374 to prevent operation while the guard is raised. Adjustment for varying thickness of work. pieces.−A crank−arm 700, Figs. 22 and 24, is secured on a trunnion 122^1 also carrying a yoke 116. A tension spring 702 is secured to the arm 700 and to an extension 704 of a pin 821. As the head 50 descends the spring 702 turns the arm 700 to swing the yoke 116 forward and downward about the trunnions 122^1 and 124. A spacing link 706 is pivoted to the arm 700 and has a slot 710 engaging the pin 821 which controls the position of the yoke 116 in relation to the head 50 during its downward movement. Thus, the head descends idly until the presser members engage the workpiece which upon continued downward movement of the head causes the pin 112 to rise. This raising movement is opposed by a locking mechanism which permits only forward and downward swinging movement of the togglesupporting yoke 116 which holds the pin 112 against upward movement when the presser members engage the workpiece. As the connecting rod 96 comple

0) US2004093817A – REFINEMENTS TO THE CONSTRUCTION SYSTEMS FOR STR...

89) Family number: 28838032 (US2004093817A) © PatBase

Title: REFINEMENTS TO THE CONSTRUCTION SYSTEMS FOR STRUCTURES IN REINFORCED CONCRETE OR SOME OTHER MATERIAL BY MEANS OF HIGH–PRECISION INTEGRAL MODULAR FORMS

Priority: ES20020000264 20021118 ES20020002648 20021118 US20030697203 20031030 US20060495544 20060731

Family:

Publication number	Publication date	Application number	Application date
DE10353277 A1	20090507	DE20031053277	20031114
ES2281212 AA	20070916	ES20020002648	20021118
ES2281212 BA	20080816	ES20020002648	20021118
FR2850415 A1	20040730	FR20030005952	20030519
FR2850415 B1	20070406	FR20030005952	20030519
GB200310568 A0	20030611	GB20030010568	20030508
GB2395221 A1	20040519	GB20030010568	20030508
GB2395221 B2	20060104	GB20030010568	20030508
US2004093817 AA	20040520	US20030697203	20031030
US2006260238 AA	20061123	US20060495544	20060731

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Inventor(s):(std): BARCONS SALVADOR P ; BARCONS SALVADOR PUJOL ; PUJOL BARCONS SALVADOR

Inventor(s): SALVADOR PUJOL BARCONS

Agent(s): CABINET NETTER; CROWELL AND MORING LLP, INTELLECTUAL PROPERTY GROUP

International class (IPC 8–9): E02D27/01 E04B1/16 E04B1/18 E04G1/36 E04G11/02 E04G11/06 E04G11/08 E04G11/10 E04G11/20 E04G11/28 E04G11/38 E04G11/48 E04G13/00 E04G13/02 E04G13/04 E04G13/06 E04G15/00 E04G15/02 E04G15/06 E04G17/00 E04G17/04 E04G17/06 E04G17/14 E04G17/16 E04G19/00 E04G21/00 E04G21/02 E04G21/12 E04G25/00 E04G27/00 E04G9/02 E04G9/08 (Advanced/Invention); E02D27/01 E04B1/16 E04B1/18 E04G1/36 E04G11/00 E04G13/00 E04G15/00 E04G17/00 E04G17/04 E04G17/06 E04G17/14 E04G17/16 E04G19/00 E04G21/00 E04G21/02 E04G21/12 E04G25/00 E04G27/00 E04G9/02 E04G9/08 (Core/Invention)

International class (IPC 1–7): B28B7/22 E02D1/00 E04B1/00 E04F10/00 E04G1/00 E04G11/02 E04G21/00

CPC: E04G19/00 E02D27/01 E04B1/161 E04G1/36 E04G11/02 E04G11/087 E04G11/10 E04G11/20 E04G11/38 E04G11/48 E04G13/00 E04G13/02 E04G13/04 E04G13/06 E04G15/02 E04G15/06 E04G17/001 E04G17/002 E04G17/04 E04G17/06 E04G17/14 E04G17/16 E04G19/003 E04G19/006 E04G21/025 E04G21/122 E04G27/00 E04G15/00 E04G17/00 E04G25/00 E02D27/013 E02D27/016 E04G13/062 E04G13/066

European class: E02D27/01 E04B1/16A E04G1/36 E04G11/02 E04G11/08D E04G11/10 E04G11/20 E04G11/38 E04G11/48 E04G13/00 E04G13/02 E04G13/04 E04G13/06 E04G15/00 E04G15/02 E04G15/06 E04G17/00 E04G17/00B E04G17/00D E04G17/04 E04G17/06 E04G17/14 E04G17/16 E04G19/00A E04G19/00B E04G21/02B E04G21/12C E04G25/00 E04G27/00

US class: 249/13 52/294 52/414

Classification Explorer

Cited documents: WO9841714 A1, WO9728939 A1, WO0248479 A2, US6158710 A, US3357673 A, US2846749 A, US2526529 A, US2004079859 AA, US2003209648 AA, US1747036 A, FR622331 A, FR2384919 A1, FR1352779 A, ES2142222 AA, ES2120298 AA, EP0436392 A1, EP0123264 A2, DE3536523 C2, DE3536523 A1, DE3129838 A1,

Forward Citations: WO13023330, WO10112633, WO08145790, US9453345, US9441365, US9359780, US9315987, US9273479, US9273477, US9206614, US9080337, US8943774, US8844241, US8793953, US8763328, US8555590, US8458985, US8458969, US8326664, US7698866, US7658051, US7191528, US7055251, US2015191924, US2011301995, US2011131914, US2010223867, US2010119336, US2006207113, US2006107543, US2006042183, FR3045692, ES2308934, EP2461118, EP2461118, CN105019651, CN105019651, CN103470031, CN103276895, CN103276895, CN103195079, CN103104094, CN103104094, CN102720361, CN102425303, CN101942841,

Abstract:
Source: US2004093817A A foundation framework for structures in a reinforced setting material includes a foundation raft with a form having a plurality of modular panels and angular reinforcements for joining at least two faces of at least one right−angle dihedral formed by faces of the modular panels. A layout and positioning template is disposed on top of the form of the foundation raft for correctly dimensioning, positioning, and fitting walls, installations and reinforcements in the foundation raft. Adjustment legs for centering the layout and positioning template are provided, as well as self−centering clamps and a stabilizer having security pins and an anchorage mechanism for securing the form to a support surface.

0) US1884510A – ORE OXIDIZING MUFFLED RETORT FURNACE

90) Family number: 20895956 (US1884510A) © PatBase

Title:	ORE OXIDIZING MUFFLED RETORT FURNACE
Priority:	US19280328524 19281226

Family:

Publication number	Publication date	Application number	Application date
US1884510 A	19321025	US19280328524	19281226

Probable Assignee:	BAILEY HOWARD S
Assignee(s):(std):	BAILEY HOWARD S
Inventor(s):(std):	BAILEY HOWARD S
International class (IPC 8–9):	F27B5/14 F27B9/24 (Advanced/Invention); F27B5/00 F27B9/00 (Core/Invention)
CPC:	F27B5/14 F27B9/24
European class:	F27B5/14 F27B9/24
US class:	373/109 373/5

Classification Explorer

Abstract:
Source: US1884510A 1 "Having described my –invention what ‘I claim as new and desire to secure by–Letters Patent is 1– ‘ ‘ ¢ ' = ~1.'In' a muiiled–retort o1'e–oxidizing furnace, the combination of supporting walls with a plurality of retorts mounted thereon and provided with a plurality ofnonlconductive floor members, heat conveying flues, electric current circuit wires extending into said furnace to the said non–conductive iioor members, a heat conducting casing embedded in said non–conductive floor' lnexnbersj and an electrode Within said casing arranged to heat said casing. ' ~ i V 2.']fn an orepxidizing muffled–retort furnace, the combination with side and ‘ end foundation wall members of sz, pluralityoi vm retorts each comprising opposite side members, a floor member and a roof member, said 'side members each comprising a straight rec~ tangularly shaped piece of metal provided with a right angle foot member extending outwardly therefrom and resting 'upon said side foundation Wall members and _an inwardly projecting shelf member, and having its upper edge releasably engaged by an edge of said roof member, said iioor member being dishshaped transversely of its length and consisting of a Hat wide horizontal portion and opposite short upwardly projecting side edge portions, and outwardly extending lug members projecting from said side cdgeportions over and resting uponshelf portions of said opposite side foundation Walls. 3. Inj a muiiiled–retort ore–oxidizing fun nace the combination of supporting Walls with a plurality of superposed retorts there» in each comprising side members, an`o1e–0xidizing Hoor member releasably supported by said side members and arranged to be removed therefrom, without tearing 'down said supporting walls, and a roof incinber fitting on said side members ; said ore–oxidizing floor member having upwardly projecting side edges With Hat track members extending therefrom to the inside surfaces of the adj acent side members; and an ore moving' and stirring endless chain conveying mechanism within said retorts comprising a pair of end, less link chains mounted along the opposite sides of said retorts and connected to ayariable speed poiver operated mechanism ar~ ranged to move said chains in different predetermined periods of time through said retorts; metal rods connected at their opposite ends to the links of said side endless chains and extending transversely across the orc oxidizing fioors of said retorts; and ore shovels mounted loosely' enough on said rods to have a short adjusting movement thereon, said ore shovels having shoveling edges bearing against said iioors; and means including .re~ silient members for takingup the wear of said endless chains and–holding them taut. _ ‘ degrees ‘ _ ` 4, A mu.1iied_lt;retort ore–oxidiiing furnace comprising a. plurality of superposed 'retorts S5 ice 'iso pus 14 _i»,BB4,51f)t each composed of separatelside, floor and roof meinbcrs, the said ore oxidizing Hoof member of each retort being releasably attached to its side members and having upwardly projecting side edges carrying' track nielnbors so arrangedthat each floor member is dish–shaped, an ore moving and stirring endless chain COIlVEyl1'1g~~1ll€Cl12IILISIl1, the chains of which are mounted on said track 'members and the stirring members of which are arranged to moveunder the ore to raise it u and cause some of it to drop down on the ilioor behind them while pushing some of the ore ahead ofthem as they are moved with a eontinuously forward movement through said retorts, meansfor feeding ore into the uppermost retort, means 'fOF`WltllCl1`H.Willg~ oxidized ore from the lowerinost retort, means for heatin the retorts, a variable speed power operated rrrechanisin arranged to move said Qre moving_ and stirring endless ~ chain conveying rneclianisin at different predetermined pcriods of time through said re–torts, metal rods coruiected at their opposite ends to the links of said side endless chain and extending transversely across the ore oxidizing floors of said retorts, shovels mounted loosely enough on said rods to have at short adjusting movenienttheren, saidshovel members consisting of a huh member and thin spokes that stand at right angles to the hub members and extend in opposite directions therefrom and thin shovel blades that stand at right angles to the spokes and bear with their ore slioveling edges against the floors of said retorts by gravity; the said shovel blades being positioned on the opposite ends of said spokes so that one of the shoveling blades willbear on the iioor of one retort and the other shoveling blade –will bear on the iloor of the next lower retort, means for adjusting the shoveling blades to 'any

predetermined angle of ore shovclilig inclination to the doors, ‘and means including springs for’ holding said endless link chains tant on said tracks and sprocket wheels as its joints Wear. 5. In an ore–oxidizing niuihed–retort furnace the combination of supporting walls with a plurality of superposed retorts therein having hoods at their ends, said retorts each comprising side nieinbers, a roof meniber on top of said side nicnihers and an oreoxidizing Hoon member having upwardly projecting opposite side edges With truck ,members thereon extending from them to the inside surfaces of the adjacent side incinbers _of .the retoirtpneans for releasably securing said ore oxidizing fioor members in operative relation to said side members, sprocket wheels journaled in said hoods, an ore moving and stirring endless roller chain conveying mechanism the rollers of which _are mountedon said tracks and the side chains of which passovei' said sprocket wheels means including spring controlled lever mechanism –for holding said endless chains under it resilient tension on said tracks; and sprocket Wheels, ,a variable speed power operated mechanism arranged to inovesaid chains in diliercnt predetermined , periods of time tlirozigh sa–id rctorts, metal rods connected at their opposite ends to the links of said side endless chains and extending transversely across the ore–oxidizing(floors of sa–id retorts, ore shovels mounted loosely enough on said rods to have a short adjusting _mo–veinent thereon; said shovelmembers consisting of a hub inemberand tliinyspokes that stand at right angles to the hub menibefrs and extend in; opposite directions therefrom, and thin shovel blades that stand at right angles to the spokes and bearwith their ore shoveling edges against the iloors of said retorts by gravity; the said –shovel blades _being positioned on the opposite ends ofvsaid spokes so that one of the sliovoling blades will boar on the floor of one retort and the other slioveling bla–do will bear on the floor of the next lower retort, and means for adjusting the shoveling blades to any predcterinined angle of, ore shovcling inclination to the floors(' , p _ 6. In a muffled–retort ore–oxidizing furnace the combination of supporting walls with retorts supportedthereby, Hues in said walls and between and above said retor1:s,orc moving and stirring mechanism in said retorts, hoods, on said retorts, doors" on said hoods hiugedatitheir top edges and extending to and releasably fastened to 'their lower edgesr tire clay floors in said retortssupported by skeleton metallic floorniembers, track members carried on said Hoorinem–~ bers, and asbestos side boards and root members in said retorts. ‘ , `7. In aiinuiiied–retort orc–oxidizing furnace ,105 the Coznbination With snpporting Walls of a pluraliiyot superposed retorts each havinga hood at its oppositcelicls, a pair of sprocket wheels rotatably rnountcd in each of said hoods, means for slidably moving one pair of said sprocliet Wheels, means for rotating the other pair of sprocket' wheels,–' a shaft "secured to the sliding pair of ,sprocket Wheels, a lever secured to the one end of said shaft, a bolt rod secured at one of its ends to the adjacent Wall and having its 'Free endrextending through the free end of said lever; springs mounted on said rod on the opposite sides of said lever, nuts threaded on the ends of said rod _and lC)€9\1'l.llg against thcends ot the adj acent springs, endless chains, ore moving members mounted on said chains, andnieans including slideways in the opposite sides of said hood for supporting slidably said shaft whereby said endless chains are 'automatically held taut in said retorts and hoods. » S. A, mullled–retort ore–oiidizing furnace comprising' supporting Wall members, retorts supported by said 'wall Ineinbers and; provided with non–conductive ore oxidizing floor no vll5 rzo 1,sa4,s rot 1 members,_gt;he21t~receiving fines arranged to convey heat to said rotorts, means including electric current conveying Wires extending through said Wall members to said non–con~ ductive floor members, electric current heated eosingsf embedded in said non–conductive iioor members, and _electrodes in said cusings connected tosaid current' conveying wires and arranged.to heat said csisings. 9. A 1l1LlH'i€(_i~l`9i`r(JICt ore–oxidizing furnace comprising supporting wall rnenibers pretorts supported by said wall members and pro~ vided with it plurality of non~eonduetive ore» oxidizingiioor niembelsrheat receiving Sues below and between find above said retorts, and electrical current heating means disposed in recesses formed at the contacting edges of the Hoor members of the retorts. ` 1O.' In at I!1l.`lHl€d_gt;1`€t0ll`» ore–oxidizing furnace tho combination with supporting walls of retorts Within said walls and fiuos for heating said Walls and said retorts, said retorts being provided with opposite side members, and an ore~oXidizi11g floor member comprising ai flat Wide central iioor portion and upwardly projecting opposite side members carrying horizontally disposed terminal members extending to the opposite side members of said retorts, und means including the horizontally disposed tormin al members for supporting said floor member in operative relation to said retorts and its opposite side members. i ’ 11. In sr muiiied–retort ore–oxidizing furnace the combination with supporting Walls oi’ retorts within said walls and fines for heating said walls and said retorts, said re~ torts being provided with opposite side members and an ore–oxidizing floor member coniprisinga, Hat Wide central floor portion and vertically projecting opposite side men1~ bers carrying horiiontally disposed terminal members extending to the opposite side mombers of Sf|.i(lVY_tU1`tS, and menus for supporting said floor member in operative relation to, said retorts and its opposite side members, the 'said flat floor portion 'of said floorfmeinber being provided with large openings bounded by transverse ribs and longitudinal members. 12. In £1 mutl1ed~retort_ oreoxidizing furnace the fconibinntion with the supporting Walls of retorts Within said walls and Ilues for booting said Walls and said retorts, said retorts being provided with opposite side inemliers and an ore–oxidizing floor member, said. floor member comprising a Hot Wide central floor portion and vertically projecting opposite side members carrying horizontally disposed terminal members extending to the opposite side members of said retorts, moons for supporting said floor member in operative relation to said retorts and its opposite side members, the 'said flat Hoot portion of said Hoor member being provided with large openings, bounded by transverse ribs and _longitudinal members, and 11 re~ trnotory floor member laid on top of said fiat floor portion of said floor member and against its opposite vertical side members. In testimony whereof I affix my signature

0) CN2851346Y – SELF–THAWING TYPE HOISTING NEGATIVE–PRESSURE AU...

91) Family number: 34123331 (CN2851346Y) © PatBase

Title: Self–thawing type hoisting negative–pressure automatic snow remover with multi–head crushing dish

Priority: CN200520094568U 20051213

Family:

Publication number	Publication date	Application number	Application date
CN2851346 Y	20061227	CN200520094568U	20051213

Probable Assignee: LI TIEMEI

Assignee(s):(std)**:** LI TIEMEI

Inventor(s):(std)**:** LI TIEMEI

Inventor(s): TIEMEI LI

International class (IPC 8–9)**:** E01H5/00 (Advanced/Invention); E01H5/00 (Core/Invention)

Classification Explorer

Abstract:
Source: CN2851346Y The utility model relates to a self–thawing type hoisting negative–pressure automatic snow removing truck with a multi–head crushing disk, which is used for removing the snow cover on roads. The utility model is composed of a truck chassis assembly, an electrical generator, a snow storage, a snow remover, a snow picking–up device and a negative–pressure residual snow collector, wherein the snow storage is arranged on a chassis arranged at the back of a truck cab, a portable generator is arranged between the snow storage and the truck cab, the snow remover is horizontally hung under the chassis arranged at the back of truck back wheels, the top end of the crushing blade of the crushing disk of the snow remover has the same height as the bottom surface of the truck back wheels, the snow picking–up device is composed of a conveyor belt and a snow picking–up spade and is annularly arranged in an isolation storage arranged at the tail part of the snow storage, the upper end of the negative–pressure residual snow collector is provided with a high–pressure draught fan, the whole negative–pressure residual snow collector is arranged at the tail part of the snow storage, a collecting port of the lower end of the has the same width as the snow remover, the height of the bottom edge of the collecting port is equal to that of the top end of the crushing blade of the snow remover and the top end of the back part of the snow storage is provided with a residual snow inlet. The utility model is rebuilt on the basis of a truck chassis and is an ideal special truck for snow removing.

0) US2757526A – KNITTING MACHINE

92) Family number: 21861467 (US2757526A) © PatBase

Title:	KNITTING MACHINE
Priority:	US19500192935 19501030

Family:

Publication number	Publication date	Application number	Application date
US2757526 A	19560807	US19500192935	19501030

Probable Assignee:	H E CRAWFORD CO INC
Assignee(s):(std):	H E CRAWFORD CO INC
Inventor(s):(std):	CRAWFORD HERMAN E
International class (IPC 8–9):	D04B9/20 D04B9/26 (Advanced/Invention); D04B9/00 (Core/Invention)
International class (IPC 1–7):	D04B9/36
CPC:	D04B9/28 D04B1/126 D04B15/60
European class:	D04B9/20 D04B9/26
US class:	66/111 66/140R 66/179 66/236 66/237 66/48
Classification Explorer	
Cited documents:	US2527534 A, US2516697 A, US2440280 A, US2254409 A, US2217022 A, US1945227 A, US1870701 A, US1789494 A, US1712052 A,
Forward Citations:	US5802877, US3667256, US3142974, US2959946, US2959040, US2953004, US2932959, US2911806, US2854834, US2016130735, DE19820041,

Abstract:
Source: US2757526A I claim: 1. In a circular independent needle knitting machine having a needle cylinder provided with vertically movable needles and also having a set of stitch cams and also having means for alternatively imparting rotary ai–id reciprocatory motion to the needle cylinder aiid –also having means for respectively, lowering and elevating the needles to and from a position to pass through the stitch cams means for at times lowering four needles and clev,itin_ two lowered needles to permit the number of needles passing through the stitch cams to be increased by two upon each of certain movements of the needle cylinder in either direction during reciprocation thereof, means for varying the capacity of the elevating means so the elevating means will elevate a single ne–,dle upon each of certain other movements of the needle cylinder in either direction, said elevating means including a pair of elevating picks, said means for varying the capacity of the elevating means coiiiprising _a pick rcstrictor mounted for movement on each of said elevating picks, spriiig means normally holding the pick restrictor out of operati–,,c position on each of the elevating picks, pattern controlled means for moving the pick restrictor into operative position on each of the elevating picks for decreasin.– the capacity thereof, latch means for holding the pick restrictor in an operative position for predetermined intervals and said pattern controlled means being operable to release said latch means to again permit the spring means to move the pick restrictor to inoperative position. 2. In a circular knitting machine, the combination of a needle bed, needles, pattern controlled means for feeding a plurality of yarns to the needles at a single feeding station, means for reciprocating the needle bed, a first pattern controlled means for shogging the needle cylinder and pattern mechanism functioning on the needles so as to knit separate triangularly shaped areas in the same courses but upon separate reciprocations of the needle bed and interknitting the terminal loops of the courses in adjacent triangular areas to form a stiture therebetween, said pattern mechanism functioning on the needles including stitch cams and radially movable cams, said needles having radially extending butts thereo–_i of three different lengths namely short, medium and long butts, said needles being divided into successive grotips of short, long and medium butt needles, a second pattern controlled means for moving at least one of the movable cams inwardly as a short butt group passes thereby so as to ,cause the cam to operate upon the succeeding, long, medium and short butt needles, the long and medium butts serving to extend the interval during which the last–named cam may move into the plane of the succeeding short biitts. 3. In a circular knitting machine having a needle cylinder and also having stitch cams and also having a pair of relatively movable narrowing picks and also having means for imparting reciprocatory and rotary motion to the needle cylinder, each of said narrowing picks being pivotally mounted intermediate their ends on the knitting machine, a composite link pivotally connecting the ou.ter ends of the narrowing picks relative to the needle cylinder to each other, means for varying the capacity of the narrowing picks so as to vary the number of needles rendered inactive thereby upon certain movements of the needle cylinder in either direction during reciprocation thereof, and means for varying the effective length of the composite link so the movernent of one pick relative to the other may be varied according to the capacity thqreof. 4. In a circular knitting machine having a needle cyli.,Uder and also having stitch cams and also having a pair, of relatively movable narrowing picks associated with the stitch cams and also

having means for imparting reciprocatory and rotary motion to the needle cylinder, each of said narrowing picks being pivotally inounted ilitermediate its ends on the knitting machine, a composite liiik pivotally connected at opposed ends thereof to the outer portions of the narrowing picks, pattern controlled means for varying the capacity of the narrowing picks so as to vary the number of needles iendered inactive th,–reby upon certain movements of the iieedle cylinder in either direction during reciprocation thereof, and other pattern controlled means for varying the effective length of the coraposite link so as to vary the movement of the narrowing picks relative to each other in accordance with the variations in capacity of the narrowing picks. 5. An improvement in a circular knitting machine having a needle cylinder with vertically movable needles carried thereby, said machine also having a knittiiig station and means for feeding a first yarn to the needles, said improvement comprising means for shogging the needle cylinder so as to cause the centers of successive groul)s of the needles carried by the needle cylinder to move equidistant past the knitting station during reciprocatory knitting, means for momentarily stopping movement of the needle cylinder in the course of the shogging opera– tion, means for clamping, cutting and withdrawing the first yarn from the needles and for selectively independently feeding other yarns to the needles, said means for withdrawing and selectively feeding the yarns to the needles comprising an improved latch ring having a circumferentially extending yarn feed opening therein which is closed at its upper end and partially closed at its lower end, said latch ring also having a yarn passageway at the lower edge thereof communicating with said opening, a plurality of yarn feedin– fingers mounted for swin.– '3 5 ing movement on a vertical a'xis adjacent said latch rin–., means independently swingin– each of the fingers pist said latch ring, pattern contr'olled means for selectively pogitioning the fingers so that the particular finger swung will pass beneath and beyond said passageway, said clamp– ing means being automatically operable in coacting relation to said means for swinging the yarn fingers so as to aline the yarn extending therefrom to the corresponding yarn feed finger with the passageway as the finger is moved past the same, means for clevatijiz. the last–named yarn feed fi]3gCr to move the yarn thrOtigi–I said passageway into the opening and simultaneously into the hooks of a few adjacent needles and means for aga:tn swinging said last–named finger to caiise the yarn fed thereby to pass through said slot to the needles but 5o out of registry witli said passageway. 6. In a cixcular knitting machine having a needle cylinder with vertically movable needles carried thereby, a knitting station and means for imparting reciprocatory and rotary movement to the needle cylinder, means for shogging the needle cylinder so as to cause the centers of successive groups of the needles carried by the needle cylinder to move equi–distant past the knitting station during rciprocatory knitting, means for stopping the needle cylinder momentarily in the course of a shogging opera– tion, improved means for introducing yarn to the necdles comprising a latch ring having an annular depending flange thereon surrounding the upper ends of the needles, said annular flanges being provided with a circumferentially disposed yarn feed opening therein and also C)5 having a slot in the lower edge thereof communicating with said yarn feed opening, said slot extending substaiitially tangent to the path of travel of the needles past the yarn feed opening in one direction, yarn claniping means disposed in substantial alinement with the slot, 7o a pliirality of horizontally swin,–able yarn feed fiiiger3 mounted adjacent said latch ring, spring means normally holding each of the yam feed fingers in an inoperative position, a first pattern controlled means for presentiig, any particular one of the yarn feed fingers at a predeter– mined elevation in a horizontal plane siibstaritially ad– lacent the lower edge of the annular flange of the latch ring, a second pattem controlled means for swinging the corresponding one of the yarn feed fingers w th the yarn extending from the yarn feed fingers to the clamping means and to where a yarn will be disposed in alinement with said tangentially extending slot in the latch ring, a third pattern controlled means for elevating the yarn feed fingers to cause the yarn carried by the said particular yarn feed finger to enter the yarn feed opening through said tangentially extending slot, said second pattern controlled means also being operable to again swiiig the said particular yarn feed finger slightly in the opposite direction from which it had originally swung to prevent the yarn from passing through said tangentially extending slot as it is fed to the needles tipon ftirther movement of the needle cylinder. 7. In a structure according to claim 6, said second pattern controlled means also being operable to move said particular yarn feed finger slightly in its original direction of movement following the knittin.– of a predetermined number of courses to again aline the yarn carried thereby with the tangentially extending slot and said third pattern controlled means also being operable to again lower the yarn feed fingers slightly to cause the yarn carried by said particular yam feed finger to pass throu.–h said tangentially extending slot and the said second patterncontrolled means again being operable to release the said particular yarn feed finger to permit the spring ineans associated therewith to move the same to inoperative position. 8. In a circular knitting machine having a needle cylinder with vertically movable latch needles carried thereby, a kriitting station and means for imparting reciprocatory and rotary movement to the needle cylinder, a first pattern controlled means for shogging the needle cylinder so as to cause the centers of successive groups of the neeidles carried thereby to inove equi–distant past the knitting station during reciprocatory knitting, a plurality of horizontally swingable yarn feed fingers disposed adjacent the needle cylinder, a second pattern controlled means for positioning any onof the yarn feed fingers at a predetermined elevation so as to be disposed in substantially the horizontal plane of the latches of the needles, individual yarn clamding means associated with each of the yarii feed fingers, means for momentarily stopping movement oi' the needle cylinder in the course of a shog.–ing operatioi,i, mearis for moving the corresponding yarn clamping means into a position closely adjacent the needle cylinder so as to cause the yarn clamped thereby to extend therefrom to the corresponding yarn feed fniger, and between the latches and hooks of the adjacent needles in the needle cylinder as reciprocatory inovenient is agaiii iric_parted to the needle cylinder and means for withdrawing the corresponding yarn clamping riaeans from closely acljacent the needle cylinder upon the occurrence of a subsequent shogging operation of the needle cylinder. 9. In a circular knitting machine having a needle cylir.der with vertically movable needles carried therebl_ a kiiitting station a–,id means for impartin.– reciprocatory alid rotary movement to the i, .eedle cylinder, means fox shoggiiig be i7cedl,– cylinder so as to cause the centers of succe3sive gi–oup_; ci' the needl–s carried by the needle cylinder to move equi–distant past the knitting station during reciprocatrry knitting, an annular latch ring surrounding the upper ends of the needles and having a yarn feed opening therein and also haviiig a slot therein extending substantially tangentially relative to the path of travel of the needles, a pltirality of horizontally swingable yarn feed fin._ers disposed adjacent the latch ring, a first pattern controlled means for swinging selected yarn feed fin,_ers into a position adjacent said tangentially

extending slot, a pltirality of horizontally movable yarn clamping means also disposed adjacent the latch ring, a second pattern controlled means for positioning any one of the yarn clariip;n,_ m__–ans at a predetermined elevation in a horizon– tal plane immediately below the annular latch ri ng, a thir d d' pattern controlled means for moving the selected yarn clamping means into operative position so the yarn extend–'_ng therefrom to the cor onding yarn feed ger will be disposed in alinement w th the tangentially extendirig slot in the latch riiig, means for stopping the needle cylinder momentarily in the course of a shogging operation as the selected yarn feed finger and the yarn clamping means are moved into operative position, a fourth pat– tern controlled means for moving the last–named yarn feci finger tipwardly to cause the yarn carried thereby to pass through said tangentially extending slot in to the yarn feed opening, aiid a fifth pattern controlled means to cause the last–named yarn clamping m,Dans to release the yarn upon movement again being imparted to the needle cylinder. 10. In a structure according to claim 9, said third patterii controlled means also being operable to again cause the last–named clamping means to clamp the yarn follow– in.– the knitting of a predetermined number of courses, coactidg yam cutting means cooperating with the yarn clamping means for clamping the yarn fed by said yarn feed finger and said first and third pattern controlled nieans bein_. operable substantially simLiltaDeously for 21i causing the corresponding yarn feed finger:and the clamping mcaiis to again withdraw from operating position as the needle cylinder is again momentarily stopped during the course of a shogging operation so the yarn will extend froiii the yarn clainping means to the coinciding yam feed finger. 11. in a circular knitting machine, the combination of a needle cylinder having needles and havin.– means for feeding yarns to said needles, and having means for reciprocating said needle cylinder and needles, meaiis for wid– ening and narrowing so as to knit reciprocatory courses of varyiiig length, ineans for shogging the needle cylinder so as to knit other reciprocatory courses of varying length in the planes of the first–named reciprocatory cotirses, means for raising terminal needles in knitting each of certain courses to retain the loops thereon so that terniinal loops of all reciprocatory cotirses in the same plane may be lilterlcnitted to form a suture between respective areas formed by each set of reciprocatory courses, said iliean.s for widening and narrowing including means for in– 4,_D creasing and decreasing the number of needles knitting each of a plurality of successive courses by more than one needle and means for increasing and decreasing the number of needles in knitting each of anothe_r plurality of successive courses by a single needle. . 12. In a circular knitting machine havng a needle cylinder and needles, means for feeding yarns to said needles' mcaiis for reciprocating the needle cylinder and elevatin_ sol–iie of the needles so that a fractional part of a course may be knitted by the noii–elevated needles upon each of a plurality of reciprocatory strokes of the needle cylinder and _neans for sho.–ging the needle cylinder so as to knit an additional fractional part of a cours:e in the plane of each of the previously knitted fractional parts of courses, means for elevatiilg the terniiiial needles knitting (;o certaiii fractional pa–rts of courses to retain their loops so that terrr_iiial loops of each of the latter fractional parts of i–eriprc_,atory cotirses ii–iay be interknitted with terminal loops of other fractional parts of courses to form a sliture therebetween, other means for rotating said needle cylinder and moving the needles so as to knit rotary work at other times, means for varying the number of elevated needles by more than one needle in knitting certain frac' ional parts of courses and means for varying the number of elevated needles by only a sin,gle needle in TO knitting certain other fractional parts of courses in the kiiitting of a single article. 13. In a circular knitting machine having a needle cylinder provided with independent vertically slidable needles and also having means for transmitting rotary and i–eciprocatory motion to the needle cylinder, means for _hogging the needle cylinder a predetermined aniount so as to cause the center of a group of the needles in the iieedle cylinder to move equidistant past the knitting station during reciprocatory motion of the needle cylinder and then to catise the vertical center of a succeeding group of the needles to move equidistant past the knitting station, means for varying the number of needles which knit in a p'.Urality of courses by at least two needles, means for varying the number of needles which knit in another plurality of courses by only a single needle and means for elevating terminal iieedies in knitting each of certaiii courses to catise their loops to be retained thereon. 14. An improvement in a circular knitting machine having a needle cylinder and needles, and also having means for feeding yarns to said needles and also having means for reciprocating the needle cylinder and elevating some of the needles so that a first partial course may be knitted by the non–elevated needles upon each of a plurality of reciprocatory strokes of the needle cylinder, said improvement comprising means for shogging the needle cylinder so as to knit an additional or second partial course in the plane 6f each of the first knitted partial courses, means for elevating the terminal needles in each first partial course to retain their loops so that terminal loops of each first partial reciprocatory course may be interknitted with terminal loops of a corresponding second partial course to form a suture therebetween, pattern controlled means for varying the number of needles employed in knitting certain of a plurality of said first partial courses by at least two needles from course to course, ,other pattern controlled means for varying the number of needles employed in knitting certain others of a plurality of said first partial courses by oiily a single needle from course to course, and means for varying the number of needles empl6yed in knitting a plurality of said second partial courses so that terminal loops of the latter partial coi,irses may be interknitted with terminal loops of said certain and said certain others of said first partial courses in the knitting of a single article. 15. In a circular knitting machine, the combination of a needle cylinder having vertically movable necdles. a single feeding station having a plurality of means for feeding yarns to the needles, means for shogging tt–e needle cylinder, means for reciprocating the needlc cylinder and needles so as to knit a portion of a tubular fabric having a plurality of independently knitted yarns in a single course, means for varying the number of needles knitting by a single needle upon each of a plurality of successive movements of the needle cylinder in eitlier direction, and means for varying the number of iieedles knitting by more than one needle upon each of another plurality of movements of the needle cylinder in either direction in the knitting of a single article. 16. In a, circular knitting machine havin,– a needle cylinder provided with vertically movable latch needles aiid also baving means for imparting reciprocatory and rotary movement in the needle cylinder, a first patterncontrolled means for shogging the needle cylinder so as to cause the centers of successive groups of the iieedles carried thereby to move equi–distant past the knitting station during reciprocatory knitting, a plurality of horizontally swingable yarn feed fingers disposed adjacent the needle cylinder and each having a strand of yarn extending therethrough, a plurality of individual yarn clamping members associated with the yarn feed fingers, a vertically movable carriage for said yarn clamping members' said yarn clamping members being

mounted for horizortal movement on said vertically movable carriage, a second pattern controlled means for individually positionilig selected yarn feed fingers at a predetermined elevation in substantially the horizontal plane of the latches of the needles, a third pattern controlled means for elevating the carriage for the yarn clamping members to position a selected yarn :clamping member at a predetermined elevation in substantially the horizontal plane of the latches of the needles, a toothed member fixed on the carriage. for the yarn clamping members, a pivoted toothed member disposed adjacent the carriage, a fourth pattern controlled means for moving the pivoted toothed member into engagement with the toothed member fixed on the carriage, said third pattern coiitrolled means being adapted to release the carriage iipon elevating the same to a predetermined position and said pivoted toothed member being adapted to engage the fixed toothed mem– 1.0 ber on the carriage so as to accurately position the carria.e at a desired elevation for presenting the selected yarn clamping member at the desired elevation. 17. In a circular knitting machine having a needle cylinder provided with vertically movable latch needles and also having means for imparting reciprocatory and rol_ary movement to the needle cylinder, a first pattern controlled means for shogging the needle cylinder so as to cause the celiters of successive groups of the needles carried thereby to move equi–distant past the knitting station during reciprocatory knitting, a plurality o,_' horizontally swi–ngable yarn feed fingers disposed adjacent the needle cylinder and each having a strand of yarn extending theretliroligh, a plurality of individual yarn clamping members associated witli the yarn feed fingers, a ver– tically movable carriage for said yarn cl_ampin.– members, said yam clamping members being mounted for horizontal movement on said vertically movable carriage, a second pattern controlled means for individually positioning selected yarn feed fingers at a predetermined ele– vation in substantialiy the horizontal plane of the latches of the needles, a third pattern controlled means for elevating the carriage for the yarn clamping members to position a selected yarn clamping member at a predetermined elevation in substantially the horizontal plane of the latches of the needles, a toothed member fixed on the carriage for the yarn clamping members, a pivoted toothed member disposed adjacent the carriage, a fourtb pattern controlled means for moving the pivoted toot'iied member into engagement with the tootlled n–iember fixed on the carriage, said third pattern controlled means being adapted to release the carriage tipon elevating the same to a predetermined position, said pivoted toothed member being adapted to engage the fixed toothedmember on the carriage so as to accurately position the car– 4.5 riage at a desired elevation for presenting the selected yarn clamping member at the desired elevation, a fiftli pattern controlled means for moving the selected yarn clamping member into a position closely adjacent the needle cylinder, a sixth pattern controlled means for mov– ing the selected yarn feed finger into a positiod closely adjacent the needle cylinder so as to cause the yarn to extend therefroni to the corresponding yarn clamping member and between the lalches and hooks of the adjacnt needles in the needle circle and a seventli pattern controlled means for releasing the yaril from the yarn clamping means so as to permit the last–named needles to take the yarn therefrom as it is directed thereto from the last–named yarn feed finger. 18. An improvement in a circular knitting machine having a needle cylinder with vertically movable indepei–ident needles carried thereby and also having means for imparting reciprocatory and rotary movement to the needle cylinder and also having a pattern chaip and also having pattern ;controlled means for imparting move– ment to the patt.–rn controlled means for imparting movement to the pattern chain and also having a plurality of yarn feedi–tig, cuttiiig and clamping elements thereon for control ng the feeding of different yarns to the needles and also havilig a patterii drum for controlling the op– eration of said yarii feeding, cutting and clamping elements and also having a shaft thereon, said improvement comprisino pattern controlled means for imparting rotation to the said pattern drum at varying intervals in a step–by–step maiiner including a cam wheel carried by said shaft and having a plurality of irregular cams there– oli, iiinrs to inip_irt totation to said cam wheel a ratchet wheel fixed oii tli._, pattern drum, a ratchet pawl disposed adjaceiit said ratchet –__iheel, a series of pivotally ;r,terco,iiicct–.d pivoted members, one of the endrnost of said i)ivoted rnembers being pivotally connected to said ratchet pawl, a cam follewer connected to the pivoted iiienib(–_r it the opposite eid of the series of interconnected pivoteci iii2mbers, spring itieaiis iormally urging the cam iiito cii.–agcn–ient with the cams on said cam ,vhccl ' r i.–aportiii_ moiement to the ratchet pawl, a notch i__–i ciie oi the i);voted members of said series of iiitercon;–tf,–cted pivo_ted me,–nbers, a latch normally urged into said in _he pivoted member and noriiially holding fhe c–,rr fo'Ac,,wer oi–i_ of engagement with said cams on the ca_n wheel, and means controlled by said pattern chai,–i for rtioving said latch meiriber out of eii–gagement ivith the corresponding notch in one of the members to thiis release the series of interconnected pivoted members at predeter,,iiiiied intervals so as to cause rotation to be inivar',ed to said pattern drum at varying iiitervals accord_r,g to a desired pattern. in a circular knitting macliine having means for th_– top of a stocking thereon and wherein coiiti_–itic,us rotatioii of a needIG cylinder having vertically iiiovable iieedies is involved ' in combination, means for i,,itrodliciiig i first yarn to ,II of th, needles during the l__aitt;n,– of tlao iol), pattern controlled means for activ,i"ing sel–,–ted groups of needles for taking and knitting ,,he fii–st yar_i, nieans controlled by said pattern controlled iiie,ins for decreasing the numb.–r of needles in action, at tir_ies, by a sin,–le needle in each course and, at other tirnes, by P. plurality of needles in each course in said –elected . –rolips for successively knitting a triangle, having one pointed end facing away from the top of the stocking, with each of said selected groups of needles, pattern controlled means for shogging the needle cylinder to cause each of said groups of needles to lcnit the yarn into the shape of said triangles successively and independently of each other, said pattern controlled means for shogging the reedle cyli_–ider also being effective a number of times i.n the knitting of a stockin.– to cause the needle cylinder shog varying d;stances so that the remote halves of a jacent groups of needles may be rendered inactive while the proximate halves of adjacent groups of needles may be rendered active in a widening operation to knit a third trian,–le and having one pointed end of the third triangle facing iD the opposite direction from the said pointed encis of the first–named triangles between the previotisly kpitted triangles, means for elevating terminal needles to ret,–in their loops while decreasing the number e–f– iieedles in action during reciprocatory knitting, so terminal loops of said third triangle will subsequently be 'mterknit'Led with terminal loops of said first–named triangles and said nicaus controlled by said pattern controlled meaiis includiiig means for increasing the number of active iieedles at tin–ics by a single needle in knittin.– each of a plurality of courses and at other times by more than oi,ic iieedle in l_Tiittiii– another plurality 6f courses. 20. In a circular knitting machine having a needle cylinder willi vertically movable independent needles carried thereby and also having stitch cams defining a knittiiig station Lnd having a first pattern controlled means for offecti_ig

rotpry and reciprocatory movement of the iieedle cylinder and also having means for shogging the iaeedle cylindcr so as to cause the centers of selected .–rolips of the n–,edies carried by the needle cylinder to mc,ve eqlii–distaiit past the knitting station during reciprocatory knittiiig, a second patter–n controued means for effectin.– the '_owering of at least two additional needles to p.–ss t',arough the stiteli cams durineach of a Plurality of su–,cessive rotary niovements of the needle cyliiider in either e_irection to effect a widening operation and a third patteri controlled means for effecting the lowering o'L a single additional needle to pass through the stitch cams tipon e,,ich _f another pliirality of successive rotary movements of ene ileedle cylinder –in eithet direction in the knitting of a single article. 21. In a circular knittin.– machine having a needle cylinder with vertically movable independent needles carried thereby and also havin– a kiiitting station including stitch cams and said machine having a first pattern controlled nieatis for effecting rotary and reciprocatory movement of the needle cylinder and also haiiing means for shogging the needle cylinder so as to cause the centers of lo selected groups of the needles carried by the needle cylinder to mo–ve equi–distant past the knitting station duriiig reciprocatory knitting, a second pattern controlled means for effecting the lowering of at least two additional needles to pass through the stitch cams during each of a plurality of successive rotary inovements of the needle cylinder in citlier direction to eff6ct a wideiaing operation, a third patterii controlled rneans for eitecting the loweriii– of a siiigle qdCti'Lional needle to pass through the stitch carns tipon each of another plurality of successive rotary move– ments of the needle cylinder in either direction in the knitting of a siiigle article, said second pattem controlled means being operable for effecting the elevating of at least two additional needles to pass above the stitch cams durin.– each of a pltirality of successive rotary movements of the needle cyliiider in either direction t,o effect a narrov_iiig operation and said third pattern controlled means bein.– operable for effecting the elevating of a single, additional needle to pass above the stitch cams upon each of a plurality of successive rotary movements of the needle cylinder ii–i e4her direction. 22. In a circular knitting machine having a needle cylinder with vertically movable needles carried thereby aiid also having a knitting station including stitch cams and said machine having a first pattern controlled mealis for effecting rotary and reciprocatgry moven–ient of the needle cylinder and also having means L'Gr shogging the needle cylinder so as to cause the centers of selected groups of the needles carried by the needle cylinder to move equidistant past the knitting station during reciprocatory knit– tiug, a second pattern controlled means for effecting the e evating at cast two a tiona needles to pass a ove the stitch cams during each of a plurality of successive rotary movements of the needle cylinder in either direction to effect a narrowing operation, and a. third pattem controlled means for effecting the elevating of a single additional needle upon each of another pltirality of sticcessive rotary movements of the needle cylinder in either direction in the knitting of a single article. 23. An improvement in a circular knitting machirte 5(having a needle cylinder provided with vertically movable needles and also having a set of stitch cains aiid also having a first pattern controlled meai–is for alternately effecting reciprocatory and rotary movement of the needle cylinder, said improvement comprising see– ond pattern coiitrolled means for causing a widening operation upon a first series of successive rotary movements of the needle, cylinder in either direction in which the number of needles which pass thxough the stitch carns upon each of said rotary movements are increased by a predetermined number of needles, said second patterncontrolled means also being operable to cause the number of needles which pass through the stitch cams upon a second series of successive rotary moveinents of the needle cylinder in either direction to be increased by a lesser uumber of needles than said predetermined number of needles during the knitting of a single article, said means for increasing the number of needles which pass through the stitch cams upon said first seriles ofsuccessive rotary movements of the needle cylinder in either direction comprising a first pair of coacting widenin._ picks, each having a capacity for lowering two needles and one of said fi–rst pair of widening picks being operable to lower two needles upon a rotary movement of the needle cylinder in one direction and the other of the first pair widen ng picks having a capacity for lower– ing two needles upon a rotary movement of the needle cylinder in the opposite direction, a second pair of widening picks disposed astraddle the first pair of widening picks and each also hOVing a capacity for lowering two needles upon alternate rotary movements of the needle cylinder, whereby four needles are loivered upon each rotary movement of the needle cylinder in opposite directiolis, a pair of narrowing picks disposed astraddle the stitch cams and each having a capacity for elevating two needles to inoperative position upon alternate rotary movements of the needle cylinder whereby, upon four needles being lowered by the widening picks, the leadiig two needles which may be in a lowered position will be elevated to inoperative position by the corresponding narrowing pick to perinit two additional needles to pass through the stitch cams upon each successive rotary movement of the needle cylinder in either direction. 24. In a structure according to claim 23, third pattern controlled means for rendering one of the pairs of widening picks inoperable during said second series of successive rotary movements of the, needle cylinder in either direction and fourth pattern controlled means for decreasin_ the capacity of the narrowing picks to where the narrowing picks will elevate only a single needle upon each rotary movement of the needle cylinder in either direction and whereby the widening picks which have remained operative will lower only two needles upoti each rotary movement of the needle cylinder in either direction and the narrowing picks will permit a single additional needle to pass through the stitch cams upon each rotary movement of the needle cylinder in either direction. 25. In a circular knitting machine, the combination of a needle bed, needles, pattern controlled means for feeding a plurality of yarns to the needles from a single station, mcaiis for reciprocating the needle bed, pattern controlled means for shogging the needle bed and pattern mechanisms functioning on the needles so as to knit separate areas in the same courses but upon separate movements of the needle bed in either direction and to interknit terminal loops of the courses in adjacent triangular areas t6 form a suture therebetween, said pattern mechanisms including means for widening to, at times, include at least two additional needles in the knitting wave upon each of certain successive movements of the needle bed in either direction and, at other times, to include a single additional needle in the knitting wave upon each of certain other successive tnovements of the needle bed in either direction, said pattern me anisms also inciuding means for narrowing to, at times, include at least two less needles in the knitting wave upon each of certain successive movements of the needle bed in either direction and, at other times, to include only one less needle in the knitting wave upon each of c_rtain other successive movements of the needle bed in either direction. 26. In a circular knitting machine having a needle cylinder with vertically movable independent needles carried thereby and also having stitch cams and having a first pattern

controlled means for effecting rotary andreciprocatory movement of the needle cylinder and also having means for shogging the needle cylinder so as to cause the centers of successive groups of the needles carried by the needle cylinder to move equi−distant past the knitting stEitiOn during reciprocatory knitting, a second pattern controlled means for effecting the lo,,vering of at least two additional needles to pass through the stitch catns dtiring each of a plurality ofsuccessive movernents of the needle cylinder in either direction to effect a widening operation, and a third pattern controlled means for effecting the lowering of an additional needle upon each of another plurality of successive movements of the needle cylinder in either direction in the knitting of a single article. 27. In a circular kiiitting niachine having a needle cylinder with vertically movable independent needles car− ried thereby and also having stitch cams and having a first pattern controlled means for effecting rotary and reciprocatory movement of the needle cylinder and also having means for shogging the needle cylinder so as to cause the centers of successive groups of the needles carried by the needle cylinder to move coui−distant past the knitting station during reciprocatory knittin,−, a second pattern controlled means for effecting the lowerinof at least two additional needles to pass through the stitch cams during each of a plurality of successive movements of the needle cylinder in either direction to effect a wideiiing operation, and a third pattern controlled means for effecting the lowering of only one needle to pass through the stitch cams upon each of another plu− rality of successive movements of the iieedle cylinder in either direction in the knitting of a single article. 28. In a circular knitting machine havi−.ig a iieedle cylinder xith verticall.y movable indep−.ndent needles carried thereby and also having stitch cams and having a first patt−,rii controlled means for effecting rotary and reciprocatory movement of the needle cylinder and also haking means for shogging the needle cylinder so as to cause the centers of successive groups of the needles carried by the needle cylinder to move equi−distant past the knitting sta− tion during reciprocatory knitting, a second patterncontrolled means for effecting the lowering of at least two additional needles to pass thr gh stitch cams each of a plurality of successive movements of the needle cylinder in either direction to effect a widening operation, a third pattem controlled means for effecting the lowering of a single additional needle to pass through the stitch cams upon each of another plurality of successive movemelits of the needle cylinder in either directioii it'i the knitting of a single article, said second pattern controlled means being operable for effecting the elevating of at least two additional needles to pass above the stitch cams during each of a plurality of successive movements of the needle cylinder in either direction to effect a narrowing operation, and said third pattern controlled means being oper− able for effecting the elevating of only one additional needle to pass above the stitch cams upon each of a plurality of successive movements of the needle cylinder in either direction. 29. In a circular knitting machirie, the combination of a needle bed, needles, pattern controlled means for feeding a plurality of yarns to the needles at a sin.−Je feediilg station, means for reciprocating the needle bed, pattern controlled means for shogging the needle cylinder and pattem mechanisms fiinctioning on the needles so as to 5o knit separate triangularly−shaped areas in the same courses but upon separate movements of the needle bed in either direction and interknitting the terminal loops of tl−te coi−irses in adjacei−it triangular areas to form a suture therebetween, said pattern mechanisms including meaiis for widening and liarrowing by increasing the number of active needles by at least two upon each movement of a first series of successive movements of the needle bed in each direction and by decreasing the number of active needles by at least two upon each movenielit in a second 6o series of successive movements of the needle bed in each direction, and said pattern mechanisms also including means for widening and narrowing by increasing the number of active needles by a single needle upon each movement in a third series of successive movements of the needle bed in each direction and by decreasidg the number of active needles by a single needle upoii each movernent of a fourth series of successive movements of the ,icedle bed in each direction in knitting a single article. 30. In a circular knitting machine having a needle cyl− inder provided with needles, means for feeding yarns to said needles and ineans for reciprocating said needle cylinder and needles4l the combination of means for widening and narrowing so as to knit reciprocatory courses of varying length, means for shogging the needle cyliiider so as to knit other reciprocatory courses of varying length in the planes of the first−named reciprocatory courses, means for raising terminal needles in knitting each of certain courses to retain the loc._,7.)s thereon so that terminal loops of all reciprocatory courses in the same plane may be i−,iterknitted to form a suture between respective areas forriied by each set of reciprocatory courses, said nieans for widening aiid narrowing including means for increasin,,, atid decreasi_ig the number of needles knitting each ol' a plurality of success__Vo cotirses by a given nt−Lmber of needles, and means for increasing aiid decreasing the number of needles kiiitting each of another plurality of successive courses by a number of needles varying with respect to said _.liven IILimber. 31. li−i P. circuiar indepeiident needle kiiitting machine having a needle cylinder provided with vertically movable needles, a set o.L' stitch cams, means for alteriiately ;mparting rotary and reciprocatory movemeiit to the needle cylinder and means for respectively lo_vering and elevatin_ needles to and from a position to pass througli the stitch caw_s; the combination of means for at times lowering four needles and elevating two lowered needles to permit two additional needles to pass through the stitch earns upon each of certain movements of the needle cylinder in e;ther direction during reciprocation thereof, means to vary the capacity of said elevating means so the latter will elevate a single needle upon each of certain other movements of the needle cylinder in e−.ther direction, said elevating rneans including a pair of elevatin_., picks, said means for vaFy−ID.− the capacity of 'Lhe eievating means comprising a pick restrictor mounted for ii−iovement o−,i each of said elevatil−ig picks, means normaily holding the pi,.k restrictor out of oi)erative pos,tion ol, each ol the elevating picks, selectiv_Ly cc,−iitrolled meaiis for moviiig the i)iclc restrictor into operat'Lve position o.;i eacti of the elevatiii,., picks for decreasiiig the capacity thereof, means cooperaling with the last−iiai−ned m−,g,ns c)r holdin−. the pic,__ restrictor in oi)erative positiod foLpredelfrniiiied i.,itervals, said selectively controlled ri2cans being operable to release said latch means, and said holdin−, meaiis being operable to r_iove the pick restr;ctor to inoperative position.

93) Family number: 49087265 (WO12123602A1) © PatBase

Title: DEVICE INCORPORATED PERMANENTLY INTO A MOTOR VEHICLE FOR AUTOMATIC MOUNTING OF NON–SLIP ACCESSORIES

Priority: ES20110000261U 20110311

Family:

Publication number	Publication date	Application number	Application date
ES1074824 UA	20110614	ES20110000261U	20110311
ES1074824 Y1	20110916	ES20110000261U	20110311
WO12123602 A1	20120920	WO2011ES70690	20111003

Probable Assignee: SAVE DUMMY SL

Assignee(s):(std)**:** SANTIAGO FONTAINA JOSE MARIA ; SAVE DUMMY S L

Assignee(s): SAVE DUMMY SL

Inventor(s):(std)**:** SANTIAGO FONTAINA JOSE MARIA ; SAVE DUMMY S L

Inventor(s): SAVE DUMMY SL

Agent(s): CARVAJAL Y URQUIJO ISABEL ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT QA RO RS RU RW SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60B39/12 B60C27/00 B60C27/14 (Advanced/Invention)

CPC: B60B39/12 B60B2900/3312 B60C27/145

European class: B60C27/14F

Classification Explorer

Cited documents: WO02087906 A1, US5443225 A, US3797549 A, US3630440 A, ES2351505 AA, DE2652996 A1, DE20003305, DE102006035192,

Abstract:
Device incorporated permanently into a motor vehicle for automatic mounting of non–slip accessories, which comprises a module arranged under the bodywork of the motor vehicle, which contains the elements for equipping the drive wheels of said motor vehicle when the latter is to travel on snow–covered or icy roads. The device is formed by a module (1) driven by electromechanical means, in the form of a workable box that contains a band (2) rolled up on a rotary shaft or drum, the end of which incorporates a "U"–shaped pull (3) with hooks at the ends. In addition, there are two horizontal–shaft rollers (4) with freedom to rotate, and a transversely moving blade (5) driven by an electric motor that drives a shaft (6). Supplementarily, on the drive–wheel rims (8) there are studs (9).

0) FI6903A – KUGGHJULSHYVELMASKIN

94) Family number: 39296462 (FI6903A) © PatBase

Title: Kugghjulshyvelmaskin

Family:

Publication number	Publication date	Application number	Application date
FI6903 A	19171231		00000000

Inventor(s):(std)**:** MAX MAAG

Inventor(s): MAAG MAX

International class (IPC 8–9)**:** B23F5/12 (Advanced/Invention); B23F5/00 (Core/Invention)

International class (IPC 1–7)**:** B23F5/12

Classification Explorer

Abstract:
Source: FI6903A 1. Kugghjulshyfvelmaskin med kuggstångforaigt stål, kaennetecknad daeraf, att verktygetsarbetsstycket» och foerningsapparatens från en «ed afbrott verkande hufvuddrifanordning och en kontinuerligt loepande bidrifanordning drifna roerelser aefvensom SJÏXJ sjaelfva drifmekaniswer– na lgångsaettas och urkopplas af en SaeaeXXaell central kamtrumma, som roterar oafbrutet 1 samma riktning och under en arbetsperiod utfoer ett helt omlopp samt kan urkopplas, hvarvid dessa roerelser staendigt aefven delvis kunna påverkas foer hand. 1 Kugghjulshyfvelmaskin med kuggstangforaigt Steel, daeraf characterized in that the verktygetsarbetsstycket »Science foerningsapparatens from a« ed afbrott verkande hufvuddrifanordning och en kontinuerligt loepande bidrifanordning drifna the movements aefvensom SJIXJ sjaelfva drifmekaniswer as lgangsaettas Science urkopplas af en SAEAEXXaell central kamtrumma, som oafbrutet 1 rotates the same direction under Science I arbetsperiod utfoer ett helt och omlopp national urkopplas, hvarvid industry continuously measure the movements aefven partly for kunna be affected to hand.

0) SE466317B – ANORDNING FOER INFAESTNING OCH MANOEVRERING AV ...

95) Family number: 5694800 (SE466317B) © PatBase

Title: ANORDNING FOER INFAESTNING OCH MANOEVRERING AV EN PLOGVINGE

Priority: SE19890000138 19890116

Family:

Publication number	Publication date	Application number	Application date
FI900233 A0	19900116	FI19900000233	19900116
FI91094 B	19940131	FI19900000233	19900116
FI91094 C	19940510	FI19900000233	19900116
NO175908 B	19940919	NO19900000226	19900116
NO175908 C	19941228	NO19900000226	19900116
NO900226 A	19900717	NO19900000226	19900116
NO900226 A0	19900116	NO19900000226	19900116
SE466317 B	19920127	SE19890000138	19890116
SE466317 C	19920527	SE19890000138	19890116
SE8900138 A	19900717	SE19890000138D	19890116
SE8900138 A0	19890116	SE19890000138	19890116
SE8900138 L	19900717	SE19890000138	19890116

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Assignee(s):(std): SVEDALA ARBRA AB

Assignee(s): SVEDALA ARBRAA AB ; SVEDALA ARBRAO AB ; AB MAEHLER AND SOENER ; MAEHLER AND SOENER AB

Inventor(s):(std): KJELLBERG BERTIL ; KJELLBERG B

Inventor(s): B KJELLBERG

International class (IPC 8–9): E01H5/06 (Advanced/Invention); E01H5/04 (Core/Invention); E01H E02F (Subclass/Invention)

International class (IPC 1–7): E01H5/06

CPC: E01H5/067

European class: E01H5/06E

Classification Explorer

Forward Citations: US9085860,

Abstract:
Source: SE466317B Foereliggande uppfinning avser en anordning foer infaestning och manoevrering av en foer snoeroejning avsedd plogvinge (1) pa sidan av ett fordon, i synnerhet en lastbil, som inbegriper fraemre och bakre hjul eller hjulboggin (4), varvid plogvingen aer med hjaelp av ett kraftutvecklingsdon (5) svaengbart roerlig mellan ett insvaengt transportlaege naera intill fordonet och ett fran fordonet utsvaengt snoeroejningslaege da plogvingens bakre aende aer fjaermad fran fordonet. Haervid aer savael kraftutvecklingsdonet som en framfoer detta befintlig utliggare eller tva i par anordnade svaengarmar (6, 7), relativt vilka vingen aer svaengbart roerlig, foerbundna med fordonet mellan de fraemre och bakre hjulen. The invention relates to an arrangement for fastening and manoeuvring a side plough 1 at the side of a vehicle of the type which includes front and rear wheels. The side plough 1 is connected in an articulated manner to the vehicle and is, via an extendable arm 5, pivotably movable between different positions relative to the vehicle, both the articulation between the side plough and the vehicle and said extendable arm 5 being located in the area between the front and rear wheels of the vehicle. The extendable arm consists of a hydraulic cylinder 5 which carries out pivoting of the side plough between a pivoted–in transport position close to the vehicle and a snow–clearing position, in which it is pivoted out from the vehicle, in addition to which the articulation between the side plough and the vehicle consists of two pivot arms 6, 7 which serve as outriggers and are individually connected in an articulated manner to both the vehicle and the side plough.

0) US3613311A – DEVICE FOR OPENING AND CLOSING SLIDING ROOF SEC...

96) Family number: 144878 (US3613311A) © PatBase

Title: DEVICE FOR OPENING AND CLOSING SLIDING ROOF SECTIONS OF A FREIGHT CAR

Priority: BE19670703969 19670918 DE1967R046177 19670603 DE19691956136 19691107 DE19681759609 19680518

Family:

Publication number	Publication date	Application number	Application date
AT285666 B	19701110	AT19670008409	19670914
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YU254870 A	19740831	YU19700002548	19701019	
YU32581 B	19750228	YU19700002548	19701019	

Probable Assignee: RHEINSTAHL SIEGENER EISENBAHNB

Assignee(s):(std)**:** RHEINSTAHL SIEGENER EISENBAHNB ; RHEINSTAHL TRANSPORTTECHNIK AG ; RHEINSTAHL AG ; RHEINSTAHL AG TRANSPORTTECHNIK

Assignee(s): RHEINSTAHL AG TRANSPORTTECHNIK DT ; RHEINSTAHL AG TRANSPORTTECHNIK NETPHEN DREIS TIEFENBACH DT ; RHEINSTAHL AG DT ; FELIX SCHNEIDER ; MANFRED OERTER ; RHEINSTAHL SIEGENER EISENBAHNBEDARF GMBH ; RHEINSTAHL SIEGENER EISENBAHNBEDARF G M B H ; RHEINSTAHL SIEGENER EISE ; RHEINSTAHL SIEGENER ; RHEINSTAHL SIEGENER EISENBAHNBEDARF GMBH DT ; RHEINSTAHL SIEGENER EISENBAHNBEDARF G M B H DREIS ; RHEINSTAHL SIEGENER EISENBAHNBEDAR G M B H ; RHEINSTAHL SIEGENER EISENBAHNBEDARF G M B H DREIS TIEFENBACHKR SIEGEN I W ALLEMAGNE ; RHEINSTAHL DT AG ; RHEINSTAHL TRANSPORTTECHNIK NETPHEN DREIS TIEFENBACH AG ; RHEINSTAHL TRANSPORTTECHNIK DT AG ; RHEINSTAHL SIEGENER EISENBAHNBEDAR GMBH ; RUDOLF WALSER

Inventor(s):(std)**:** ERNST NEUSER ; F SCHNEIDER ; FELIX SCHNEIDER ; KARL RAAB ; KARL RAAB DR ING ; MANFRED OERTER ; OERTER MANFRED ; PAUL WERNER WAGENER ; R WALSER ; RAAB K ; RAAB KARL ; RUDOLF WALSER ; NEUSER ERNST ; OERTER ; OERTER M ; NEUSER E ; SCHNEIDER F ; WAGENER P W ; WAGENER PAUL WERNER ; WALSER R ; SCHNEIDER FELIX ; WAGENER P ; WALSER RUDOLF ; WALZER R

Inventor(s): WAGENER P DT ; WALSER R CH ; SCHNEIDER F DT ; NEUSER E DT ; OERTER M DT ; RUDOLF WALSER JEGENSTORF ; RUDOLF WALSER JEGENSTORF CH ; MANFRED OERTER NETPHENUNGLINGHAUSEN ; MANFRED OERTER NETPHENUNGLINGHAUSEN DT ; FELIX SCHNEIDER NETPHEN ECKMANNSHAUSEN

International class (IPC 8–9): B60J7/19 B61D17/12 B61D39/00 (Advanced/Invention); B60J7/00 B61D17/04 B61D39/00 (Core/Invention)

International class (IPC 1–7): B60J7/02 B61D17/00 B61D17/12 B61D39/00 E05F11/04 E05F7/00 F16H5/52

CPC: B60J7/19 B61D39/002 Y10T74/19274 B61D39/006

European class: B60J7/19 B61D39/00C B61D39/00F

US class: 105/377 105/377.09 49/136 74/33.7 74/337

Classification Explorer

Cited documents: FR68323 E, FR1109250 A, AT229356 B,

Forward Citations: US9511781, US5167341, US4569293, US4341163, US3670664, ITVI20090050, EP0630790, DE4321176, CN103661445, CN101823489, AT395568,

Abstract:
Source: US3613311A ABSTRACT OF THE DISCLOSURE In a device for opening and closing sliding roof sections of containers, such as two−section roofs of freight cars, each roof section is connected by two cables to a respective drum rotatably mounted on a cross connection of a freight car. Each of the two cables is connected to the roof section adjacent a respective end of the latter, and the two cables are wound in opposed directions on the associated drum. Manually operable crank means rotate the drums through transmission means interconnecting the crank means and the drums. Respective clutches are interposed between each drum and the transmission means, and clutch operating means connect the crank means to the clutch means and are operable, responsive to operation of the crank means in a direction to open one roof section, to engage the clutch means connecting the associated drum to the transmission means and to disengage, and maintain disengaged the clutch means interposed between the other drum and the transmission means. When one roof section has been moved to the open position, the other roof section cannot be moved to the open position until the one roof section has been returned to the fully closed position. Continued movement of the crank means in the closing direction for one roof section will, after the two roof sections are in the closed position, initiate opening movement of the other roof section. B

0) DE2652996A1 – GLEITSCHUTZEINRICHTUNG FUER KRAFTFAHRZEUGE AUTO...

97) Family number: 1623270 (DE2652996A1) © PatBase

Title: GLEITSCHUTZEINRICHTUNG FUER KRAFTFAHRZEUGE AUTOMATIC FITTING SNOW GRIPS FOR CAR – HAS GRIP BANDS STORED IN MAGAZINES NEAR WHEELS AND PROVIDED WITH AUTOMATIC CLASPS TO JOIN ENDS

Priority: DE19762652996 19761122

Family:

Publication number	Publication date	Application number	Application date
DE2652996 A1	19780524	DE19762652996	19761122

Probable Assignee: FOERSTER KARL

Assignee(s):(std)**:** FOERSTER KARL

Inventor(s):(std)**:** FOERSTER KARL

International class (IPC 8–9): B60B39/12 B60C27/14 B60C27/18 (Advanced/Invention); B60B39/00 B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/06

CPC: B60B39/12 B60C27/145 B60C27/18

European class: B60B39/12 B60C27/14F B60C27/18

Classification Explorer

Forward Citations: WO12123602, WO12095248, WO12069678, WO12068371, US9296268, FR2915133, ES2351505, EP0407710, DE102011107224,

Abstract:
Source: DE2652996A1 Patentanspruche , 1,Gleitschutzeinrichtung fuer Kraftfahrzeuge, dadurch gekenn zeichnet, dass auf bestimmte Weise gestaltete Gleitschutz gurte (Fig9,10,11) zum Auflegen auf die Raeder durch beson dere vor diese montierte Fuehrungen (Fig2,3,4) von vorne vor die Reifen geschoben werden, sich beim langsamen Darauf fahren um diese legen und durch den Druck der Reifen selbst verschliessen 2Gleitschutzeinrichtung nach Anspruch 1, dadurch gekennzeich net, dass zum Abnehmen der Gleitschutzgurte von den Raedern (Fig12) die Klauen 17,17a der Fuehrungen (Fig2,),4) beim langsamen Zurueckfahren deren Verschluesse oeffnen und sie von den Raedern ableiten 3Gleitschutzeinrichtung nach den Anspruechen 1 und 2, dadurch gekennzeichnet, dass das Zufuhren der Gleitschutzgurte vor die Raeder zum Auflegen und das Abziehen der Gleitschutzgurte von den Raedern beim Abnehmen durch elektromotorischen Antrieb erfolgt 4Gleitschutzeinrichtung nach den Anspruechen 1 – 3, dadurch gekennzeichnet, dass die Gleitschutzgurte aus geeignet ge formten und in oder an der Karosserie des Fahrzeugs unter gebrachten Magazinen (Fig1,7) zum Auflegen herausgezogen und beim Abnehmen in diese wieder hineingeschoben werden 5Gleitschutzeinrichtung nach den Anspruechen 1 – 4, dadurch gekennzeichnet, dass die Fuehrungen fuer die Gleitschutzgurte (Fig2,3) vor den Vorderraedern und vor Hinterraedern bei Hinterachskonstruktionen, bei welchen die Hinterraeder Spur und Sturz nicht oder nur sehr geringfuegig veraendern, an der Karosserie befestigt sind 6Gleitschutzeinrichtung nach den Anspruechen 1 – 4, dadurch gekennzeichnet, dass die Fuehrungen (Fig4) fuer die Gleitee schutzgurte–vor Hinterraedern bei Hinterachskonstruktionen, bei welchen die Hinterraeder Spur und Sturz veraendern, an der Achse befestigt sind 7Gleitschutzeinrichtung nach den Anspruechen 1 – 6, dadurch gekennzeichnet, dass die Fuehrungen (Fig2,3,4) fuer die Gleit schutzgurte zum Oeffnen letzterer und zum Abnehmen mittels Bowdenzuegen 14 um einen kleinen Winkel gegen die Raeder ge schwenkt, dabei an diese ueber eine Stuetzrolle 8 angedrueckt werden und nach Abschluss des Abnehmens und Loesen der arre tierten Bowdenzuege 14 durch Federdruck (Federn 36,36a) wieder in die Ausgangsstellung zurueckkehren 8Gleitschutzeinrichtung nach den Anspruechen 1 – 7, dadurch gekennzeichnet, dass die durch Tastendruck pauschal in Taetig keit versetzbare Aus– bzw. The car is fitted with special snow grip tracks which are stored as open bands in magazine racks near the wheels, or spaced about the car. The leading edge of each band is directed at a wheel. The bands are fitted with self fitting clamps to grip the wheels and complete the chain about the wheel. To fit the chains, the magazines are opened by remote control and the car slowly driven while the chains are fed under the wheels. As the chains complete the circuit of each wheel the automatic clamps close. To remove the chains the vehicle is reversed so that release catches open the clasps and return the chains to the magazines.

0) WO8302140A1 – GEAR TRAINS

98) Family number: 2015475 (WO8302140A1) © PatBase

Title: GEAR TRAINS

Priority: EP19830900201 19821208 GB19810037012 19811208 GB19810037014 19811208 WO1982GB00346 19821208

Family:

Publication number	Publication date	Application number	Application date
AT37744 E	19881015	AT19820900201T	19821208
AU198310483 A1	19830630	AU19830010483	19821208
BR8208079 A	19840417	BR19820008079	19821208
DE3279087 D1	19881110	DE19823279087	19821208
EP0107667 A1	19840509	EP19830900201	19821208
EP0107667 B1	19881005	EP19830900201	19821208
FI840054 A	19840106	FI19840000054	19840106
FI840054 A0	19840106	FI19840000054	19840106
GB2111651 A1	19830706	GB19810037012	19811208
WO8302140 A1	19830623	WO1982GB00346	19821208

Probable Assignee: TAILBY RAYMOND ALFRED

Assignee(s):(std)**:** TAILBY RAYMOND A ; TAILBY RAYMOND ALFRED ; WINDSOR SMITH C P TAILBY R A ; WINDSOR SMITH CLAUDE P ; WINDSOR SMITH CLAUDE PETER

Assignee(s): WINDSOR SMITH CP ; CLAUDE PETER WINDSOR SMITH ; RAYMOND ALFRED TAILBY

Inventor(s):(std)**:** ALFRED TAILBY RAYMOND ; EAVES ; PETER WINDSOR SMITH CLAUDE ; TAILBY RAYMOND ALFRED ; WINDSOR SMITH CLAUDE PETER

Inventor(s): RAYMOND ALFRED TAILBY ; CLAUDE PETER WINDSOR SMITH

Agent(s): GRIFFITH HACK

Designated states: AT AU BE BR CH DE DK FI FR GB HU JP KP LU NL NO SE SU US

International class (IPC 8–9): F16H3/08 F16H3/097 (Advanced/Invention); F02B3/06 (Advanced/Non–invention); F16H3/08 (Core/Invention); F02B3/00 (Core/Non–invention)

International class (IPC 1–7): F16H3/08 F16H41/04

CPC: F02B3/06 F16H3/08 F16H3/097 F16H2003/0935

European class: F16H3/08 F16H3/093B F16H3/097 R02B3/06 R16H3/093E

Classification Explorer

Cited documents: US3498150 A, US3080767 A, US2787167 A, US2739487 A, GB2074258 A1, DE2842943 A1,

Forward Citations: GB2140882, GB2124345, EP0214972,

Abstract:
A constant mesh change speed gear train (10) has input and output shaft gears (16) and (20) in direct constant meshing engagement with corresponding gears on primary layshafts (22) and (24). Clutches (34) and (36) on the primary layshafts control the transmission ratios. In addition, a range layshaft (48) is provided to provide two transmission ratios for each ratio provided by the primary layshafts (22) and (24). Range layshaft has input and output gears (50) and (52) which mesh directly with output shaft gear (20) and a final output gear (54) respectively. Clutches (58) and (60) enable selection of the torque output path. A further clutch (38) enables the input and output gears to be directly coupled to provide two further ratios, making a total of six. A hydraulic coupling device (5) with a grounded reactor provides drive input with modest torque multiplication for drive take–up and full coupling efficiency at normal road speed.

0) US2916929A – POWER TRANSMISSION

99) Family number: 29879441 (US2916929A) © PatBase

Title: POWER TRANSMISSION

Priority: US19390272734 19390509 US19400332190 19400429 US19410398451 19410617 US19440547003 19440728 US19410398448 19410617 US19410398449 19410617 US19410398450 19410617

Family:

Publication number	Publication date	Application number	Application date
US2284224 A	19420526	US19400332190	19400429
US2916929 A	19591215	US19410398448	19410617
US2916933 A	19591215	US19390272734	19390509
US2916938 A	19591215	US19410398449	19410617
US2916939 A	19591215	US19410398450	19410617
US2916940 A	19591215	US19410398451	19410617
US2916943 A	19591215	US19440547003	19440728

Probable Assignee: CHRYSLER CORP

Assignee(s):(std)**:** CHRYSLER CORP

Inventor(s):(std)**:** DUNN WILLIAM T ; NERACHER CARL A ; SCHOTZ OTTO W ; SYROVY AUGUSTIN J

International class (IPC 8–9): F16D23/04 F16D23/06 F16D23/08 F16H3/091 F16H61/36 F16H63/20 F16H63/30 (Advanced/Invention); F16D23/02 F16H3/08 F16H61/26 F16H63/08 F16H63/30 (Core/Invention)

International class (IPC 1–7): B60K20/10 B60K20/12 B60K41/06 F16D23/08

CPC: Y10S74/02 Y10T74/19265 Y10T477/6333 Y10T477/6337 Y10T477/6745 Y10T477/69335 F16H3/0915 B60K2702/02 B60K2702/04 Y10T74/19284 Y10T74/19447 Y10T477/674 Y10T74/19433 Y10T74/19437 B60K2702/08 F16D23/06 F16H63/30 F16D23/04 F16D2023/0656 F16D2023/0662 F16H61/36 F16H63/20 Y10T74/20049 Y10T74/2014 Y10T74/20146 Y10T74/20256

European class: 63C45C2A B60K41/00 F16D23/04 F16D23/06 F16H3/091B F16H61/36 F16H63/20 F16H63/30 L60K702/02 L60K702/04 L60K702/08 R16D23/06L R16D23/06L1

US class: 192/53.34 192/85.48 192/85.51 192/85.63 192/85R 477/105 477/106 477/124 477/54 477/55 74/336.5 74/339 74/364 74/365 74/368 74/473.15 74/473.3 74/473.31 74/484R 74/DIG.2

Classification Explorer

Cited documents: USRE21844 E, USRE21244 E, US907711 A, US681634 A, US2333668 A, US2322479 A, US2292253 A, US2272434 A, US2266598 A, US2257838 A, US2256440 A, US2254335 A, US2252644 A, US2251213 A, US2250656 A, US2247714 A, US2236746 A, US2236646 A, US2231876 A, US2229336 A, US2225493 A, US2218136 A, US2214201 A, US2214100 A, US2214099 A, US2205832 A, US2185730 A, US2184032 A, US2181541 A, US2177428 A, US2169216 A, US2161473 A, US2160385 A, US2156589 A, US2156118 A, US2152581 A, US2151153 A, US2126547 A, US2123298 A, US2122067 A, US2120104 A, US2113860 A, US2110711 A, US2109443 A, US2098716 A, US2096438 A, US2071582 A, US2071538 A, US2070215 A, US2062104 A, US2051553 A, US2046428 A, US2045500 A, US2029485 A, US2021645 A, US2012669 A, US2008231 A, US1998274 A, US1997448 A, US1987426 A, US1981823 A, US1980798 A, US1980505 A, US1974267 A, US1969561 A, US1953628 A, US1947235 A, US1911599 A, US1887952 A, US1886003 A, US1870341 A, US1861931 A, US1839145 A, US1733002 A, US1719049 A, US1391542 A, US1344439 A, US1319008 A, US1221603 A, US1185538 A, US1185528 A, US1160922 A, GB457269 A,

Forward Citations: US7168542, US5335762, US4770280, US3924484, US3198026, US3170534, US2006042899, EP0976942,

Abstract:
Source: US2916929A (Claim 1) In a motor veliicle drive _having a rotatable driving shaft adapted to receive dr:_Ve– from the engine and a rotatable driven shaft adapted to transmit dtive fi_om cl_utch.teeth; clutch means operable for drivingly connecting or disconnecting the first set of teeth with the driveri shaft_, reduction

drive,means, including an overru–ii–iiin.– clutch ipterposed therein, operably drivingly connecting the driving shaft with the first set of teeth for o5 driving these teeth frorn and at a speed slower than that of the driving shaft, said overrunning clutth_–automatically releasing the reduction drive in response to coast of the driving_–shaft; a second set of clutch–,teeth drivin,_iy connected wiih the driving shaft; 'power ;operatin_ means controlling shifting movement,6f ont –cif said sets of tectli intolpositive_clut_hing engagement with the_other. set v_hen thd_ speeds thereof are, approximately synchronous; and blocking control_means_ cooperablelwith said shiftable_.teeth for blocking clutching shift thereof when the speeds of said sets of teeth are asynchronow_.

100) Family number: 14902885 (JP2000199443A) © PatBase

Title: ENGINE STOP/START CONTROL DEVICE MOUNTED VEHICLE

Priority: JP19980372086 19981228

Family:

Publication number	Publication date	Application number	Application date
AR016999 AA	20010801	AR1999P106657	19991222
CN1258610 A	20000705	CN19991026560	19991224
CN1264707 C	20060719	CN19991026560	19991224
CO4930302 A1	20000627	CO19990080719	19991227
ES2164002 AA	20020201	ES19990002806	19991221
ES2164002 BA	20030301	ES19990002806	19991221
IN00855BO1999 A	20050506	IN1999BO00855	19991125
IT1310763 B1	20020222	IT1999TO01065	19991203
ITTO991065 A0	19991203	IT1999TO01065	19991203
ITTO991065 A1	20010604	IT1999TO01065	19991203
JP2000199443 A2	20000718	JP19980372086	19981228
JP4076106 B2	20080416	JP19980372086	19981228
KR100331650 B1	20020406	KR19990063588	19991228
KR20000048456 A	20000725	KR19990063588	19991228
TH24180 B	20080801	TH19991004451	19991129
TH41218 A	20001115	TH19991004451	19991129
TW418282 B	20010111	TW19990120762	19991129

Probable Assignee: HONDA MOTOR CO LTD

Assignee(s):(std)**:** HONDA MOTOR CO LTD

Assignee(s): HONDA GIKEN KOGYO K K ; HONDA GIKEN KOGYO KABUSHIKI KAISHA ; HONDA GIKEN KOGYO KK

Inventor(s):(std)**:** AKIRA HONDA ; AKIRA TORIYAMA SHOSETSU SAKAMO ; DORIYAMA MASAYUKI ; SAKAMOTO DOMOKAZ ; SAKAMOTO TOMOKAZU ; SHOSETSU TORIYAMA ; TOMOKAZU SAKAMOTO ; TORIYAMA MASAYUKI ; HONDA SATOSHI ; YOKOO MASAHIDE ; YOKUMASA HEEDE

Inventor(s): MASAHIDE YOKOO ; MASAYUKI TORIYAMA ; TORIYAMA SHOSETSU ; TORIYAMA SHOSETSU SAKAMOTO TOMOKAZU HONDA AKIRA ; SATOSHI HONDA ; HONDA AKIRA

Agent(s): HUMBERTO RUBIO CAMACHO

International class (IPC 8–9): B60K28/02 B60Q1/08 B60Q11/00 B60R16/04 B62K11/00 F02D29/02 F02D43/00 F02D45/00 F02N11/08 H02J7/14 (Advanced/Invention); F02D43/00 (Advanced/Non–invention); B60K28/00 B60Q1/04 B60Q11/00 B60R16/04 B62K11/00 F02D29/02 F02D43/00 F02D45/00 F02N11/08 H02J7/14 (Core/Invention); B60Q F02D (Subclass/Invention)

International class (IPC 1–7): B60K28/02 B60Q1/08 B60Q11/00 B60R16/04 B62K11/00 F02D29/02 F02D43/00 F02D45/00 F02N11/08 H02J7/14

CPC: Y02T10/48 F02D43/00

Classification Explorer

Cited documents: US4520271 A, JP63075323, JP6257482, JP60088043 U, JP60030335 U, JP59133749 U, JP58177746, JP58169160 U, JP58030435, JP10047105, GB2317275 A1, DE4022474 A1,

Forward Citations: KR100836251, JP2010163879, CN103326079, CN103326079,

Abstract:
Source: JP2000199443A PROBLEM TO BE SOLVED: To prevent a battery from running down even when

headlamps are kept ON while a vehicle remains stationary. SOLUTION: In a 'stop/start mode,' in which an engine is brought to a stop in response to predetermined stopping conditions while a vehicle is running and the engine is started in response to a predetermined sequence of starting operations once the vehicle is stopped, idling while the vehicle remains stationary is prohibited normally (in a first operation pattern). If, however, the period of time during which the vehicle remains stationary with its headlamps kept ON exceeds a predetermined value [condition (3) is met], the vehicle enters a second operation pattern, canceling prohibition of idling. When a driver then attempts to start the engine, therefore, the engine is started and it can be run at idle speed.

0) US1923771A – TYPEWRITING MACHINE

101) Family number: 21010912 (US1923771A) © PatBase

Title: Typewriting machine

Priority: US19270183466 19270413 US19280285884 19280616 US19280293435 19280717

Family:

Publication number	Publication date	Application number	Application date
US1870086 A	19320802	US19270183466	19270413
US1900088 A	19330307	US19280285884	19280616
US1923771 A	19330822	US19280293435	19280717

Probable Assignee: REMINGTON TYPEWRITER CO

Assignee(s):(std)**:** REMINGTON TYPE WRITER COMPANY ; REMINGTON TYPEWRITER CO

Assignee(s): REMINGTON TYPEWRITER COMPANY ; REMINGTON TYPE WRITER CO

Inventor(s):(std)**:** BARNEY EDWIN E

International class (IPC 8–9)**:** B41J11/48 B41J15/02 (Advanced/Invention); B41J11/48 B41J15/02 (Core/Invention)

International class (IPC 1–7)**:** B41J17/00

CPC: B41J15/02 B41J11/48

European class: B41J11/48 B41J15/02

US class: 400/499 400/508 400/511.3 400/525 400/527.1 400/550 400/629 400/631 400/636.2 400/637 400/639 400/641 400/659 400/694

Classification Explorer

Forward Citations: US4854757, US4540297, US3031954,

Abstract:
Source: US1923771A 1. What I claim as new and desire to secure by Letters ?ai.e1it, is:~ l. in a mechanism of the character described, the eombizzaiioii of a a writing maohme inoimted thereon and provided with a traveling carriage, a magazine containing a supply of work sheets, said magazine being mounted on said stand in a stationary position, a work sheet guide on said carriage, a platen on said carriage, means for rotating said platen to feed a Work sheet thereover to bring it into position to receive typewriting, and means for preventing the operation of said platen–rotating means except when the said guide on the carriage is in register with the magazine.

0) US2010125383A – ELECTRONIC METHOD OF CONTROLLING PROPULSION AND...

102) Family number: 44998559 (US2010125383A) © PatBase

Title: ELECTRONIC METHOD OF CONTROLLING PROPULSION AND REGENERATION FOR ELECTRIC, HYBRID–ELECTRIC AND DIESEL–ELECTRIC MARINE CRAFTS, AND AN APPARATUS THEREFOR

Priority: CA20082643878 20081114 US20090612383 20091104 US20100427903P 20101229 US20110340107 20111229 US20140257910 20140421

Family:

Publication number	Publication date	Application number	Application date
CA2643878 AA	20100514	CA20082643878	20081114
US2010125383 AA	20100520	US20090612383	20091104
US2012101671 AA	20120426	US20110340107	20111229
US2015075167 AA	20150319	US20140257910	20140421
US8706330 BB	20140422	US20110340107	20111229
WO10054466 A1	20100520	WO2009CA01597	20091104
WO12092503 A2	20120705	WO2011US67919	20111229
WO12092503 A3	20120907	WO2011US67919	20111229

Probable Assignee: HYBRID INNOVATION TECHNOLOGIES LLC

Assignee(s):(std)**:** CAOUETTE PIERRE ; HYBRID INNOVATION TECHNOLOGIES LLC ; REGEN NAUTIC USA INC

Inventor(s):(std)**:** CAOUETTE PIERRE

Agent(s): BCF LLP; MCDERMOTT WILL AND EMERY LLP; KNOBBE MARTENS OLSON AND BEAR LLP; ROBIC; WEISBERG ALAN M ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT QA RO RS RU RW SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class(IPC 8–9)**:** B60L11/00 B60L15/00 B60L3/00 B60W20/00 B63H1/04 B63H21/00 B63H21/14 B63H21/17 B63H21/20 B63H21/21 B63H21/38 B63H5/07 G05D1/00 G05D3/00 G06F17/00 G06F7/00 G06F9/44 H02J7/14 H02K7/14 H02K7/18 (Advanced/Invention); B60W20/00 G06F9/44 (Advanced/Non–invention); B60W20/00 B63H21/00 G05D1/00 G06F9/44 H02J7/14 H02K7/14 H02K7/18 (Core/Invention); B60W20/00 G06F9/44 (Core/Non–invention)

CPC: Y02T70/5209 Y02T90/46 B63H21/20 B63H1/04 B63H5/07 B63H21/14 B63H21/383 Y10S903/93 B63H2021/202 B60K5/08 B60K6/46 B60K6/48 B60W20/00 B63H21/17 B63H21/21 B63H21/22 B63H2025/026 B63J3/00 B63J2003/003 B63J2003/046 Y02T10/6217 Y02T10/6221 Y02T70/5272 Y02T70/70 Y02T90/38 Y02T70/5236

European class: B63H21/17 B63H21/21 B63H21/22 B63J3/00 L60K5/08 L60K6/46 L60K6/48 L60W20/00 L63H25/02J L63J3/00B2P L63J3/04W Y02T10/62F2 Y02T10/62F4 Y02T70/52B Y02T70/52F2 Y02T70/70 Y02T90/38 Y02T90/46

US class: 180/65.265 180/65.265S 440/6 60/706 701/21 701/21P 903/930 903/930S

Classification Explorer

Cited documents: WO9740999 A1, WO10054466 A1, WO08113999 A1, WO06099318 A1, US8298025 BB, US6857918 BA, US6645017 BA, US6188770 BA, US4695822 A, US2010274420 AA, US2010106350 AA, US2010094490 AA, US2009222155 AA, US2008315583 AA, US2008182466 AA, US2008064273 AA, US2007089654 AA, US2007068714 AA, US2006213697 AA, US2006175996 AA, US2006025025 AA, US2004090195 AA, US2003060094 AA, US2002185046 AA, US2001029414 AA, EP0759370 A2,

Forward Citations: WO17011475, WO16150815, WO14072074, WO12092503, WO12092503, US9665418, US9643498, US9600944, US9533747, US9447765, US9329917, US9303613, US9248824, US9227628, US9156536, US9145133, US9054555, US8992274, US8975848, US8890359, US8808139, US8762022, US8725329, US8682516, US8560202, US2016365810, US2016014954, US2015331063, US2015175022,

US2015134160, US2015091497, US2015032306, US2015005995, US2014285123, US2014244085, US2014184153, US2014152007, US2014152006, US2014097771, US2013316602, US2013173137, US2012109469, US2012069512, US2011195618, US2011130905, JP5853335, JP5819753, JP5804728, JP2013184517, JP2013163486, JP2012176673, ITMI20102430, EP2591533, EP2471708, DE102013021838, CN105008198, CN103407361, CN103407360,

Abstract:
Source: US2010125383A A method of programming and setting parameters for a computer unit that regulates the interface between the operator of a marine vessel and the vessel's electric generation and propulsion systems. The invention describes the regulation of energy producing devices, energy storage devices and drive motors and propellers in both propulsion and regeneration modes. This invention simplifies and automates most of the operation of marine electric, hybrid electric, or diesel electric propulsion because the only controls requiring operator intervention are three generator modes: OFF, AUTO and ON, an alarm, an override switch and one or more throttle(s). This helm control can be duplicated in different areas of the vessel. All automatic modes required to regulate forward movement, reverse, emergency power, zero drag, propeller freeze and regeneration are all controlled by a logic using a combination of generator mode, the position of the throttles, the speed and the stored parameters of the vessel.

0) US2006245891A – REMOVABLY ATTACHABLE FORKLIFT FOR LIGHT TRUCK A...

103) Family number: 33585159 (US2006245891A) © PatBase

Title: REMOVABLY ATTACHABLE FORKLIFT FOR LIGHT TRUCK APPLICATIONS

Priority: US20050118717 20050429

Family:

Publication number	Publication date	Application number	Application date
US2006245891 AA	20061102	US20050118717	20050429

Probable Assignee: FLAHERTY MICHAEL T

Assignee(s):(std)**:** FLAHERTY MICHAEL T

Inventor(s):(std)**:** FLAHERTY MICHAEL T

Inventor(s): FLAHERTY MICHAEL

Agent(s): ROBERT K TENDLER

International class (IPC 8–9)**:** B66F9/18 (Advanced/Invention); B66F9/18 (Core/Invention)

CPC: B66F9/065 B66F9/149

European class: B66F9/065 B66F9/14 B66F9/14U2

US class: 414/607 414/607P

Classification Explorer

Cited documents: US6386820 BA, US5951236 A, US5674046 A, US5615814 A, US5590998 A, US5582502 A, US5209002 A, US5036607 A, US4860834 A, US4421449 A, US4236329 A, US4177001 A, US3987562 A, US3923170 A, US3795331 A, US3672525 A, US3175721 A, US3002638 A, US2653678 A, US2621821 A,

Forward Citations: WO09032042, US8534981, US7891479, US2014064826, US2011266093, US2009065327, US2007092366, CN103241686,

Abstract:
Source: US2006245891A A releasably detachable forklift assembly is coupled to a snowplow mount on a light truck to utilize the mechanical actuating features of the snowplow assembly to actuate the forklift assembly for lifting the forklift and angling it. The use of the light truck provides for forklift transport, adequate clearance for uneven terrain, and with the height of the seat of the light truck affording excellent visibility above the load carried by the tines of the forklift assembly.

104) Family number: 15251193 (WO0073592A1) © PatBase

Title: DRIVEN LIQUID–CLEANING DEVICE FOR RAILTRACK GROOVES

Priority: AT19990000978 19990601 EP20000938735 20000601 WO2000EP05065 20000601

Family:

Publication number	Publication date	Application number	Application date
AT251257 E	20031015	AT20000938735T	20000601
AT410810 B	20030825	AT19990000978	19990601
AT97899 A	20021215	AT19990000978	19990601
AU200054006 A5	20001218	AU20000054006D	20000601
DE50003912 D1	20031106	DE20005003912	20000601
EP1185739 A1	20020313	EP20000938735	20000601
EP1185739 B1	20031001	EP20000938735	20000601
ES2208344 T3	20040616	ES20000938735T	20000601
HU0202748 AB	20021228	HU20020002748	20000601
PL207280 B1	20101130	PL20000352965	20000601
PL352965 A1	20030922	PL20000352965	20000601
WO0073592 A1	20001207	WO2000EP05065	20000601

Probable Assignee: FLORIANER BAHN FORSCHUNGS U

Assignee(s):(std)**:** FLORIANER BAHN FORSCHUNGS AND ERRICHTUNGSGESELLSCHAFT MBH ; FLORIANER BAHN FORSCHUNGS U ; FLORIANER BAHN FORSCHUNGS U ERRICHTUNGSGESELLSC ; FLORIANER BAHN FORSCHUNGS U ERRICHTUNGSGESELLSCHAFT M B H ; HILLBRAND GEORG

Assignee(s): FLORIANER BAHN FORSCHUNGS UND ERRICHTUNGSGESELLSCH ; FLORIANER BAHN FORSCHUNGS UND ERRICHTUNGSGESELLSCHAFT M B H ST FLORIAN ; FLORIANER BAHN FORSCHUNGS U ERRICHTUNGSGESELLSCHAFT MBH ; FLORIANER BAHN FORSCHUNGS U ERRICHTUNGSGESELLSCHAF

Inventor(s):(std)**:** HILLBRAND ; HILLBRAND GEORG ; HILLBRAND GEORG ING

Inventor(s): GEORG HILLBRAND

Designated states: AM AT AU AZ BE BG BR BY CA CH CN CY CZ DE DK ES FI FR GB GR HR HU ID IE IL IT JP KG KR KZ LI LU MC MD MK MX NL NO NZ PL PT RO RU SE SG SI SK TJ TM TR UA US UZ VN YU ZA

International class (IPC 8–9): E01H8/12 (Advanced/Invention); E01H8/00 (Core/Invention)

International class (IPC 1–7): E01H8/10 E01H8/12

CPC: E01H8/125

European class: E01H8/12B

Classification Explorer

Cited documents: WO9920843 A1, FR2628457 A1, DE4343487 A1,

Forward Citations: FR2999621, DE102004013718, CN102912758, CN102912758, CN102912757, CN102912757, CN102900048, CN102900048,

Abstract:
The invention relates to a driven liquid–cleaning device for the railtrack grooves of tram rails, comprising a cleaning unit (1). A pressure–generating device (2) is located upstream and a separating unit (3) for the dirt mixture from the groove is situated downstream of said cleaning unit. A driven dirt–storage unit (4) and a dirt–discharge unit (5) for the dirt from the groove which has been separated, are arranged downstream of the separating unit. The cleaning unit (1) consists of a high–pressure jet device (9), a guide chute (11) and a bag conveyer (12) and is guided by two front and two rear flange wheels (14, 15) along a rail (17) which runs parallel to the railtrack (7). The height of the cleaning unit can be adjusted. The pressure–generating device (2), mounted upstream of the separating unit (3), a fine–filtration or decantation device (21) and a cleaning–fluid storage unit

(22) are mounted on the carriage chassis (18).

0) US5806899A – FLEXIBLE CONNECTION TUBE FOR AUTOMOTIVE EXHAUST...

105) Family number: 11142556 (US5806899A) © PatBase

Title: Flexible connection tube for automotive exhaust system

Priority: JP19950274319 19951023 JP19950274320 19951023 JP19950274321 19951023

Family:

Publication number	Publication date	Application number	Application date
DE69602243 D1	19990602	DE19966002243	19961022
DE69602243 T2	19990819	DE19966002243T	19961022
DE69602243 T3	20080508	DE19966002243T	19961022
EP0770808 A1	19970502	EP19960116947	19961022
EP0770808 B1	19990428	EP19960116947	19961022
EP0770808 B2	20071226	EP19960116947	19961022
JP3668954 B2	20050706	JP19950274321	19951023
JP9112263 A2	19970428	JP19950274319	19951023
JP9112264 A2	19970428	JP19950274320	19951023
JP9112265 A2	19970428	JP19950274321	19951023
KR100224549 B1	19991015	KR19960047600	19961023
KR19970021889 A	19970528	KR19960047600	19961023
US5806899 A	19980915	US19960731736	19961018

Probable Assignee: CALSONIC CORP

Assignee(s):(std)**:** CALSONIC CORP

Assignee(s): CALSONIC CORP TOKIO TOKYO JP

Inventor(s):(std)**:** HIROYUKI AIHARA ; NORIKAWA TANOMO ; AIHARA HIROYUKI ; TANOMO NORIKAWA

Inventor(s): AIHARA HIROYUKI C O CALSONIC CORP ; NORIKAWA TANOMO C O CALSONIC CORP

Agent(s): GRUENECKER KINKELDEY STOCKMAIR AND SCHWANHAEUSSER ANWALTSSOZIETAET

Designated states: DE FR GB

International class (IPC 8–9)**:** F01N13/08 F01N13/18 F16L27/108 F16L27/11 F16L27/111 F16L27/12 (Advanced/Invention); F16L27/12 (Advanced/Non–invention); F01N13/08 F01N13/18 F16L27/00 F16L27/12 (Core/Invention)

International class (IPC 1–7)**:** F01N7/08 F01N7/18 F16L27/111 F16L27/12 F16L51/02

CPC: F01N13/1816 F16L27/1085 F16L27/11

European class: F01N13/18B1C F16L27/108B F16L27/11

US class: 285/226 285/299 285/300 92/47

Classification Explorer

Cited documents: US5660419 A, US5437479 A, US5145215 A, US4445332 A, US3549176 A, SU675263 T, SU1767274 T, JPH0355778 U, JPH01160114 U, JP63047613 U1, JP63047613 A2, JP3055778 U1, JP3055778 A2, JP1160114 U1, JP1160114 A2, EP0410089 B1, DE4202808 A1, DE29503927 U1, DE2950392, CH262508 A, CH2620508,

Forward Citations: WO14120310, WO14120310, US9279399, US9169930, US9009972, US8429894, US8382165, US8215699, US7985372, US7942237, US7934580, US7819991, US7264280, US7128095, US7128095, US6902203, US6796585, US6668972, US6488313, US6422611, US6062268, US2016069487, US2014230782, US2012318371, US2010307863, US2010259069, US2010075171, US2009068490, US2009004040, US2007035125, US2006017285, US2006005536, US2004226622, US2004092463, US2004036281, KR101048134, KR100944653, JP2009144520, EP1241389, EP1010872, EP1010872, EP1002982, EP0905731, EP0903528, EP0889210, DE102013201993,

DE10151005,

Abstract:
Source: US5806899A A flexible connection tube for an automotive exhaust system comprises a flexible metal bellows adapted to be connected between a run of exhaust piping for absorbing expansion or contraction of the exhaust piping, and an outer knitted metal−wire braid covering the outer periphery of the bellows for protecting the bellows from damage and for preventing the bellows from stretching to its full length. The outer knitted metal−wire braid is formed into a substantially cylindrical shape by knitting plural metal−wire bundles (each bundle being produced by a plurality of parallelly bonded metal wires) alternately with each other in spiral directions with respect to the axial direction of the bellows. Apertures are defined by many groups of four adjacent metal−wire bundles knitted alternately with each other. A total opening area of all of the apertures is set within a range of 20 percent to 50 percent with respect to an over−all area of a curved surface of the outer knitted metal wire braid, for providing a substantially cylindrical low−density knitted outer metal wire braid.

0) US2046082A – MANUAL AND RECORD CONTROLLED MACHINE

106) Family number: 20870968 (US2046082A) © PatBase

Title: MANUAL AND RECORD CONTROLLED MACHINE

Priority: US19350008445 19350227

Family:

Publication number	Publication date	Application number	Application date
DE742224 A	19431206	DE1936I054430	19360226
DE742224 C	19431206	DE1936I054430D	19360227
FR812352 A	19370508		19360227
GB471069 A	19370826	GB19360005790	19360226
US2046082 A	19360630	US19350008445	19350227

Probable Assignee: IBM

Assignee(s):(std)**:** BRITISH TABULATING MACH CO LTD ; HOLLERITH MASCH GMBH ; IBM

Assignee(s): DEUTSCHE HOLLERITH MASCH GES MBH ; INT BUSINESS MACHINES CORP ; BRITISH TABULATING MACHINE CO LTD ; DEUTSCHE HOLLERITH MASCH GES M B H

Inventor(s):(std)**:** MILLS ALBERT W

International class(IPC 1–7)**:** G06K1/16

CPC: B41J3/38

US class: 234/107 234/19 234/37 234/51 234/70 400/332.1 400/375 400/654 400/81

Classification Explorer

Cited documents: US1962750 A, US1867025 A, FR769304 A, FR767902 A, DE598765 A, DE251111 A,

Forward Citations: US3215244, US3063628, US2969704, US2950758, US2852076, US2775299, US2755860, US2746549, US2713390, US2653665, US2647581, US2625225, US2623592, US2583086, US2540029, US2524127, US2451752,

Abstract:
Source: GB471069A [Class 31 (ii)] [Also in Group XVI] In a machine for punching and printing on record–cards, of the kind that comprises typebars and associated code–punches and is operable alternatively by a keyboard or under control of a master–card fed past a holedetecting device, means is provided for rendering the hole–detecting device operative during only a predetermined part of the feed of the master–card so that part only of the matter is reproduced on the record–card, the remaining parts being reproduced by means of the keyboard, or skipped. In the mechanism shown in Fig. 2, each type–lever 234 engages a sublever 250 abutting on a bell–crank 259 in connection with a slide 257 which is provided with a pivoted, spring–urged hook 272 for engaging a toothed driving–shaft 74. A lug 272a on the hook normally abuts on the arm 271 of a keylever 230 and prevents the hook from engaging the driving–shaft. An arm 271a for preventing repeat operation of the type–lever if the keylever is held down or sticks is pivoted on the arm 271 and is held in contact therewith by a spring 274. The arm 271a is slightly longer than the arm 271, and both arms are cut away to provide a recess which is slightly narrower than the lug 272a. On depression of the keylever, the arm 271 releases the lug, the hook 272 rises into the path of a tooth on the drivingshaft, the slide 257 is drawn forwards, and the arm 271a is rocked. During movement of the slide, the type–lever is operated, and when it has travelled about 45, a lug 272b on the hook engages a tooth of the driving–shaft, the hook is released, and the stroke of the type–lever is completed by momentum. On release of the key–lever, the type–lever and slide are returned by springs 253, 266, the arm 271a re–engages the arm 271, the lug 272a rides under the arm 271a, and is thereby prevented from re–engaging the driving–shaft, and then rises slightly and re–engages the arm 271. To ensure full engagement of the hook 272 with the teeth of the driving–shaft, the hook is provided on the inner face with a spring–urged, pivoted dog. If the hook, when released from the arm 271, moves towards the tip of a tooth, the dog is caught by the cooth, and prevents the hook from engaging that tooth. Under these conditions, the hook enters into full engagement with the succeeding tooth and the dog yields. For automatic operation, each key–lever 230 is connected by linkage 505, 503 to the armature 504 of a magnet KSS. Punches 280, for code–perforating the card simultaneously with the typing of letters or numerals, are connected by bellcranks 288, links 290, and bell–cranks 291 to slides 292, each having a lug 292a co–operating with one of a set of bails 295 engaged by lugs 257c on the slides 257. On operation of any type–lever, one or two punches are operated to make the corresponding code–perforations for a numeral or letter respectively. For positively withdrawing the punches, a universal bail 213 in the path of the bell–cranks 291 is connected by a slide to a bell–crank 259b which co–operates with a star–wheel 74a on the driving–shaft. The card is supported by rails 120, 121 and is fed step–by–step by means similar to those described in Specification 375,884 and comprising a card–carriage associated with escapement mechanism, and

mechanism for ejecting a finished card and initiating return of the cardcarriage. Column−stops 302, Fig. 5, mounted on a rack 300 on the card−carriage co−operate with a pivoted stop−finger 303 which rests on a link 313 connected to the armature 310 of a magnet TS. The link is connected to a pivoted frame 315 provided with a revoluble brake 319 in connection with a pinion 321 for raising a rack 194 to release the card−carriage. The tabulating−key closes contacts TKC1, TKC2, Fig. 11b, for energizing the magnet TS. A magnet TKS is provided for automatically operating the tabulating−key. When the magnet TS is energized, a spring 318 raises the stop−finger, and the card−carriage is released and runs until arrested by engagement of a column−stop and the stop−finger. On engagement, the stop−finger moves a short distance laterally and closes contacts SC, TEC in circuit with the magnet TS and the escapement magnet EM respectively. For automatic control, there are employed, in addition to the ordinary column−stops, referred to as No. 6, five kinds of column−stops, referred to as No. 1... No. 5, each having a contactoperating lug 302b which is arranged in a different position from the other lugs, and co−operates with a lever 387, Fig. 8, abutting on a contact−operating pin 386. Column−stops No. 1... No. 4 close contacts ATC, PEC, SCC, DSC1 respectively, and column−stop No. 5 opens contacts DSC2. As described below, the contacts ATC, PEC initiate tabulating, and an eject−cycle respectively, the contacts SCC cause the escapement−magnet EM to operate once for the purpose of skipping a column, and contacts DSC1, DSC2 cause automatic operation to stop and start at a predetermined column respectively. An ejectkey 233 closes contacts EKC for energizing the magnet TS, and rocks a lever 377 for obstructing the stop−finger 303 to prevent engagement thereof with the column−stops during the run of the card−carriage. A magnet EKS is provided for automatically operating the eject−key. When the card−carriage has run to the final position it closes and opens contacts LCC1, LCC2, a magnet ECS is energized, a clutch is thrown in, the motor coupled to the ejecting mechanism, the finished card is discharged, the card−carriage is returned, and a new card is fed thereto in the manner described in the above−mentioned Specification. A master−card for automatically controlling the machine is placed on a table 420, Fig. 9, at the top of the machine, and is fed in unison with the cardcarriage by means of blocks 463 secured to arms 460,461 on the card−carriage. A contactroller CR is mounted in a housing 429 which is pivoted at 425 and is provided with an arm 431 for engaging a latch 432. Brushes BO... B12 in circuit with the key−lever magnets KSS are mounted in a support 438 which is rocked, to move the brushes into and out of contact with the master−card, by means of a magnet BM. The support 438 also carries another brush for connecting the contact−roller to the automaticcontrol circuits. Each brush BO... B12 is in circuit with one of a set of relays, of which only the relays R11, R12 are shown in Fig. 11b. The relays R1... R9 are each arranged to close contacts in circuit with more than one of the magnets KSS, and the relays RO, R12 close contacts in circuit with one magnet KSS, and open contacts C in circuit with other magnets. The relays close also contacts A for establishing holding−circuits through the brushes. When a single hole, for instance the 1 hole, is read, the relay R1 is energized and the circuit of the associated magnet KSS is established, the other magnets in circuit therewith remaining unenergized. When two holes, for instance the holes 9, 11 designating the letter R, are read, the relays R9, R11 are energized and circuits are established through the two associated magnets KSS. Before a master−card is inserted, a switch ESS is opened and the eject−key 233 is depressed, thereby establishing through contacts CS4, EKC and relays R16, R17, R18 a circuit through a wire W2. The relay R18 opens contacts A and thereby disconnects a wire W4 in the automatic−control circuits. The relay R17 closes and opens contacts A, C to connect the magnet TS to the wire W1, and the relay R16 closes contacts B to complete the circuit of the magnet, the card−carriage thereafter moving to final position, and the contacts LCC1 being automatically closed. The master−card is now inserted and, assuming that automatic duplication of columns 40 to 65 is required, No. 5 and No. 4 column−stops are placed opposite columns 40 and 66 respectively. A No. 4 column−stop is placed also opposite column 1. The arm 431 is then depressed, closing contacts CLC, DC, and the switch ESS is closed to initiate the eject−cycle, during which the card−carriage is returned to initial position. The first No. 4 column−stop closes the contacts DSC1, and a relay opens contacts to disconnect the relays RO... R12, solenoid KSS, and brushes from the wire W4. The machine is now operated manually until column 40 is reached, when the No. 5 columnstop opens the contacts DSC2 to initiate automatic−control. When the card−carriage reaches column 66, the second No. 4 columnstop disconnects the automatic control−circuits, and manual operation can be restuned. For automatically causing the card−carriage to jump when a column without holes occurs in the master−card, there are employed a slowacting relay R20 in circuit with contacts which are closed by the escapement mechanism, and a quick−acting relay R21 in series with the relays RO... R12. If a column without holes is presented, the relay R20 only is energized, its contacts are closed, and the magnet EM is energized to operate the escapement. If holes are presented, the relay R21 opens the contacts before the contacts of the relay R20 can close, and the magnet EM is prevented from operating. If full automatic−control is required, a switch AES is raised, and a switch SS is closed to place the magnet EM in series with the contacts TSC which are closed during tabulating. If for instance, it is required to skip columns 1 to 10 and 66 to 72, to duplicate columns 11 to 30, 32 to 65, and 73 to 76, to skip column 31 containing a hole, and to initiate an eject−cycle at column 77, No. 1, No. 6, No. 3 and No. 2 column stops are placed opposite columns 1 and 66, columns 10 and 72, column 31, and column 77 respectively. At the end of the eject−cycle No. 1 column−stop closes contacts ATC, the magnets TS, TKS are energized, and the card

0) US4244412A – ANTI–SKID DEVICE FOR VEHICLE WHEELS

107) Family number: 30416773 (US4244412A) © PatBase

Title: ANTI–SKID DEVICE FOR VEHICLE WHEELS

Priority: EP19810106978 19810905 ES19790242551U 19790405 FR19780036402 19781220 IT19800022768U 19800917 IT19780021416U 19780407

Family:

Publication number	Publication date	Application number	Application date
AT18025 E	19860315	AT19810106978T	19810905
AT258979 A	19801015	AT19790002589	19790406
AT362670 B	19810610	AT19790002589	19790406
BE888380 A1	19810731	BE19816047434	19810410
CA1126142 A1	19820622	CA19790325051	19790406
CH628578 A	19820315	CH19780012806	19781215
DE2851500 A1	19791018	DE19782851500	19781129
DE3173812 D1	19860327	DE19813173812	19810905
EP0047940 A2	19820324	EP19810106978	19810905
EP0047940 A3	19821020	EP19810106978	19810905
EP0047940 B1	19860219	EP19810106978	19810905
ES242551 U	19790616	ES19790242551U	19790405
ES242551 Y	19800216	ES19790242551U	19790405
ES260368 U	19820401	ES19810260368U	19810917
ES260368 Y	19821016	ES19810260368U	19810917
ES260368 Y1	19821116	ES19810260368U	19810917
FR2421745 A1	19791102	FR19780036402	19781220
FR2421745 B1	19801107	FR19780036402	19781220
GB2018692 A1	19791024	GB19790004631	19790209
GB2018692 B2	19821208	GB19790004631	19790209
GR75262 A	19840713	GR19810064948	19810514
GR75262 B	19840713	GR19810164948	19810514
IT7821416 U0	19780407	IT19780021416U	19780407
IT8022768 U0	19800917	IT19800022768U	19800917
JP55015388 A2	19800202	JP19790041889	19790406
NO813159 A	19820318	NO19810003159	19810916
US4244412 A	19810113	US19790026408	19790402
US4391316 A	19830705	US19810302770	19810916

Probable Assignee: SEGGIO G

Assignee(s):(std): GIANFURANKO SEJIYO ; SEGGIO G ; SEGGIO GIANFRANCO

Assignee(s): GIANFRANCO SEGGIO

Inventor(s):(std): SEGGIO GIANFRANCO ; GIANFRANCO SEGGIO ; GIANFURANKO SEJIYO

Designated states: AT CH DE FR GB LI NL SE

International class (IPC 8–9): B60C27/04 B60C27/06 B60C27/12 B60C27/14 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention); B60C (Subclass/Invention)

International class (IPC 1–7): B60C27/00 B60C27/04 B60C27/06 B60C27/12 B60C27/14 B60C27/20

CPC: B60C27/06 B60C27/14 B60C27/0269 B60C27/04

European class: B60C27/04 B60C27/06 B60C27/14

US class: 152/213A 152/218 152/219 152/221 152/225.00C 152/225C 152/228

Classification Explorer

Cited documents: US4244412, US4098313 A, US3955610 A, US3273620 A, US2953182 A, US2936016 A, US2804904 A, US2770280 A, US2653642 A, US2640522 A, US2580272 A, US1308153 A, US1295294 A, US1295294, US1287512 A, FR2421745 A1, DE2553342 A1, CH122221 A,

Forward Citations: US7278456, US5529149, US5170827, US5012848, US4747437, US4391316, US2011220262, JP58132197, JP4078006, JP1208208, EP0351362, EP0341135, EP0047940, CN103112325,

Abstract:
Source: US4244412A The invention relates to an anti−skid device for vehicle wheels, formed by a plurality of U−shaped elements adapted to radially fit on the wheel tire and rim, said elements being connected with one another by spacers allowing the device to be put flat on the ground and to be automatically mounted on the wheel by simply advancing said wheel on the device.

0) KR20050095802A – THE WHEEL OF AUTOMOBILE INCLUDING THE REMOTE–OP...

108) Family number: 33777913 (KR20050095802A) © PatBase

Title:	THE WHEEL OF AUTOMOBILE INCLUDING THE REMOTE–OPERATED SNOW SPIKE THAT TUNCTION AS SNOW CHAIN
Priority:	KR20050083225 20050907

Family:

Publication number	Publication date	Application number	Application date
KR20050095802 A	20051004	KR20050083225	20050907

Probable Assignee:	SHIN SANG HO
Assignee(s):(std):	SHIN SANG HO
Inventor(s):(std):	SHIN SANG HO
International class (IPC 8–9):	B60C27/14 (Advanced/Invention); B60C27/00 (Core/Invention)
International class (IPC 1–7):	B60C27/14
CPC:	B60C27/145 B60C27/00 B60C2200/04

Classification Explorer

Abstract:
Source: KR20050095802A The present invention car remote–mount snow chains attached to the wheel, and the right size apparently cover, there is no difference in normal alloy wheel and lightweight and the structure is simple, by giving a minimal load wheel horsepower performance and appearance of the vehicle, one button without affecting during traveling or stops, and general remote mounting / release without even otherwise adapted for the vehicle may also be equipped with an existing there are those features. "After the vehicle when he met at 40~42 proof / attached to the product in the unhaengjung driver seat of the vehicle relative to one–button if at 1 second car accident is mounted on/off suddenly appeared at most unhaengjung //car, the fact that the winter off a large effect on the prevention of accidents. What is expected. However, if the structure for mounting the excessive weight of the weight of the wheel so that the first vehicle maneuverability excessively to cause a serious adverse effect on, there is no practical use, secondly, because there are many parts that are projected to the outside wheel and damage, there is a serious problem that collision, third, is not good in appearance, there is a disadvantage that is mounted. In addition, most of the conventional automatic–mount design is a driver of a flat tire replacement, there is a problem that it is impossible to. The following features to solve the invention devised to meet. 1. Driver's, one button for 1 to 2 seconds will be long / desorption. 2. Production of the present invention to any differences in conventional vehicles or it can be attached without modification. 3. The minimum weight of, but attached to the wheel itself horsepower that minimal impact on the wheel. 4. Usually there will be no difference in general wheel and the appearance. 5. During regular equipped for sufficient power as snow chains would be wound on the tire. 6. Minimizes the protruding part will suppress the damage risk and impact. 7. Even when the flat tire and tire replacement can be represented. 8. Structure of flock to simply to be produced. To this end the present invention provides a vehicle seat portion to install a small remote control or remote control attached to the lower portion in the engine room of the vehicle, it actuates the small hydraulic pump. The hydraulic pressure is mounted on the inner surface of the pipe to a vehicle wheel, the cylindrical part cylindrical part opposite to the back portion of the piston acts on the gear. And then rotated by a gear cover is open when rotating the central axes of the other two plates using a distance difference occurring in the tire is equipped with a special spike. Is in the reverse order. This product is mounted on the wheel wheel so to have a structure, automatic snow chains, but can also be seen as a special wheel mounting type is preferable to satisfy the above functions because the title of the invention of the car object remote was snow chains in the long / removal and lightweight. Bythe brake drum/caliper, wheel base, flat center, greater the rim flange, beads, hydraulic pump

0) US2211094A – STATISTICAL CARD COMPARING MACHINE

109) Family number: 20965545 (US2211094A) © PatBase

Title: STATISTICAL CARD COMPARING MACHINE

Priority: US19380228381 19380903

Family:

Publication number	Publication date	Application number	Application date
FR859833 A	19401230		19390901
GB546590 A	19420721	GB19390023597	19390816
GB546602 A	19420721	GB19410000997	19390816
GB546603 A	19420721	GB19410001705	19390816
US2211094 A	19400813	US19380228381	19380903

Probable Assignee: REMINGTON RAND INC

Assignee(s):(std)**:** REMINGTON RAND INC

Inventor(s):(std)**:** BRAUN KARL J

International class (IPC 1–7)**:** G03B27/32 G06F7/00 G06F7/02

CPC: C01B21/082

US class: 234/27 234/30 235/431

Classification Explorer

Forward Citations: US3253462, US2976724, US2950005, US2949225, US2910228, US2866550, US2751985, US2702629, US2648222, US2603416, US2506463, DE971069, DE1187123,

Abstract:
Source: GB546590A [Class 106 (i)] [Also in Group VIII] A machine of the kind comprising means for sensing perforation patterns in master and detail cards, means for making a set–up of the master and pattern, separate pockets for receiving master and detail cards separate means for conveying master and detail cards to their receiving pockets, deflecting means for each conveying means arranged when operated to prevent the passing of cards to their respective pockets includes the combination with means for making a direct comparison between a perforation pattern sensed from a detail card and the contemporaneous setup made from a master card of means under the control of the comparing means to operate both said deflecting means when the result of the comparison is disagreement. The card feeding and comparing mechanism may be similar to that described in Specification 510,910, [Group VIII], and the driving and c. mechanism similar to that described in U.S.A. Specification 2,044,119. Master cards are fed singly from a box 290, Fig. 25, by a picker 292 into a sensing space between perforated plates 330, 331 against a stop 335 and whilst therein their perforations are sensed by a reciprocating pin box 360, of which certain pins located opposite to perforations in the card are locked in downwardly displaced position by slides 362 so that corresponding pins 395 in the reading retaining pin–box are also downwardly displaced and locked by slides 397, the displaced pins 395 in turn displacing pins 435 in the master card comparing pin assembly 425. Detail cards are fed singly from a box 170, Fig. 26, by a picker 172 into a sensing space between plates 220, 221 against a stop 265 and sensed by a reciprocating pin assembly 226, of which the displaced pins displace other pins 250, translator pins 260 and finally pins 455 in the detail card comparing pin assembly 445. The displaced comparing pins 435 and 455 interact through comparing levers 460 having forked ends engaging projections 464, 466 of smaller diameter than the forks so that a displacement of a pin 435 will transmit through a lever 460 only a partial displacement of a pin 455, and. vice versa; other projections 472, 474 coact with cam points 471, 473 in slots on comparison slides 470 and unless the perforation columns in the compared cards correspond one or more of the projections 472, 474 will remain located on a cam point or points 471, 473 causing comparison slide 470 to be held displaced to the front of the machine with the result that the wide part of an interponent bar 476 in its raised effective position will prevent the free rearward swing of a bail bar 640. The cams controlling the feeding, punching, sorting and stopping of the machine are mounted on a sleeve 600, Fig. 60, to which are keyed two ratchets 605, 615 each with four teeth and four dwells arranged staggered and adapted to be engaged by pawls 608, 618 mounted on levers 610, 620 so disposed that normally pawl 608 engages a dwell on ratchet 605 and pawl 618 is held out of engagement with ratchet 615 by a pin 623 on pawl 608. When as the result of a disagreement between compared master and detail cards bail 640 is unable to complete its rearward swing as shown in Fig. 60 the bell crank lever 639 prevents downward movement of lever 610 on the next downward movement of push rod 625 and lever 620 moves down alone causing pawl 618 to become free of pin 623 and later to engage a tooth on ratchet 615 and then on the next rise of push rod 625 to rotate the control cam sleeve 600 through one step. Master card picker operating link 294 is operated as shown in Fig. 32 by a bell crank 299 and slide 301 moved forwardly by a cam 190 and rearwardly by a spring 303 detail card picker operating link 174 is operated by an arm 177 and slide 179 moved forwardly by cam 190 and rearwardly by spring 303; slide 301 can be held out of action by engaging a pin 304 thereon with a latch 305 on a

rock shaft 195 and slide 179 by engaging a pin thereon with a second latch 194 on rock shaft 195. For this purpose shaft 195 is rocked by a crank and vertical link 647 adapted to be operated through levers and links by one or more of the cams on the control cam sleeve 600, link 647 in its high position locking feed slide 179 allowing master card feeding only and in its low position locking feed slide 301 allowing detail card feeding only and in its intermediate position locking neither feed slide and allowing simultaneous feeding of both master and record card. The various control cams on sleeve 600 are referred to later. Punching mechanism.–In many types of operation the entire perforation pattern in the master card is punched in the detail card by mechanism including a removable punch translator 485, Fig. 50, the pins 490 of which transfer the displacements of the master card comparing pins 435 to a reciprocal set pin box 495 with which reciprocates a plate 516 carrying punch pins 517 so that the detail card which has been passed to a punch space between two plates 520, 523 is perforated to agree with the master card. If certain columns of data are not to be transferred the requisite keys 385, Fig. 25, are set in their locking positions. Perforation may take place in the event of agreement of designation data in corresponding columns of master and c. record cards for which the requisite interponent 476 has been set in elevated position and prevented when there is disagreement. The punch translator 485 is placed in position only when detail cards are to be punched. Feed control mechanism.–Five feed control cams are mounted on the control sleeve 600 which as set out above is rotated through 45 degrees when a disagreement is sensed by the comparison mechanism each of which cams may be rendered operative by lever mechanism operated by projecting lugs on an equal number of discs on a parallel sleeve 702, Fig. 32, settable by an operation selector dial at the front of the machine. One of these control cams is in the form of a plain disc 710, Fig. 32, engaged by a roller 711 on a lever 712 carried by another lever 714 and connected by a link 715 to an arm of a shaft 650 having another arm 648 connected to the link 647 controlling the locking of the feed slides. This feed control cam or ring 710 is of such diameter as to effect locking of neither feed slide and permits master and record cards to be fed simultaneously both on agreement and disagreement since although roller 711 is held in contact with cam 710 by the projection 717 on operation selector disc 718 rotation of the concentric cam 710 will have no influence on link 647. Other cams on sleeve 600 may be operative during this type of feeding to effect an agreement or disagreement card sorting, card punching, or stopping of the machine to insert extra cards. In addition to feed cam 710 four other feed control cams mounted on sleeve 600 may be caused to operate the link 647 and are rendered operative by the selector dial. All five feed cams are shawn in Fig. 69. The second cam 720 has four high dwells of a height permitting simultaneous master and detail card feeding on agreement and four lower dwells causing detail card feeding only on disagreement or vice versa since as shown in Fig. 69 this cam has a second key way for setting it displaced through 45 degrees on sleeve 600. Also on a low part of cam 720 becoming operative a rearward arm 655, Fig. 70, releases a shoulder 417 on a catch 416 from the arm 418 allowing the latter to be lifted by push rod 422 without raising arm 415 and rotating shaft 412 whereby operation of the retract bar 405, Fig. 25, by the link 410 is prevented and the set–up of the last fed master card reading retaining pins 395 is retained until an agreeing detail card is sensed whereupon sleeve 600 is rotated to bring a high dwell of cam 720 into operation. The third feed control cam 730 is a concentric ring of smaller radius causing detail card feeding only both on agreement and disagreement, the set–up by the master card reading retaining pins being maintained. The fourth feed control cam 740 has four low dwells of the radius of disc 710 causing simultaneous master and detail card feeding on agreement and four high dwells which on disagreement lift link 647 to its highest position causing master card feeding only. Since the last sensed detail card has to be retained in the sensing space until a corresponding master card is again sensed the card stop 265, Fig. 42, is held in its lower closed position all the time a high dwell on cam 740 is effective by a hook 660 on an arm 649 on shaft 650 engaging lever arm 281. The fifth feed control cam 750 has low dwells of same radius as the highs of cam 740 causing detail radius a cam disc 730 and high dwells of same card feeding only on agreement and master card feeding only on disagreement, the low dwells also causing retention of the set–up of the master card reading retaining pins and the high dwells also causing detail card stop 265 to be held closed. Cams 740 and 750 have second key ways at 45 degrees for adjustment in sleeve 600 to effect above operations on agreement and disagreement or vice versa. Sorting control mechanism.–Referring to Fig. 25 the master cards may be sorted into a rear box 25 or into an eject box 26 by operating a deflector 680 and the detail cards into a rear box 27, 27a, or into an eject box 28 by operating a deflector 690. These deflectors may be operated to eject master cards and detail cards for which there are no detail cards or master cards with corresponding designation punchings and are controlled by a cam 780, Fig. 71, with four low dwells and four high dwells such that when sleeve 600 is rotated bringing a high dwell into contact with roller 781 on bell crank 782 deflector 680 is raised by link 683 and deflects a d

0) DE102010032976A1 – ELECTRIC TRANSPORT VEHICLE FOR, E.G. ELDERLY PE...

110) Family number: 50548466 (DE102010032976A1) © PatBase

Title: ELECTRIC TRANSPORT VEHICLE FOR, E.G. ELDERLY PERSON IN HOSPITAL, HAS STEERING WHEEL TO STEER WHEELS WHILE MOVING FRONT WHEEL, WHERE LOAD CARRIER AND RIDER SEAT ARE MAINTAINED IN EQUAL HEIGHT AND VELOCITY DELIMITERS ARE SET FOR EACH WHEEL

Priority: DE201010032976 20100731

Family:

Publication number	Publication date	Application number	Application date
DE102010032976 A1	20120202	DE201010032976	20100731

Probable Assignee: SIEGHART

Assignee(s):(std)**:** SIEGHART DIETHER ; ZEHENDMAIER FRANZ

Assignee(s): SIEGHART ; ZEHENDMAIER

Inventor(s):(std)**:** SIEGHART DIETHER ; ZEHENDMAIER FRANZ

International class (IPC 8–9): B60K1/00 B62D5/04 B62D55/00 B62D61/06 B62D61/10 B62D63/02 B62M6/40 (Advanced/Invention)

CPC: B62K5/003 B62K5/007 B62K5/05

European class: B62K5/003 B62K5/007 B62K5/05

Classification Explorer

Forward Citations: CN103144696, CN103144696,

Abstract:
The vehicle has a battery for electric drive, a vertically adjustable springy rider seat (13), suspension elements, front wheel (10), rear wheel (3), and right and left base plates (1). The base plates include main wheels which include axles (2–3) and wheel hubs (2–4) and/or disc brakes. A steering wheel is provided for steering the wheels at different rotational speeds while moving the front wheel in predetermined direction. The load carrier/load container and rider seat are maintained in equal height. The velocity delimiters are provided for each wheel.

0) FR86543E – INSTALLATION DE MANUTENTION, NOTAMMENT POUR LE ...

111) Family number: 21059595 (FR86543E) © PatBase

Title: INSTALLATION DE MANUTENTION, NOTAMMENT POUR LE STOCKAGE ET LA REPRISE DE MATERIAUX

Priority: FR19640960056 19640111 FR19640990498 19641006

Family:

Publication number	Publication date	Application number	Application date
FR1379425 A	19641120	FR19640960056	19640111
FR86543 E	19660225	FR19640990498	19641006

Probable Assignee: PRECISMECA SA

Assignee(s):(std)**:** PRECISMECA SA

Assignee(s): PRECISMECA S A

International class (IPC 8–9): B28C1/00 B65G65/20 (Advanced/Invention); B28C1/00 B65G65/00 (Core/Invention)

International class (IPC 1–7): B28C1/12 B65G65/28

CPC: B28C1/006 B65G65/20

European class: B28C1/00B2 B65G65/20

Classification Explorer

Forward Citations: DE1277748,

Abstract:
Source: FR1379425A [Source: Claim 1] **ATTENTION** debut du champ CLMS peut contenir fin de DESC **. 172 soi1t solidaires aux moyens de supports 229 aux deux poutres 201 du pont roulant 200. Le second transporteur 172 comporte le tambour moteur 222, entraine par un dispositif moteur tel que moteur electrique, le tambour de renvoi 224 comportant le dispositif de tension 225 compose des vis, des coussinets et des glissieres et d'une pluralite de rouleaux 226, ces rouleaux soutenant aussi bien le brin porteur 227 que le brin retour 228. Le second transporteur 172 deverse les produits repris dans une goulotte 287 qui en etant solidaire aux poutres a treillis 21 par des supports 230 se deplace en meme temps que le pont roulant. La partie inferieure 231 de cette goulotte d'alimentation 229 se trouve au–dessus de la courroie 232 d'un troisieme transporteur 233 identique a tout point de vue au premier transporteur 1 et les produits deverses sur cette courroie 232 sont amenes par le troisieme transporteur 233 a l'atelier d'utilisation des produits. Ces differents appareils presentent de nombreux avantages et notamment L'ensemble des elements, servant a apporter les differents produits, est allege au maximum ce qui permet d'eviter les depenses supplementaires et onereuses pour la realisation de fondations importantes sur lesquelles sont scelles les rails servant de chemin de roulement. En outre l'ensemble des elements de reprise 101 et 117 est plus facilement malleable, d'ou une eco– nomie certaine de la force motrice et cette economie permet une reduction des prix de revient des produits finis. Le palpeur 92 dispose a la tete 58 de la fleche 54 du tripper 45 permet de doser tres exactement l'epaisseur de chaque couche des differents produits stockes meme si l'epaisseur de cette couche est tres minime. Le transporteur a raclettes 101 par le deplacement des couteaux racleurs 102 assure d'une part le glissement vers le has des produits stockes et d'autre part le melange des differents produits. L'utilisation de la couronne a billes 179 placee entre la partie superieure 145 et la partie inferieure 180 du chariot, mobile transversalement, permet de pivoter l'ensemble des elements de reprise compose par le transporteur a raclettes 101 et la roue–pelle 117. Ainsi on peut proceder au deplacement dans les deux sens de l'ensemble et il n'est plus necessaire de ramener celui–ci a son point de depart. On peut faire fonctionner continuellement les elements de reprise, malgre l'inversement du sens de la marche du pont roulant 200. Par le fonctionnement continu des elements de reprise 101 et 117 on augmente considerablement le rendement de l'installation. On evite egalement les frais supplementaires necessaires soit a l'installation d'un second ensemble des elements de reprise, soit d'un transbordeur. La cabine 167, abritant la personne chargee de surveiller le fonctionnement des appareils de reprise 101 et 117 est placee sur le chariot mobile 180 et se deplace en meme temps que l'ensemble forme par le transporteur a raclettes 101 et la roue–pelle 117 et la personne chargee de la surveillance voit tres facilement si les deux elements travaillent a plein rendement. L'articulation centrale 219 du pont roulant 200 absorbe les denivellations du terrain et meme si les trois rails 2071, 2072 et 2073 ne sont pas de niveau, le poids de l'ensemble des elements de reprise 101, 117 est reparti uniformement sur les trois rails 207l, 2072 et 2073 et les galets 210 des boggies 206 sont en contact permanent avec le dessus des rails 2071, 2072 et 2073. Bien entendu l'invention n'est pas limitee aux exemples de reaLisation ci–dessus decrits et representes et a partir desquels on pourra prevoir d'autres modes et d'autres formes de realisation sans pour cela sortir du cadre de l'invention. RESUME L'invention s'etend aux caracteristiques ci–apres et a leurs diverses combinaisons possibles 1D Installation de manutention notamment pour le stockage et la reprise de materiaux, installation caracterisee parce qu'elle comporte, en combinaison des moyens de mise en stock automatique des materiaux en provenance du lieu de dechargement et des moyens de reprise de ces memes

produits, pour acheminer ceux−ci vers un atelier d'utilisation, permettant de placer les aires de stockage dans le prolongement l'une de l'autre, ce qui permet d'une part, de reduire considerablement la surface de stockage, et d'autre part, d'eviter une perte de temps due au daplacement des differents elements composant l'installation de manutention; 20 Les moyens de reprises sont constitues par un ensemble d'elements formant un bloc dont la partie superieure pivote horizontalement par rapport a la partie inferieure, ce qui permet de continuer, en sens oppose du precedent et sans perte de temps, la reprise des produits stockes et de prendre alternativement des produits des differents amoncellements sur les aires de stockage disposees de part et d'autre de cet ensemble; 30 Le transporteur a raclettes comportant des couteaux raleurs fixes par un moyen quelconque sur une chaine attaque de front les differentes couches superposees triangulairement des produits stockes. Les couteaux raleurs provoquent le glissement vers le has des produits et par ce glissement on realise le melange des differents produits; 4 La roue−pelle, ayant sur son pourtour une pluralite de godets, ramasse les produits glisses a la base de l'amoncellement et elle les deverse sur un transporteur a courroie continue; 5 Le transporteur a courroie continue fonctionne a l'interieur de l'ossature metallique servant de support a la roue−pelle, et son brin porteur achemine les produits deverses par la roue−pelle vers une tremie; 60 Des rouleaux amortisseurs, situes sous le brin porteur de la courroie continue du transporteur a l'emplacement ou tombent les produits deverses par la roue−pelle absorbent au maximum l'effet de choc provoque par la chute des produits et reduisent considerablement l'usure de la courroie contínte; 7" Le bras de levier, permettant de lever ou de rabaisser le transporteur a raclettes solidaire de la roue−pelle, assure le contact permanent des couteaux racleurs avec le plan du coin des produits stockes et, en soulevant au maximum les deux appareils, il permet de pivoter l'ensemble et d'attaquer une aire de stockage situee de l'autre cote de l'axe longitudinal du transporteur transversal; s" Le treuil scelle sur le caisson contenant les contrepoids, permet, a l'aide d'un cable, de relever ou de rabaisser le bras de levier; 90 Le transporteur a courroie continue a axe transversal, sur lequel ont ete deverses les produits par la tremie, modifie perpendiculairement le par. cours du transport des produits et les achemine vers le transporteur longeant les aires de stockage; 10 Des boggies solidaires du bati de l'element mobile, assurent le deplacement transversal de l'ensemble des elements de reprise c'est−a−dire le transporteur a raclettes et la roue−pelle; 11" Des rails, reposant sur des poutres a treillis du pont roulant servent de chemin de roulement transversal a l'element mobile transversalement; 12" Le pont roulant se deplace longitudinalement sur trois rails paralleles aux aires de stockage et la combinaison du deplacement transversal avec le deplacement longitudinal permet de balayer toute la surface des aires de stockage; 130 L'articulation centrale du pont roulant absorbe les denivellations existantes entre les trois rails et assure la repartition du poids de l'ensemble sur ces trois rails en permettant aux deux tron cons du pont roulant de former une ligne brisee; i 40 Le transporteur a courroie continue longeant les aires de stockage, amene les produits deverses par le transporteur transversal a l'atelier duti− lisation; 15 Le transporteur a courroie continue para. lele aux aires de stockage apporte depuis le lieu de dechargement les produits destines a etre emmagasines a l'emplacement de stockage prevu; 160 Le chariot elevateur souleve le brin porteur du transporteur a courroie continue et permet d'elever les produits a la hauteur necessaire a leur deversement sur un autre transporteur; 17 Le transporteur a courroie continue perpendiculaire au transporteur precedent et place a l'interieur de l'ossature metallique de la fleche du tripper deverse les produits apportes sur le terrain destine au stockage; 18" Le piston a double effet, alimente par une pompe a huile, releve ou rabaisse la fleche du tripper et permet de doser tres exactement l'epaisseur de la couche des differents produits; 19 Le dispositif palpeur en liaison avec un indicateur de position, est situe a la tete de la fleche du tripper et actionne le relevement automatique de ladite fleche; 200 Le dispositif de controle, des formation de l'epaisseur voulue de la couche d'un certain produit, provoque l'arret de l'alimentation et un signal avertisseur quelconque transmet a un poste de commande central l'arret d'arrivee de ce produit et declenche le branchement de manutention deun autre produit; 21 Le tripper repose sur trois pieds realises en charpente metallique, et se deplace longitudinalement sur un chemin de roulement par l'interme− diaire d'une pluralite de boggies moteurs; 220 Les galets des boggies sont mis en mouvement par une transmission solidaire au reducteur accouple au moteur electrique et ils se deplacent sur les rails formant le chemin de roulement; 230 Les articulations solidarisent le tripper et le chariot elevateur et tout deplacement longitudinal du tripper entraine automatiquement le deplacement du chariot elevateur. [Source: Claim 1] ** WARNING ** start of CLMS field may contain late 172 soi1t solidarity to support means 229 to the two beams 201 crane. 200. the second carrier 172 includes the drum motor 222, driven by a motor device such as electric motor, the return drum 224 with the tensioning device 225 consists of screws, bearings and glissieres and a plurality of rollers 226, these rollers supporting both the carrier strand that strand 227 228. the second carrier 172 products listed pours into a chute 287 which being integral to beams a mesh 21 by supports 230 moves concurrently with the crane. the lower part 231 of the feed chute 229 is located above the belt 232 of a third carrier 233 identical in every respect to the first conveyor 1 and the dumped products on the belt 232 are brought by the third carrier 233 has the product use workshop. These different devices many PRESENT benefits including all of the elements serving to make the different products is maximum allege thereby avoid the additional expenses and onerous for the realization of important foundations on which are sealed track for road rolling. Also all resumption of Elements 101 and 117 is more easily malleable, hence a certain eco− nomy of the driving force and the economy allows a reduction in costs finished products. the probe 92 has a head 58 of the arrow 54 of 45 for the determination tripper very precisely the thickness of each layer of different products stored even if the thickness of this layer is very minimal. the carrier squeegees 101 by the displacement of the scraper blades 102 ensures both the slide into the hAS of stored products and also the mixture of different products. the use of the krona ball 179 placed between the upper part 145 and the lower portion 180 of the carriage transversely movable, allows you to rotate all recovery Elements made by the carrier 101 and squeegees bucket wheel 117. So you can proceed to the displacement in both directions of the whole and it is not necessary to bring it to its starting point. it can be continuously operate the resumption of elements, despite the reversal of the direction of travel of the crane 200. for the continuous operation of recovery elements 101 and 117 is increased considerably the efficiency of the plant. It also avoids the additional costs necessary either to install a second set of recovery Elements or a ferry. The cab 167, housing the person charged to monitor the operation of the devices resume 101 and 117 is placed on the carriage 180 and moves at the same time that the entire form by the carrier 101 scrapers and bucket wheel 117 and the person

charged surveillance seen very easily if both work Elements has full capacity. the central joint 219 crane 200 absorbs ground drop−offs, and even if the three rails 2071, 2072 and 2073 are not level, the weight of all recovery Elements 101, 117 and left evenly over the three rails 207L, 2072 and 2073 and the rollers 210 bogies 206 are in permanent contact with the top of the rails 2071, 2072 and 2073. course the invention is not limited to the embodiments described above and represented and from which we can predict other modes and other forms of realization without departing from the scope of the invention. SUMMARY The invention extends to the characteristics listed after and their various combinations 1D Installation handling including storage and recovery materials, the installation being characterized because it comprises, in combination means for automatically placing in storage of materials from the place of unloading and means of recovery of these same products, to transport them to a user workshop for placing the storage areas in the extension of one another, which allows on one hand to significantly reduce the storage surface, and secondly, to avoid a waste of time due to daplacement of different elements component handling facility; 20 means of times are constituted by a set of elements forming a block whose upper part rotates horizontally relative to the lower part, allowing to continue in opposite direction of precedent and without loss of time, recovery of stored products and alternately take products of various piles on ARRANGED storage areas on either side of this whole; 30 the carrier with squeegees moaners knives fixed by any means on a chain frontal attack the different layers superimposed triangularly of stored products. The knives moaners cause the slide to the HAS products and this shift is realized the mixture of different products; 4 wheel excavator, having on its periphery a plurality of buckets, picks snowsports products based the accumulation and pours them on a continuous carrier belt; 5 the carrier continuous belt works in the interior of the metal frame for supporting a bucket wheel, and carrying strand carries products spilled from the bucket wheel to a hopper; 60 rolls dampers, situated under the carrier strand continuous conveyor belt at the location or the fall spills by bucket wheel absorb maximum effect shock caused by falling goods and considerably reduce the wear of the belt contínte; 7 "The lever arm to lift or lower the carrier squeegees secured to the bucket wheel, ensures permanent contact with the scraper blades with the plane of the corner of stored products, raising the maximum both devices, it can rotate together and attack a storage area situated on the other side of the longitudinal axis of the cross conveyor; S "the winch seals on the box containing the counterweights, allows, with the aid of a cable, to raise or lower the lever arm; 90 the carrier has a continuous belt transverse axis, on which the products were dumped by the hopper, change the angles by. during the transport of goods and routes them to the carrier along the storage areas; 10 Supportive bati bogies of the mobile element, ensure the transverse displacement of all recovery Elements that is, −dire the carrier scrapers and bucket wheel; 11 "rails, beams resting on a lattice crane serve transverse runway to the mobile element transversely; 12" the crane moves longitudinally parallel rails on three storage areas and the combination of the transverse displacement with the longitudinal displacement allows to scan the entire surface of storage areas; the central joint 130 crane absorbs existing drop−offs between the three rails and ensures the weight distribution of all these three rails allowing two sections cons crane form a brisee line; 40 i the carrier continuous belt along the storage areas, brings products dumped by the transverse carrier is duti− workshop lisation; 15 the carrier continuous belt para.Lele storage areas brings from the place of unloading the goods intended to be stored in the planned storage location; 160 The carriage elevator raises the carrier side of the conveyor belt and allows a continuous of raising Products to the necessary height to their spill on another carrier; 17 the carrier continuous belt perpendicular to the previous spot and carrier inside the metal frame of the arrow of the tripper pours bringest products intended field storage; 18 "the double acting piston, powered by an oil pump, notes or demeans the arrow of the tripper and allows to dose very precisely the thickness of the layer of different products; 19 the probe device in connection with a position indicator is located at the head of the arrow of the tripper and operates the automatic increase of that arrow; 200 the control device, training the desired thickness of the layer a certain product causes the food and stop any alarm signal transmitted to a central control station for the arrival of this and stop triggers the connection ofone another product handling; 21 the tripper rests on three legs realized in metal structural, and moves longitudinally on a track through the intermediary of a plurality of bogies engines; 220 bogies rollers are set in motion by a transmission solidarity in reducer coupled to electric motor and they move on the rails forming the runway; 230 joints clamp the tripper and the lift truck and any longitudinal displacement of tripper automatically causes the displacement of the lift truck.

0) AU2002301175A – WATER–MIST BLOWER COOLING SYSTEM AND ITS NEW AP...

112) Family number: 31729625 (AU2002301175A) © PatBase

Title: WATER–MIST BLOWER COOLING SYSTEM AND ITS NEW APPLICATIONS

Priority: AU20020301175 20020924

Family:

Publication number	Publication date	Application number	Application date
AU2002301175 AA	20040408	AU20020301175	20020924

Probable Assignee: LABRADOR GAUDENCIO A

Assignee(s):(std)**:** LABRADOR GAUDENCIO A

Assignee(s): GAUDENCIO A LABRADOR

Inventor(s):(std)**:** LABRADOR GAUDENCIO A

Inventor(s): GAUDENCIO A LABRADOR

International class (IPC 8–9): F24F5/00 F24F6/14 (Advanced/Invention); F24F5/00 F24F6/12 (Core/Invention)

International class (IPC 1–7): F24F5/00 F24F6/14

CPC: Y02B30/545

European class: Y02B10/30 Y02B10/50 Y02B30/14 Y02B30/54D Y02E10/72N

Classification Explorer

Forward Citations: WO15074100,

Abstract:
Source: AU2002301175A What had been created are various new processes with the corresponding newly created devices that support or to handle the new processes in order to attained the desired outcome of the new processes. One desired outcome is to produce a low technology cooling system that can be easily made by the ordinary man for himself and this is answered by the creation of a misting tube having a plurality of water misting nozzles and a blower blows wind thru the water mist towards a place or into a house or into an office. An alternative of this is a blower that blows wind thru the water mist created by an atomizer and into a house, a building, a work shop, a play area, or into a green house or plantation. An improvement of this is misting tube being place infront of a blower by attaching the misting tube to the frame/shell of the blower so that the misting tube goes freely with the left and right oscillation of the blower. A further improvement of this water–mist–blower system is where the water is mist sprayed inside a vacuumed air duct to speed up water evaporation wherein air is passed thru a multi–tube radiator inside the vacuumed air duct and the cold air from the air duct is passed thru a hybrid Centrifugal Cyclone separator to remove surplus water mist. Further created are desalination devices.

113) Family number: 32384894 (US2005245845A) © PatBase

Title: LANCETS FOR BODILY FLUID SAMPLING SUPPLIED ON A TAPE

Priority:
CA20052564993 20050427 CA20052696219 20050427 CA20102564993 20100414
US20060537791 20061002 US20040836578 20040430 US20050105686 20050414
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US20130062198 20131024

Family:

Publication number	Publication date	Application number	Application date
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CA2696219 C	20160823	CA20052696219	20050427
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WO05107596 A3	20060420	WO2005US15550	20050427	

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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KM KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A61B17/14 A61B17/32 A61B5/00 A61B5/1459 A61B5/15 A61B5/151 A61B5/157 B65D61/00 B65D75/34 B65D81/00 G01N21/00 G01N31/00 G01N33/00 G01N35/00 (Advanced/Invention);
A61B5/00 A61B5/145 (Advanced/Non–invention);
A61B17/14 A61B17/32 A61B5/00 A61B5/145 A61B5/15 B65D75/28 (Core/Invention);
A61B5/00 (Core/Non–invention);
A61B B65D (Subclass/Invention)

International class (IPC 1–7): A61B17/14 A61B17/32 A61B5/00 A61B5/15 B65D75/34

CPC: Y10T436/110833 A61B5/150022 A61B5/150213 A61B5/150259 A61B5/150282 A61B5/150358 A61B5/15113 A61B5/15117 A61B5/15153 A61B5/15184 A61B5/15146 A61B5/14532 A61B5/150503 A61B5/15151 A61B5/15167 A61B5/15171 A61B5/15178 A61B5/15169 A61B5/150419 A61B5/15155 A61B5/15173 A61B5/157 A61B5/1411

European class: A61B5/14B2 A61B5/151M K61B5/145G

US class: 1/1 422/66 436/44 600/575 600/576 600/583 600/583P 600/584 600/584S 606/181 606/181S

Classification Explorer

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Forward Citations: WO15033959, WO14164279, WO14128271, WO13038691, WO11070149, WO11051444, WO11045348, WO11020914, WO10145763, WO10122059, WO10094426, WO10091794, WO10088948, WO10083878, WO09152897, WO09139195, WO09116289, WO09076247, WO09050092, WO09039926, WO09030475, WO09030359, WO08138857, WO08138587, WO08138473, WO08138455, WO08138443, WO08125178, WO08110267, WO08083844, WO08043780, WO08043565, WO08043565, WO08028891, WO07077212, WO07077212, WO07060004, US9694144, US9561000, US9560993, US9528977, US9504782, US9498160, US9480420, US9445756, US9434141, US9427532, US9417229, US9399792, US9386944, US9383333, US9380970, US9380963, US9375169, US9364172, US9351680, US9339612, US9332938, US9332932, US9329164, US9314194, US9301715, US9261476, US9248267, US9237866, US9226699, US9198606, US9186468, US9179872, US9173608, US9167992, US9144401, US9138179, US9119581, US9089678, US9089294, US9072842, US9066689, US9034639, US9034250, US9017620, US8998940, US8965476, US8945910, US8945022, US8920341, US8905945, US8905944, US8888942, US8882951, US8870789, US8852124, US8845550, US8845549, US8828203, US8821399, US8815154, US8808201, US8795199, US8789756, US8784335, US8753289, US8734365, US8721671, US8702624, US8690797, US8690796, US8679033, US8668656, US8663558, US8652831, US8647357, US8641644, US8641643, US8636673, US8622930, US8621828, US8608669, US8608668, US8608667, US8591436, US8579831, US8574895, US8574168, US8567602, US8562545, US8556829, US8540647, US8529470, US8496876, US8496601, US8491500, US8439872, US8435190, US8430828, US8414503, US8403864, US8394035, US8388551, US8382683, US8382682, US8372016, US8366637, US8360992, US8360991, US8348857, US8343075, US8337422, US8337421, US8337420, US8337419, US8333710, US8328736, US8296918, US8282577, US8282576, US8267870, US8262614, US8251921, US8247233, US8235915, US8234767, US8221334, US8221333, US8220635, US8216264, US8216154, US8211037, US8206319, US8206317, US8202232, US8202231, US8197423, US8197421, US8196374, US8172866, US8162853, US8157750, US8157748, US8123700, US8083992, US8079960, US8062233, US8062231, US8052926, US8020703, US8016774, US8007446, US8003052, US7988645, US7988644, US7981056, US7981055, US7976476, US7959582, US7959581, US7955271, US7938787, US7935063, US7914465, US7909778, US7909777, US7909775, US7909774, US7901365, US7901362, US7892185, US7892183, US7875047, US7874994, US7862520, US7850622, US7850621, US7841992, US7833171, US7822454, US7815579, US7780631, US7749174, US7731729, US7717863, US7713214, US7708703, US7699791, US7682318, US7674232, US7666149, US7648468,

US7604592, US7582099, US7582063, US7563232, US7547287, US7537571, US7524293, US7491178, US7488298, US7481777, US7481776, US7479119, US7479118, US7410468, US7374544, US7344894, US7344507, US7316700, US7297151, US2017042458, US2016302707, US2016166189, US2014052025, US2013324883, US2012283528, US2012253374, US2012203083, US2012191011, US2012184875, US2011230905, US2011229960, US2011166431, US2011144463, US2011137206, US2011132778, US2011071377, US2011022071, US2011015661, US2011015545, US2010292609, US2010286561, US2010222799, US2010198109, US2010160941, US2010145376, US2010121369, US2010094325, US2010056893, US2010049092, US2010049090, US2010023045, US2009287116, US2009270763, US2009238721, US2009177118, US2009137931, US2009124933, US2009036797, US2009010802, US2008300509, US2008286149, US2008269791, US2008103415, US2008008989, US2007191739, US2007191738, US2007173740, US2007065340, US2007038150, US2006240403, US2006200045, US2006174592, US2006079810, US2005245954, KR101120451, KR101111931, KR101104658, KR101021922, JP5367694, JP4935286, JP2013529483, JP2013528421, JP2013038691, JP2011508872, JP2010526607, JP2010523235, JP2010520776, JP2010515499, JP2009545350, JP2009522029, JP2009233327, JP2007130451, EP3042690, EP3042690, EP2843406, EP2770064, EP2457843, EP2322924, EP2316339, EP2316339, EP2316338, EP2287605, EP2263526, EP2243711, EP2226008, EP2218392, EP2213230, EP2210558, EP2168482, EP2146638, EP2146638, EP2135546, EP2103934, EP2055472, EP2047798, EP2039607, EP2039294, EP2039293, EP2030910, EP2030568, EP2016899, EP1997429, EP1996914, EP1996914, EP1992284, EP1992283, EP1990002, EP1990001, EP1980205, EP1967139, EP1954181, EP1954181, EP1943948, EP1917909, EP1894526, EP1894525, EP1884188, EP1880670, EP1878387, EP1790288, EP1714614, EP1714614, CN105209908, CN103179902, CN103179902, CN103040476, CN102573630, CN102573630, CN102389315, CN102379702, CN102292027, CN102098957, AU2008250713,

Abstract:
Source: US2005245845A A supply of lancets for a multi−use lancing device are carried by a tape and sequentially brought from a storage position to an activating position by advancing the tape around a bend. The lancets are non−circular in cross−section along their longitudinal lengths, and in their activating position they extend from the tape such that their sharp tips are available for lancing tissue. The carrying tape can be arranged in reel−to−reel format in a housing having a lancing opening. The lancets can be integral with the tape and activated to move the lancet through the lancing opening by moving the tape along its tape path or by translating a dedicated service loop of the tape. The lancets can also be independent from the tape and activated through the lancing opening by a separate lancing actuator. A test media can be included on the carrying tape and the housing can contain a sensor to yield an integrated lancing and testing device.

0) US2003146331A – SLIVER DISCHARGE DEVICE

114) Family number: 30204093 (US2003146331A) © PatBase

Title: SLIVER DISCHARGE DEVICE

Priority:

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US2006027695 AA	20060209	US20050247276	20051012	
US2006065554 AA	20060330	US20040952388	20040928	
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US2007063089 AA	20070322	US20060605371	20061129	
US2007068397 AA	20070329	US20060605379	20061129	
US2007069058 AA	20070329	US20060605375	20061129	
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US7410051 BB	20080812	US20040952388	20040928	
US7748315 BB	20100706	US20060514149	20060901	

US7748658 BB	20100706	US20050247276	20051012

Probable Assignee: TRUTZSCHLER GMBH AND CO KG

Assignee(s):(std)**:** MAGNOLIA MFG CO INC ; MAGNOLIA MFG COMPANY INC ; TRATZSCHLER GMBH AND CO KG ; TRUETZSCHLER GMBH AND CO KG ; TRUETZSCHLER AND CO ; TRUTZSCHLER GMBH AND CO FA KG ; TRUTZSCHLER GMBH AND CO KG FA ; TRUEFISCHLER KG ; TRUETZSCHIER GMBH AND CO KG ; TRUETZSCHLER AND CO KG

Assignee(s): TRUTZSCHLER GMBH AND CO KG ; TRUTZSCHLER GMBH ; TRUETZSCHLER GMBH AND CO ; TRUTZSCHLER GMBH AND COKG ; TRUTZCHLER GMBH AND CO KG ; TRUETZSCHLER GMBH AND COKG ; TRUTZSCHLER GMBH AND COKG FA ; PARKDALE MILLS INC ; SCHLICHTER STEFAN ; FA TRUTZSCHLER GMBH AND CO KG ; MAGNOLIA MANUFACTURING COMPANY INC ; MAGNOLIA MFG

Inventor(s):(std)**:** JOSEF SCHLICHTER STEFAN PETERS ; PETERS DR STEFFEN ; PETERS STEFFEN ; S SCHLIHIT ; SCHLICHTER STEFAN ; ACHIM BREUER ; ACHIM SCHLICHTER STEFAN BREUER ; ANDERSON SCHLICHTER STEFAN WAR ; ANDERSON WARLICK ; BREUER ACHIM ; SCHLIHIT S ; STEFAN SCHLICHTER ; STEFFEN PETERS ; TEMBURG JOSEF ; WARLICK ANDERSON D ; WARLICK ANDERSON ; SCHLICHTER DR STEFAN ; DR STEFAN SCHLICHTER ; SCHLICHTER STEFAN DR ; JOSEF TEMBURG

Inventor(s): DR STEFFEN PETERS ; STEFAN SCHLICHTER DR ; TEFAN SCHLICHTER ; DR STEFAN PETERS ; SCHLICHTER STEFAN BREUER ACHIM ; SCHLICHTER STEFAN PETERS STEFFEN TEMBURG JOSEF ; SCHLICHTER STEFAN WARLICK ANDERSON

Agent(s): CABINET BEAU DE LOMENIE; TSURUTA JUNICHI; NISHIYAMA MASAYA; HIGUCHI SOTOJI; ISHIDA TAKASHI; AOKI ATSUSHI; SHIMADA TETSURO; VENABLE LLP; KENNEDY COVINGTON LOBDELL AND HICKMAN LLP; K AND L GATES LLP; ROBERT; JUSTINE A; STEVEN J

International class (IPC 8–9): B21C47/02 B21C47/10 B65B13/02 B65B13/20 B65B27/12 B65B63/02 B65D71/00 B65D85/16 B65D85/67 B65H51/01 B65H51/015 B65H54/00 B65H54/76 B65H54/78 B65H54/80 B65H54/86 B65H55/02 B65H67/04 B65H67/06 B65H83/00 D01G15/00 D01G15/40 D01G15/44 D01G15/62 D01G21/00 D01G23/00 D01G27/00 D01H1/36 D01H13/00 D01H9/00 D01H9/02 D01H9/18 (Advanced/Invention); D01H9/10 (Advanced/Non–invention); B21C47/02 B65B13/00 B65B13/18 B65B27/00 B65B63/00 B65D71/00 B65D85/16 B65H54/00 B65H55/00 B65H67/04 B65H67/06 D01G15/00 D01G21/00 D01G23/00 D01G27/00 D01H1/00 D01H13/00 D01H9/00 D01H9/02 (Core/Invention); D01H9/02 (Core/Non–invention)

International class (IPC 1–7): A01D59/02 B21C47/10 B65B63/00 B65B63/00 B65B63/02 B65H51/015 B65H54/00 B65H54/00 B65H54/00 B65H54/76 B65H54/80 B65H54/80 B65H67/04 B65H83/00 D01G15/44 D01G15/62 D01G21/00 D01G23/00 D01G27/00 D01H13/00 D01H9/02 D01H9/18

CPC: D01G27/00 D01H9/00 D01H9/18 D01H9/185 B21C47/10 B65H51/015 B65H54/76 B65H67/04 D01H9/02 D01H9/187 B65H67/06 B65H54/74 D01G23/00 D01H9/005 D01H9/008 B65B27/125 B65H54/78 B65B63/02 B65H54/80 B65H67/0428 B65H2701/31 B65B27/12 B65B13/20 B65D85/16

European class: B21C47/10 B65B13/20 B65B27/12 B65B27/12B B65B63/02 B65D85/16 B65H51/015 B65H54/74 B65H54/76 B65H54/78 B65H54/80 B65H67/04 B65H67/04F B65H67/06 D01G23/00 D01G27/00 D01H9/00 D01H9/00B D01H9/00B4 D01H9/02 D01H9/18 D01H9/18C D01H9/18D L65B27/12 L65D85/16 L65H701/31

US class: 100/3 100/3P 100/5 100/5P 100/7 206/388 206/442 206/83.5 242/159 242/159S 242/361.4 242/361.400P 242/361.5 242/361.500P 242/361.500S 242/363 242/363S 242/472.1 242/472.100P 53/399 53/438 53/529 53/582

Classification Explorer

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Forward Citations: WO10020782, WO10020782, USD779065, US8650842, US7788771, US7748658, US7748315, US2014102320, US2008244871, US2008029637, US2007074631, US2007069059, US2007069058, US2007068397, US2007063089, US2007063088, US2006031260, US2006027695, RU2473457, JP2009013562, JP2007106605, JP2007106604, JP2007106603, JP2007106602, JP2007106601, GB2462694, GB2462694, GB2456848, GB2448217, GB2448217, GB2431671, GB2431671, GB2431414, GB2431414, GB2431172, GB2431172, GB2431171, GB2431171, GB2431170, GB2431170, GB2431169, GB2431169, EP2457835, DE102007016340, DE102006012581, DE102006012580, DE102006012579, DE102006012565, DE102006012484, DE102006012483, CN106163930, CN105292561, CN104386536, CN102851794, CN102691149, CN102517707, CN102517707, CN102126566,

Abstract:
Source: US2003146331A A device is provided on a spinning preparation machine for receiving a sliver from a discharge device of the spinning preparation machine and transporting the sliver to a downstream machine, the spinning preparation machine having a depositing region. The device has a support for receiving the sliver deposited from the discharge device in the depositing region, and a moving device for moving the deposited sliver relative to the discharge device in the depositing region for forming a free standing sliver bundle, and for moving the free standing sliver bundle out of the depositing region for transport to a downstream machine.

0) US2008203735A – APPARATUS AND METHOD FOR LUBRICATING RAILROAD T...

115) Family number: 42119818 (US2008203735A) © PatBase

Title: APPARATUS AND METHOD FOR LUBRICATING RAILROAD TRACKS

Priority: US20070678815 20070226

Family:

Publication number	Publication date	Application number	Application date
US2008203735 AA	20080828	US20070678815	20070226
US7784840 BB	20100831	US20070678815	20070226

Probable Assignee: LESLIE CARLTON

Assignee(s):(std)**:** LESLIE CARLTON

Inventor(s):(std)**:** LESLIE CARLTON

Agent(s): TAFT STETTINIUS AND HOLLISTER LLP; BRANNON AND SOWERS PC; C JOHN

International class (IPC 8–9)**:** B60B39/00 B61K3/00 (Advanced/Invention); B60B39/00 B61K3/00 (Core/Invention)

CPC: B61K3/00

European class: B61K3/00

US class: 184/3.1 291/3

Classification Explorer

Cited documents: US6585085 BA, US6578669 BB, US6446754 BA, US6199661 BA, US6170610 BA, US6170610 B1, US6170594 BA, US6170594 B1, US6076637 A, US5896947 A, US5842543 A, US5687814 A, US5687811 A, US5492642 A, US5477941 A, US5186280 A, US5129606 A, US5080195 A, US4930600 A, US4856617 A, US4726448 A, US4711320 A, US4520901 A, US4393957 A, US4346785 A, US4334596 A, US4245719 A, US4230045 A, US4214647 A, US4198164 A, US3059724 A, US3051262 A, US2929466 A, US2814422 A, US2718280 A, US2285082 A, US2003111295 AA, US1709095 A, US1386426 A,

Forward Citations: WO11143765, US9499177, US9352761, US8596417, US8473128, US8224509, US2015054292, US2014142791, US2013008745, US2012163942, US2010101893, US2008086244, KR101035131, CN102971195, AU2011256101,

Abstract:
Source: US2008203735A A system for increasing the efficiency of the movement of a railroad car over a length of rail, including a fluid reservoir for containing a quantity of efficiency enhancing fluid, a fluid dispensing member, a fluid pump connected in fluidic communication between the reservoir and the fluid dispensing member for dispensing a predetermined quantity of fluid through the fluid dispensing member, a microprocessor operationally connected to the fluid pump, and a first sensor for generating a first sensor signal in response to a railroad car crossing a predetermined section of track and operationally connected to the microprocessor. The fluid dispensing member is positioned along a railroad portion substantially equal in length to the circumference of a railroad car wheel to provide a substantially continuous flow of efficiency enhancing fluid substantially equal in length to the circumference of a railroad car wheel onto the rail portion when the predetermined quantity of fluid is dispensed.

0) ES2398823A – EQUIPO DE SEGURIDAD AUXILIAR PARA CONTROL DE AD...

116) Family number: 53271773 (ES2398823A) © PatBase

Title: EQUIPO DE SEGURIDAD AUXILIAR PARA CONTROL DE ADHERENCIA EN VEHICULOS. AUXILIARY EQUIPMENT SAFETY GRIP CONTROL VEHICLES. (Machine translation)

Priority: ES20110000502 20110509

Family:

Publication number	Publication date	Application number	Application date
ES2398823 AA	20130321	ES20110000502	20110509
ES2398823 BA	20140123	ES20110000502	20110509
ES2398823 BA	20140218	ES20110000502	20110509

Probable Assignee: FERNANDEZ DE PEDRO JESUS

Assignee(s):(std)**:** FERNANDEZ DE PEDRO JESUS

Assignee(s): JESUS FERNANDEZ DE PEDRO

Inventor(s):(std)**:** FERNANDEZ DE PEDRO JESUS

Inventor(s): JESUS FERNANDEZ DE PEDRO

Agent(s): DE LA FUENTE DIONISIO

International class (IPC 8–9): B60B39/00 (Advanced/Invention)

CPC: B60B39/00

Classification Explorer

Cited documents: WO9814335 A1, WO07056834 A1, WO05097521 A1, US4203423 A, FR2836842 A1, ES1058819 UA, DE10151782 A1,

Abstract:
Source: ES2398823A Equipo de seguridad auxiliar para control de adherencia en vehiculos, con medios de proyeccion y/o pulverizacion controlada de, al menos, un producto, que puede consistir en liquido o gas, directamente sobre los neumaticos de una o mas ruedas (2) del vehiculo, medios de conduccion e impulsion hasta el punto de proyeccion, y medios de accionamiento para la seleccion y control de cantidad, porcentaje o mezcla del producto, ya sea de forma manual o automatica; siendo dicho producto el conveniente para modificar las propiedades fisicas del neumatico y contrarrestar las condiciones adversas que se desea evitar.

Machine translation: Safety equipment auxiliary grip for vehicle control, with projection means and / or controlled spraying at least one product, which can consist of liquid or gas, directly on the tire of one or more wheels (2) of the vehicle, driving means and impulsion to the point of projection, and drive means for controlling the selection and amount, percentage or product mix, either manually or automatically, the product being convenient to modify the properties physical tire and counteract the adverse conditions to be avoided.

0) WO16096313A1 – GEARING FOR A MOTOR VEHICLE, AND A DRIVE TRAIN ...

117) Family number: 62733240 (WO16096313A1) © PatBase

Title: GEARING FOR A MOTOR VEHICLE, AND A DRIVE TRAIN WITH SAME

Priority: DE201410226699 20141219

Family:

Publication number	Publication date	Application number	Application date
DE102014226699 A1	20160623	DE201410226699	20141219
WO16096313 A1	20160623	WO2015EP77033	20151119

Probable Assignee: ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s):(std)**:** ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s): ZF FRIEDRICHSHAFEN AG

Inventor(s):(std)**:** BECK STEFAN ; BREHMER MARTIN ; GRIESMEIER UWE ; HORN MATTHIAS ; KALTENBACH JOHANNES ; KING JULIAN ; KUBERCZYK RAFFAEL ; MORAW JENS ; MUENCH ECKEHARD ; PAWLAKOWITSCH JURI ; SCHARR STEPHAN ; WARTH VIKTOR ; WECHS MICHAEL ; ZIEMER PETER

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60K6/365 B60K6/48 B60K6/547 F16H3/72 (Advanced/Invention)

CPC: B60K6/365 B60K6/48 B60K6/547 B60K2006/4816 F16H3/728 F16H2200/2007 F16H2200/2041 F16H2200/2043 F16H2200/2046 F16H2200/2048 F16H2200/2094 F16H3/663 F16H2200/0047 F16H2200/0052 F16H2200/0086 F16H2200/2064 Y02T10/6221 Y02T10/6256 F16H3/725

Classification Explorer

Cited documents: WO14091586 A1, WO06015845 A1, US2007219036 AA,

DE102013225208 A1

DE102011117863 A1

DE102007044107 A1

Forward Citations: WO16184626, DE102015209050,

Abstract:
The invention relates to a gearing (G) for a motor vehicle, comprising an input shaft (GW1), an output shaft (GW2), a first planetary gear set (P1) which is designed as a stepped planetary gear set and the planet gears (PL1) of which have two different effective diameters, and a second planetary gear set (P2), said first and second planetary gear sets (P1, P2) being designed as minus gear sets, a first sun gear (E111) of the first planetary gear set (P1) engaging with the larger effective diameter of the planet gears (PL1), a second sun gear (E112) of the first planetary gear set (P1) engaging with the smaller effective diameter of the planet gears (PL1), the second sun gear (E112) of the first planetary gear set (P1) being permanently connected to a sun gear (E12) of the second planetary gear set (P2), a planet carrier (E21) of the first planetary gear set (P1) being permanently connected to a ring gear (E32) of the second planetary gear set (P2), the input shaft (GW1) being able to be connected, by means of a first switching element (18), to the planet carrier (E22) of the second planetary gear set (P2) and, by means of a second switching element (14), to the second sun gear (E112) of the first planetary gear set (P1), the output shaft (GW2) being attached to the ring gear (E32) of the second planetary gear set (P2), and said gearing (G) comprising a first electric machine (EM1) with a non−rotatable stator (S1) and a rotatable rotor (R1), the input shaft (GW1) being connectible, by means of a third switching element (13), to the rotor (R1) of said first electric machine (EM1), the first sun gear (E111) of the first planetary gear set (P1) being connected to the rotor (R1) of the first electric machine (EM1) either switchably by means of an additional switching element (K), or permanently, and a ring gear (E31) of the first planetary gear set (P1) being securable, in a rotationally−fixed manner, by means of a fourth switching element (06).

118) Family number: 3009213 (US5211258A) © PatBase

Title: AUXILIARY DEVICE FOR CONTROL OF VEHICLE STEERING DEVICE AND DRIVE UNITS

Priority: EP19900903973 19900215 SE19890000543 19890216 WO1990SE00103 19900215

Family:

Publication number	Publication date	Application number	Application date
AT95765 E	19931015	AT19900903973T	19900215
AU199051646 A1	19900905	AU19900051646	19900215
AU646632 B2	19940303	AU19900051646	19900215
CA2046871 AA	19910814	CA19902046871	19900215
DE69003939 D1	19931118	DE19906003939	19900215
DE69003939 T2	19940519	DE19906003939T	19900215
EP0460049 A1	19911211	EP19900903973	19900215
EP0460049 B1	19931013	EP19900903973	19900215
ES2047917 T3	19940301	ES19900903973T	19900215
FI913848 A0	19910814	FI19910003848	19910814
JP4503341 T2	19920618	JP19900503996T	19900215
NO170466 B	19920713	NO19910003167	19910814
NO170466 C	19921021	NO19910003167	19910814
NO913167 A	19911011	NO19910003167	19910814
NO913167 A0	19910814	NO19910003167	19910814
SE465962 B	19911125	SE19890000543	19890216
SE465962 C	19920827	SE19890000543	19890216
SE8900543 A	19900817	SE19890000543	19890216
SE8900543 A0	19890216	SE19890000543	19890216
SE8900543 L	19900817	SE19890000543	19890216
US5211258 A	19930518	US19910741538	19910813
WO9009293 A1	19900823	WO1990SE00103	19900215

Probable Assignee: RECODRIVE AB

Assignee(s):(std)**:** RECODRIVE AB ; RECODRIVE AB SOLNA

Assignee(s): RECODRIVE AB SOLNA SE ; RECODRIVE SOLNA AB ; RECODRIVE STORA FROSUNDA S AB ; WIBOM GUSTAF

Inventor(s):(std)**:** WIBOM G ; WIBOM GUSTAF ; WILBOM GUSTAF

Inventor(s): WILBOM GUSTAF S 171 53 SOLNA ; WILBOM GUSTAF S 171 53 SOLNA SE ; G WIBOM ; GUSTAF WIBOM ; GUSTAF WILBOM

Agent(s): FB RICE; FB RICE PTY LTD; KIRBY EADES GALE BAKER

Designated states: AT AU BE CA CH DE DK ES FI FR GB IT JP LI LU NL NO SE US

International class (IPC 8–9): B60K20/00 B60K20/02 B60K26/00 B60T7/02 B60T7/22 B62D1/22 B62D1/24 B66F11/04 B66F9/24 (Advanced/Invention);
B60K20/02 B66F11/04 B66F9/24 (Advanced/Non–invention);
B60K20/00 B60K20/02 B60K26/00 B60T7/02 B60T7/22 B62D1/00 B62D1/02 B66F11/04 B66F9/24 (Core/Invention);
B60K (Subclass/Invention)

International class (IPC 1–7): B60K20/02 B60K25/00 B60K26/0 B60K26/00 B60P3/00 B62D1/02 B62D1/22 B62D1/24 B66F11/04 B66F9/24

CPC: B60K20/00 B60T7/02 B60T7/22 B62D1/22

European class: B60K20/00 B60T7/02 B60T7/22 B62D1/22

US class: 180/275 180/321 180/333

Cited documents: WO8001154 A1, US659078 A, US4527656 A, US3059716 A, US2761569 A, US2728463 A, US1984830 A, GB1369081 A, GB1368801 A, DE3200241 A1, DE2918438 A1,

Forward Citations: WO10139013, US9393990, US8892308, US8100220, US7856301, US2012193480, US2009242316, US2008040006, NL1001681, GB2248809, GB2248809, FR2701683, EP0774425, DE4423244, DE102010008487,

Abstract:
Source: US5211258A PCT No. PCT/SE90/00103 Sec. 371 Date Aug. 13, 1991 Sec. 102(e) Date Aug. 13, 1991 PCT Filed Feb. 15, 1990 PCT Pub. No. WO90/09293 PCT Pub. Date Aug. 23, 1990.An auxiliary vehicle control device for maneuvering a vehicle (1) from a position other than the driver's position is disclosed which includes an operations unit (3) composed of an operating panel, a drive unit (40) and a control unit (23). The control unit (23) is mounted beneath the steering wheel (20) of the vehicle and coacts with the steering wheel (20) through a multi−disc clutch. The drive unit (40) is disposed in the region of the universal joint of the vehicle and coacts with a flange or collar on the output shaft of the gearbox, through a slip coupling arrangement. The front of the vehicle is equipped with a collision guard (50) which, when activated, is operative to activate devices, via operating devices, which apply one of the standard brake systems of the vehicle. The auxiliary vehicle control device can be fitted advantageously to many different types of vehicles.

0) US5241875A – MULTIBLOCK–ROBOT

119) Family number: 12175688 (US5241875A) © PatBase

Title: MULTIBLOCK–ROBOT

Priority: DE19904030119 19900924 DE19914141241 19911214 DE19915002116 19910917 DE19925006947 19921201

Family:

Publication number	Publication date	Application number	Application date
AT108121 E	19940715	AT19910115730T	19910917
AT141540 E	19960915	AT19920120451T	19921201
DE4030119 A1	19920326	DE19904030119	19900924
DE4030119 C2	19930617	DE19904030119	19900924
DE4141241 A1	19920716	DE19914141241	19911214
DE59102116 D1	19940811	DE19915002116	19910917
DE59206947 D1	19960926	DE19925006947	19921201
EP0477725 A1	19920401	EP19910115730	19910917
EP0477725 B1	19940706	EP19910115730	19910917
EP0547421 A1	19930623	EP19920120451	19921201
EP0547421 B1	19960821	EP19920120451	19921201
JP5138579 A2	19930601	JP19910272089	19910924
JP6165439 A2	19940610	JP19920353600	19921214
US5241875 A	19930907	US19910760452	19910916

Probable Assignee: KOCHANNECK UWE

Assignee(s):(std)**:** KOCHANNECK UWE ; UUBUE KOHANNETSUKU

Assignee(s): KOCHANNECK UWE 44145 DORTMUND DE ; KOCHANNECK UWE 4600 DORTMUND DE

Inventor(s):(std)**:** KOCHANNECK UWE ; UUBUE KOHANNETSUKU

Inventor(s): KOCHANNECK UWE 44145 DORTMUND DE ; KOCHANNECK UWE 4600 DORTMUND DE

Designated states: AT BE CH DE DK ES FR GB GR IE IT LI LU MC NL PT SE

International class (IPC 8–9): B25J13/00 B25J17/02 B25J19/00 B25J5/00 B25J9/08 B25J9/12 B60K1/02 B60K7/00 B63H23/24 B64D47/00 F03D11/00 H02K11/00 H02K16/00 H02K7/14 (Advanced/Invention); B25J13/00 B25J17/02 B25J19/00 B25J5/00 B25J9/00 B25J9/12 B60K1/00 B60K7/00 B63H23/00 B64D47/00 F03D11/00 H02K11/00 H02K16/00 H02K7/14 (Core/Invention)

International class (IPC 1–7): B25J13/00 B25J17/00 B25J17/02 B25J18/00 B25J19/00 B25J5/00 B25J9/08 B25J9/12 B60K1/02 B60K7/00 B63H23/24 B64D47/00 F03D11/00 H02K11/00 H02K16/00 H02K7/14

CPC: Y10T74/20317 B60L2200/10 B60L2220/42 B60L2220/46 B25J19/005 H02K11/20 H02K11/22 H02K11/33 H02K11/30 Y02T10/648 F03D80/00 H02K11/0094 B25J9/08 B25J17/0241 B25J19/0029 B60K1/02 B60K7/0007 B63H23/24 B64D47/00 Y02T10/641 Y02E10/72

European class: B25J17/02D B25J19/00E2 B25J19/00F B25J9/08 B60K1/02 B63H23/24 B64D47/00 F03D11/00 H02K11/00 H02K11/00F H02K11/00H1 H02K11/00K L60K7/00E T02K11/00F1C T02K11/00H T02K11/00K Y02E10/72D Y02T10/64B

US class: 180/8.6 180/86 310/112 446/90 446/91 74/479BE 74/479BP 74/490.03 901/1 901/15 901/23 901/28

Classification Explorer

Cited documents: WO8705554 A1, US5040626 A, US4988259 A, US4973215 A, US4766775 A, US4738583 A, US4684312 A, US4678952 A, US4641251 A, US4370091 A, SU1220780 T, GB2143205 A1, GB2053148 A1, FR2632561 A1, FR2599290 A1, FR2324407 A1, EP0233712 A2, EP0153884 A1, DE3717597 A1, DE3704951 A1, DE3441332 A1,

Forward Citations: WO9843783, WO9408760, WO08151317, US9545963, US9529365, US9477228, US9459627, US9442492, US9442491, US9442486, US9429955, US9411339,

US9411336, US9400502, US9268333, US9188984, US9168966, US8864546, US8816548, US8467941, US8453768, US8371894, US8364312, US8322477, US8190293, US8170780, US7967283, US7900725, US7757794, US7731558, US7690452, US7690447, US7567854, US7546889, US7479872, US7444205, US7407175, US7370713, US7339340, US7275607, US7210544, US7182166, US7174976, US7157875, US7096983, US7090040, US7023330, US7004271, US7000933, US6969079, US6965206, US6934603, US6915878, US6874591, US6868931, US6866107, US6847181, US6831436, US6827163, US6815919, US6796396, US6789640, US6779621, US6651766, US6581714, US6575802, US6564888, US6538411, US6438453, US6411055, US6367817, US6302230, US6150738, US5852353, US5850762, US5738558, US5701965, US2012286630, US2010114468, US2009099762, US2009047863, US2008035395, US2007293988, US2007224023, US2007187166, US2006249313, US2006214622, US2006125433, US2006108165, US2006108156, US2006101547, US2006095159, US2006061460, US2005236215, US2005211477, US2005126832, US2005121866, US2004118622, US2004069543, US2004055804, US2004055796, US2004054634, US2004030455, US2004024207, US2004011573, US2004007425, US2004007399, US2004007398, US2003205419, US2003141832, US2003048088, JP4638740, JP2006512964, JP2005161447, FR2696670, EP1059146, EP0996046, EP0923011, EP0923011, EP0743143, EP0722811, EP0612591,

Abstract:
Source: US5241875A A robot system with robot specific effects. Reconstructable for other fields of activities with few manipulations by the users themselfs. This objective is achieved in accordance with the present invention by standard robot−block parts of nearly the similar design for the installation of multiblock−robots with self operating walk, drive and manipulation faculties, with horizontally and vertically fitting, rotation flange plug connections, with turntables and driving motors and with current and communication channels which are leading through the center of the rotation plug connections and which provide current and communication supply lines and current and communication control lines. These lines are leaded to inside and outside slip−ring and induction units and to equipment components, composed of accumulators, sensors and electronic boards inside the block chamber. The multiblock−robots achieve only by rotary power and in accordance with the individual plug connection installations, variable manipulations, locomotions and walk−movements, with multi−axis free−motion efficiency, for the most different user applications and objectives.

0) US2951438A –

120) Family number: 23839009 (US2951438A) © PatBase

Family:	Publication number	Publication date	Application number	Application date
	US2951438 A	19600906		00000000

International class (IPC 1–7): G06C27/00

CPC: B41K3/04

US class: 101/288 101/68 101/90

Classification Explorer

Cited documents: US2672809, US2609746, US2601283, US2392838, US2318020, US2014707, US1960918, US1853741, US1722446, US1595519, US1169590, US1056765,

Forward Citations: US3263602,

Abstract:
Source: US2951438A 1. N. WEINGART 2,951,438 MACHINES FOR PRINTING AND ISSUING TICKETS AND BUSINESS FORMS Filed Dec. 17, 1954 18 Sheets–Sheet CL .2 a: z o(n ocn 3A 00019552 r, R0025 C 21–50 2.15 23.65 3A 00012752 C RWO4 C 9(4.ss 4z68' 51517 3A 4 81 – :__Vlllio 0 0 12 a 2 G R15134!c 2 SA 2 000,3052 C R P 101.87 10.19 112.06 3A BA 00013152 GX– C 1.15 cr 479 – –Y–"Ooo 13.252 C 1480 1246 C 1.65 .17 1.8.2 1.82 3A C) 00013352 c R2640 BA 52 C 0271 C 3.60 .36 3.96 3. BA C) 0001353A GX R0125 C 8.60 .86 9.46 9. 46 C) Fig – 33 TICKET JOURNAL TYPE OF SALE G –GOVERNMENT ORDER E –EXCHANGE ORDER X–TAX EXEMPT E P–PREPAID 0 U. .2 o CD a 0 576 cn z C– '0001 OV c U1234 4.50 0 3p C) C) 0000,3 60 E C0312 6.15 3p C) 00004 60 C D3341 8.65 3p OC)006 60 G B3475 3p LLMAN JOURNAL Fig .36 INVENTOR. CLASS SYSTEM U–UPPER CCOMPARTMENT RICHARD I.N.WEINGART L–LOWER D–DRAWING ROOM BY B–BEDROOM P–PARLOR CAR – R–ROOMETTE T–DOUBLE BEDROOM fi,44w, 4f,,A4 v Sept. 6, 1960 R. 1. N. WEINGART 2,951,438 MACHINES FOR PRINTING AND ISSUING TICKETS AND BUSIN–ZSS FORMS Filed Deci 17, 1954 18 Sheets–Shoot 17 PULLMAN ACCOMMODATION NOT VALID IF DETACHED 0 __532 OFFICE 0 I RECORD 530 C) I POOOOI FROM TO 0 DATEI C) V.P. TIME CAR NO. FARE TAX TOTA C) 538 PULLMAN ACCOMMODATION NOT VALID IF DETACHED 0 IPOO002 FROM TO DATEI 0 V.P. CAR NO.– TIME FARE TAX TOTAL NOT VALID IF DETACHED "OAeSSENGE_RW'S III RECEIPT 0 !POO003 FROM DATE INVENTOR RICHARD 1.,N.Vv'EIN GART BY Sept. 6, 1960 R. 1. N. WEINGART MACHINES FOR PRINTING AND ISSUING TICKETS AND BUSINESS FORMS Filed Dec. 17, 1954 18 Shtets–Shoot IS PULL ACCOMMOD ATION ID IF DETACHED 4 C ONDUC.TOR'S 44f C OUPON P02358/ AMERICAN TRANSPORTATION COMMUTATION TICKET /–578 OCT–1 54 12 TRIP TICKET' _–, 584 IMONTH, GOOD ONLY IN COACHES 1586 596– LINDENHURST AND PENNSYLVANIA STATION N.Y. – –592 _/ _PA_SS.TtRkDAP–MGR. 598 1 2 3 4 5 6 7 8 9 10 11 LIFT PUNCH NERE– X X X X X X X X X X x 590 00157 52 C FARE TAX TOTAL _K 00001 C 21.50 2.15 23.65 00 1 \1604 Fig –37 594 INVENTOR. 602 RICHARD 1. N. WEING ART BY United States Pateilt Offic(t MACB]NES FOR PRINTINTG AND ISSUING TICKE, TS AND BUSINESS FO–RIMS Richard 1. N. We_ngart, Broo_kvifle, N.Y., assi,–nor to Burroughs Corporation, Detroit, Mich., a corporation of AUchigan ri !led Dec. 17, 1954, Ser. No. 475,940 10 22 CWms. (Cl. This invention relates to machines and methods for issuin– business forms and to forms or tickets issued by the machine and in accordance with said methods. The general objects of the present invention relate to the issuance of business forins and particularly transportation tickets in such fashion as to avoidthe necessity f(yr carrying on hand stocks of preprinted tickets which, by virtue of their nature, represent documents of value, to provide accounting records of the tickets issued from which all essential data may be secured, to insure against falsification of records, and to facilitate the issuance of tickets. In accordance with the invention, a mechanism for issuing tickets and maintaining records is provided which is relatively simple and inexpensive and, hence, is particiilarly adapted for use at stations, airports, – relatively small ticket –agencies, etc., where the number of sales of tickets made would not warrant the cost of more elaborate machines. However, as will become apparent hereafter, machines of the type herein disclosed are by no means so limited in their capabilities that they would be inapplicable even to stations, or the like, where large volume sales are involved. Furthermore, the machines are adapted to other than transportation use, though for consistency of description they will be hereafter referred to as for that use. In brief, the machines of the present invention are ar– ran,–ed to print tickets from sheet stock, which may be in part preprinted, through the use of removable slugs corresponding to particular tickets to be issued. These slugs not only print suitable matters on the ticket strip toi form the tickets to be issued, but additionally provide complete printed records of the transactions involved' Furthermore, the machine is arranged to issue, and record the issuance of, tickets of "write–in" type in which certain information must be written in the ticket by the ticketissuin.–a.–ent. Such tickets may be involved, for exam– ple, when it does not pay to provide at the station of issuance slugs involving the issuance of tickets to small stations or destinations to which the traffic from the issuing station may be quantitatively very low. Write–in operation may also be involved in the case of issuance of puuman or coach reservation tickets, in which instances the ticket issuing agent may be required to ascertain space available and identffy on the ticket the particular space sold. The general objects of the invention outlined above, as well as other objects relating particularly to det0s of the machine, its operation, procedure in issuing tickets, and the tickets themselves, will become apparent from tne following description read in conjunction with the

accompanying drawings, in which: r Patented Sept. 6, −1960 cated at 2−2 in Figure 1, the, view being taken in the direction of the arrows; Figure 3 is a vertical section taken on the plane indicated at 3−3 in Figure 1; Figure 4 is a vertical section taken on the plane indicated at 4−4 in Figure 1; Figure 5 is a vertical section taken on the plate indicated at 5−5 in Figure 1; Figure 6 is a ver−tical section taken on the plane indicated at 6−6 in Figure 1; Figure 7 is a vertical section taken on the plane indicated at 7−7 in Figure 1; Figure 8 is an elevation viewed from the plane indicated at 3−8 in Figure 1 in the direction of the arrows; Figure 9 is an elevation, with part of the casing broken anvay, of a printing box located above the main top plate of the machine and containing various printing elements and devices associated therewith; Figure 10 is an inverted plan view of the printing box shown in Figure 9; Figure I 1 is a vertical section taken on the plane indicated at 11 in Figure 9; Figure 12 is a vertical section taken on the plane indi_cated at 12 in Figure 9; Figure 13 is a vertical section taken on the plane indicated at in Figure 9; Figure 14 is a vertical section taken on the plane indicated at in Figure 9; Fi,_ure 15 is in part a section and in part an elevation taken on the broken surface indicated at 15−15 in Figure 9; Figure 16 is a plan view of the machine with the top plate removed and various other parts broken away to show details; Figure 17 is a plan view of the top of the machine but with portions of the printing box broken away to show elements therebeneath; FigLire 18 is a vertical section through the machine particularly showing the storage provisions for the ticket strip and record members and illustrating the paths thereof through the operating mechanism; Figtire 19 is a perspective view of the upper. portion of the machine particularly showing the printing box in opened position for write−in purposes; Figure 20 is a perspective view of the machine showing the printing box in its normal partially tilted position in which it is ready to, receive a slug; Figure 21 is a plan view showing a typical preprinted ticket stook− Figur.e 2_ is a top plan view of a typical slug provided for use in the machine; FigLire 23 is a front elevation of the slug; Figure 24 is a bottom plan view of the slug; Figure 25 is a plan view showing the matter printed by a slug on one type of ticket; Figure 26 is a plan view showing the matter printed on −a ticket by a slug which is arranged for the issuance of a round−trip interline ticket; Figure 27 is a plan view showing matter typically printed on a ticket by a slug designed for the issuance of pullman or similar reservations; Figure 28 is a plan view of a tick−et which is typical of tickets issued for one−way transportation; Figure 29 is a plan view of a ticket typical of tickets ,),5 issued for round−tiip transportation on a single line; Figure I is a general Plan view of the operating mecha− Figures 30 and 31 are plan views showing coupon elements which are associated with the ticket strip for the nism of a preferred type of machine, showing, in particuproductio n of a round−trip interline ticket,, lar, the mechanism located below a top plate of the ma− Figure 32 is a plan view showing an asserhbly of coupon chitie, with various parts broken away to show details 7o elements associated to provide a round−trip interline of construction; ticket; Figure 2 is a partial elevation taken on the plane indi− Figure 33 is a fragmentary plan view showin,− a plor− tion of a ticket journal strip as printed in the machine, there being indicated in this figure certain legends indicative of types of sale; Figure 34 is a plan. view with portions broken away irustra_ve of a three−ply ptillman reservation ticket stock of preprinted type; I Figure 35 is a plan view showing associated pullman reservation coupons as provided by the machine and with certain data written therein; I _ Figure 3 6 is −a, fragmentary plan_ view, of a ptillmanreservation ticket journal as printed in the machine, and . Figure 37 is a plan view of a commutation ticket Nvhich may be issued by the machine. The preferred form of machine provided in accofdance with the invention will be first described, this descripti6n being followed by a description 6f the machine operation and by a description of the types of tickets and the various alternative ticket issuinmethods which may be employed in accordance with the invention. The machine comprises a housing vvhich incorporates various supporting frame elements the arrangement of which will become clear as the descripti6n proceeds withoiit the necessity for detailed description of these elements_ − Power for operation is provided by a motor 2 the sliaft of which through its pinion 4 drives gear 6 which, in turn, is conneeted to rotate with a pirlion S. A clutch arrangement is provided by a gear 10 arranged to mesh with p.inion 8 but having a portion of its circumference cut away to be completed by the teeth on a lever 12 pivoted at 14 to the gear 110 and urged in a counterclocknvise direction, as viewed in Figure 3, by a spring 16. The gear 10 is carried by a shaft 11 which furnishes drive to certain parts of the machine as will hereafter appear. 'ne lever 12 is provided with a pin 18 with which is engageable the hook end 20 of a lever 22 pivoted at 24 and normally urged in a clockwise direction, as viewed in Figure 3, by a spring 26. The lever 22 is held in engagement with the pin 18 by means of a lever 28 to which further reference will hereafter be made. The gear 10 meshes with a gear 30 which is secured to a shaft −32 from which various operations of the mechanism are derived. A pin 34 carried by lever 22 is arranged to engage a movable switch member 36 to produce circuit closure through the motor 2 by engagement of contacts 38− The shaft 11 is provided with a cam 40 arranged to act upon the roller 42 carried by the pivoted lever 44 which is ur.−ed by spring 46 to produce contact between roller 42 and cam 40. The lower end of the lever 44 is also a ranged to engage the switch member 36 to close the contacts. The switch member is normally ur−,ed into circuit opening position by a spring 45. Secured to the shaft 32 is a gear segment. 48 subtending 180' and arranged to drive through haff of a cycle of operation a pinion 50 secured to a shaft to which there is also secured a sproclet wheel 52 over which a _.ain 54 is trained to drive a second sprocket wheel 56 secured to a transverse shaft 58. A disk 51 secured to pinion 50 is provided with a notch to receive a detent roller 53 carried by a lever 55 urged by a spring 57 to provide a yielding detent action. The shaft 58 is provid6d with a pair of pin−,vheels 60 each carrying pins 62 for the driva of a ticket strip T. Edge stripping member_ 64 embrace portions of the circumferences of the pinwheels 60 to remove and deliver dowiawardly the perforat_d edge portions T' of the ticket strip T. A plate 66 is arr_nged to divert the central main portion of the ticket strip T outwardly of the machine. The shaft 58 carlies the Geneva drive member 68 which cooperates with a driven member 70 to which is secured a pinion 72 meshing with a gear 74 secured to a second transverse shaft 76. The shaft 76 is longitudinally slidable and is urged toward the left, as viewed in Figure 1, by means of a spring 78 to engage a pin 80 carried by shaft 76 wifliin a notch in the,end of a sleeve 82. It will be noted that the pinion 72 is provided with a wide face so that the lengthwise movements of shaft 76 will not disenga−,e the pinion 72 and gear 74. For the purpose of imparting movements to the shaft 76 toward the right, as viewed in Figure 1, to disengage pin 80 from sleeve 32,there is guided in Llie frame a pin 77 engageable with a head 75 formed on the end of shaft 76. This arrangement permits manual axial movement of the shaft while preventing the projection through the housing of the ro− tating shaft. The arrangement thus prevents m−,Lnual interference Nvith the shaft

rotation. The sleeve 82 is provided with a pair of pinwheels 84 provided with pins 86 for the feed of a pair of record strips R and R' Nvhich areperforated at their edges. A member 88 serves to hold these strips in engagement with the pins and forms together with a plate 90 an outlet opening for the delivery at –the rear of the machine of the record strip R. The tick–et strip T is provided from a bin 92 in the housing, as shown in Figure 19. The severed edges T' of this strip are received in a bin 94. A bin 96 supplies the record strips R and R' Nvhich are fan–folded in parahel in the bin. The record strip R' is ultimately delivered to a receiving bin 98 Nvherein it is automatically refolded. 2,5 To prevent interference of the several strips with each other, they are fed past spacing rollers 100 and 102 and over plate 103. The edge portions T' are guided to the bin 94 through guide members 104, while a plate 106 serves to control and guide the movement of the record strip R' to the bin 98. Secured to the shaft 32 are a pair of eccentrics 16,3 the straps 110 of which are pivoted at 112 to a carriage 114 which is mounted for horizontal sliding movements in the machine frame. A shaft 116 moun'Led in this cqrr,.age is provided with a pinion 118 which meshes with another pinion 120 carried by the carriage and which, in turn, ineshes with a fixed rack 122 mounled on a machine frame' The shaft 116 carries a seniicircular platen 124 of yielding rubber niaterial which, as will appear, serves to Press the several strips against type to effect printin,_. The carriage 114 is provided with a plate 126 which provides a backing for the writing of information on tickets. A housing 128, which will be referred to hereafter as printing box, is provided with ears 130 which serve to mount it pivotally on the ends of shaft 58, this being merely a convenient mounting. The bottom of the printing box 128 is open and mounted therein is a plate 132 provided Nvith lips 134 for the guidance of an introduced pair of magnets 136 are fixed above the plate 132 and are arranged to attract and hold upwardly a slug S inserted below the plate 132 which is of non–magnetic material. To the rear of the plate 132 and in position to be engaged by an inserted slug is a slide 133 which is slotted for guidance by pins 140, the slide being urged in r fo ,,5 a rward direction by springs 143. The slide 138 is provided at one end with a projection 142 which is arranged to cooperate with a shoulder 154 formed on an arcuate link 144 which is slotted at 146 for the passage of a screw 148 to secure it shdably to the printing box 128. _The depending portion of the Enk 144 is provided– witli an arcuate slot 150 embracing a pin 152 fixed to the m_,chine frame. A pair of rollers 156 and _158 serve to inount the reeled ends of an inked ribbon C. Knobs 160 ;_nd 162 serve for 66 control of movement of the ribbon C. N"ite its movement could be made automatic in obvious fashio–.i, this is unnecessary, the ribbon being idvanced manually through manipulation of the knobs as required. The ribbon is guided about rollers 164 and,166 and –also about guide strips 168 and 170 provided with slidable giiide pins which are urged downwardly by leaf springs 169 and il7l carried by the printing box. The members 168 and 170 also serve for the guidance of a slug S by cooperation with guide slots 172 and _174. In normal conditions prior tp ac_ual printing, the s ace between the plate 132 and the ribbon C is g_–eater than required for the reception of the slug and the slug is kept from engaging the ribbon C by means of the ma,–nets 132. However, as platen pressure is applied the members 168 and 170 are forced upwardly and serve to hold the slug in positive fashion and in defmite position by reason of the gliides 1,72 and 174 which receive projections on the slug as hereafter described. It may be remarked that the member li7O additionally normally holds the ribbon C away from other type surfaces involved in the printing box. Projecting through the top of the printing box are wheels 176 which carry date designations and are respectively coupled by means of gear trains _178 to correspond– , ing type wheels 180 which are located in the printing plane of the type surfaces of a slug. When particular date designations are uppermost on wheels 176, corresponding type elements are in lowermost printing positions. A printing numbering head is indicated at 182 and is ofconventional type provided with an arm 184 normally urged upwardly by a spring 186 and being arraiged vvhen depressed to advance the numbering head by one unit. For this purpose, a pin carried by the arm 184 is engaged by the forked end of a lever 188 pivoted in the box and provided with a pin !190 which is arranged to be engaged by the upper end of a slide 192 guided for vertical slidin–. movement in the machine frame by studs 194 and normally urged downwardly by a spring 196. The lever I 88 is connected by a link 198 to an arm depending from a shaft 200 journalled in the printing box and provided with dependiiag fingers 202 for the purpose of ejection of slugs. 'Ihese fingers are arranged to engage the slide 140 to move it forwardly. An operator's key 204 is arran.–Od to be inserted in the printing box and is provided with a code or other designation indicative of a particular operator of the machine, printing being effected through the medium of a type surface indicated at 206. The key 204 also serves to control operability of the machine and for this purpose is provided with a notch 208 engageable by the tapered nose of a slide 210 which is guided for horizontal sliding movement in the printin–, box an is normally urged toward the right, as viewed in Figure 9, by means of a spring 212. The end of the slide '210 is arranged to engage a shoulder 214 formed on _ vertical slide member 216 which is slotted at 218 for its vertical guidance. An opening 220 in the lower poftion of this slide which projects below the printing plane of the printing box is provided for purposes hereafter described. A projecting ear 222 is supplied at the opposite end of the printing box and is provided with a similar openin.– 224. For the purpose of providing coding of tickets to indicate types of sales involved, there projects through the upper surface of the printing box a –,vheel 226 carrying suitabl,– designations and geared as indicated at 228 to a printing type wheel 230 carrying type elements correspondin.– to the designations on wheel 226, corresponding designations and type elements being respectively uppermost and lowermost simultaneously. The printing box also contains fixed, but replaceable printing slu–,s for the printing of special data. For example, a slug 225 may be provided to print a member of code identifying the machine, and a slug .23]L may be provided to print the validating signature of some alithorized officer or agent of the transportation company. It will be evident that various other relatively unchangeable matters may be printed by suitably arranged slugs. A slide 232 is slotted to embrace pins 234 and 236 secured in the frame to mount it for vertical movements. A spring 238 normally urges this slide upwardly. The upper end of this slide is arranged to be engaged by the member 216 previously mentioned when the printing box is lowered. The slide 232 has a pin and slot connection :240 with lever 28 and when the slide is depressed by the member 216 operation of the machine is initiate(f by the removal of lever 28 from the lower end of lever 22. At 242 the slide 232 has a pin and slot connection with one arm of a bell crank 244. the other arm of which is pivoted to a link 246 which is in turn pivoted to a lever 248 pivoted to the frame at 24 and arranged to be engaged by a rofler 250 carried by the gear On the opposite side of the machine a slide 232' is mounted similarly to 232 and is similarly actuated through bell crank 244' and link 246' from a lever 248' which is acted upon by a

stud 250' carried by a disc 10' carried by shaft lil. _The shaft 32 carries a cam 254 and is arranged to act over an extent of approximately 180' upon a follower roller 256 carried by a link 258 which is slotted at 260 to embrace the shaft 32 for guidance. The link 260 is connected at its forward end at 262 with the operating arm 264 of a counter 266 which registers the number of operations of the mechanism. At its other end, the link 258 is pivoted at 268 to an arm 270 which is secured to a shaft 272 which carries a second arm 274 similar to 270. The respective arms have hooks at their upper ends arranged to cngage within the respective openings 220 and 222 of the members associated with the printing box.. A spring 276 normahy urges both of these arms to disengaging positions. A lever '278 is provided with a handle 280 projecting out,_vardly of the machine and is pivoted at 282 to the machine frame. A link 294 connects this lever with a second 1–ver 286 pivoted at 283 to the frame and tirged counterclockwise, as viewed in Figure 7, by a spring 287. At its lower end lever 286 is connected by link 292 to a lever 294 pivoted to the frame at its lower end at 296. This lever 294 is pivoted at 298, where a follower roller is provided, to a slide 300 which is slotted and mourited in the frame by pins 302 and 304, being urged toward t'_le left, as viewed in Figure 2, by a spring 306. At its upper end, the lever 236 is provided with a roller 308 arranged to enter a depression in a disc 310 carried by the shaft 58. Sectired to the ear 130 of the printing box is a cam 312 which is arranged to act upon the roller 298 at the upp–,r end of lever 294. The cam 312 is also provided with depressions 318 and 320 arranged to cooperate with a roller 316 mouiated in the forward end of a lever 322 which is pivoted to the frame at 324 and urged countercloc se as viewed in Figure 2 by a spring 326. A notch 327 in the lever 322 is arranged to cooperate with a lug 329 carried by the lever 286. A pin 328 on lever 286 is arranged to engage the depending arm of a bell crank 330 which is urged in a clockwise direction, as viewed in Figure 7, by a spring 331. This bell crank is carried by a shaft 333 which supports the plate 66, previously mentioned, and serves to provide swin,–ing of the free edge of plate 66 towards and from the portion of the cover plate 335 adjacent to the opening 337 thus clamping or releasing the ticket strip. A lever 332 pivoted to the frame at 334 has its rear end pivoted to the slide 192 previously referred to, and at its other end is provided with a roller 336 arranged to be acted upon by a cam 338 secured to the sbaft 11. As shown in Figure 20, the top of the machine housitig is provided in front of the print.ing box with a led.–e 340 the purpose of which is to prevent the removal of a pr;nting slug S when the box is in its lowermost position. it has a bevelled forward surface which is of assistance in guiding a slug int(_gt; position in the box. An inked ribbon D passes between the two record strips R and R' transversely across the machine, bein– supplied from a reel 342 and tak(,n up by the reel 344 which may be manually rolled by means of a knurled roller 346 projecting upwardly throu.–h the top plate of the housing. By means of this libbon the impressions to be recorded are impressed on both record strips R and R'. To attain this end, the ribbon D is of a type to apply ink from both of its faces and the upper record strip R is made of thin paper so that matter imprinted on its under side is visible from its top side. The strip R' may be of relatively heavier paper. Before describing the operation of the machine, reference may be made to the construction of a typical slug S as particularly illustrated in Figures 22, 23 and 24. This slug comprises a body 350 of steel having its side edges folded at 352 and shaped to provide ridges 354 presenti_l–g angular edges arranged to seat in the bottoms of the gu;Litgrooves 172 and 174. As a result of this construction, when the strips 168 and 170 are raised and upward pressure is applied to the sILig it is precisely and fixedly positioned in the printing box. The lower edge of the body, as viewed in Figur– 24, is inturned and cooperates with punched out tabs 359 to hold the printing matrix 360 which is held at its sides by lugs366and368pLmehedoutwardlyfromthebody. The matrlx, –%vhich is of the inexpensive type commonly used in addressing machines, has type elements thereon of t,,Vo groups, the first, 362, arranged to print matters on tickets only, and the latter, 364, arranged to print matters on both tickets and record or joumal strips. The latter, it will be noted, occupy only narrow strips on the matric,–s, i–n printing being aligned with the active type on the nl,–mbering b–ead, the type faces on the operator's key and slug 225, and the active type on the type wheel 230. The upper edge 370 of the body is inturned and cooperates with plinched out tabs 372 and 374 and with punched out lucs 376 and 378 to hold a slug identifying card 330 on wnich may be printed data corresp6nding to the matrix, i–iicluding, for ready reference by the tick–et agent, the price to be charged for the ticket issued through use of the slug. A large number of these sliigs may be stored in a rack in overlapping arrangement with their identifying cards 380 exposed to view. X's as indicated in Figure 24 may be provided to fill spaces on a ticket which should not receive insertions. They serve the further purpose of _providing even pressure to maintain the slug in proper printing position when the useful matter to be printed is asymmetrically locatd on the slu– as in the particular sltia illustrated. The structure of the machine havin_ been described there may now be considered the operations involved in printing a ticket throu.–h the use of a slug which contains all the m,,itters required to identify the ticket, i.e., reqtiiring no write–in. When the machine is in rest position, the printing box occupies a slightly tilted position as iuustrated, for example, in Figures 2, 3, 6 and 20. It is retained in this position by the 3,ielding engagement of roller 316 in the notch 318 of cam 312. The discs 176 will have been aditisted for the printing of a proper date by the printing of a proper date by the pri–iting type wheels 180. The operator's key 204 will be in position serving to locate the end of slide 210 over the shoulder 214 of the slide 216. The operator will adjust the disc 226 to secure printing by the Nvheel 230 of the designation on the ticket to correspond with the type of sale involved. The sILig corresponding to the tici_et desired is now iiitroduced, matrix down and held by the ed.–c containing the card 380, into the printing head, being guided thereinto over the member 340 and under the ears 134, and beiilg pushed into the opening between the plate 132 and the inking,ribbon C. The magnets 136 will attract the slug in its inward movement, raising it upwardly so as to avoid engagement of its advancing edge with the ribbon C. Prior to the insertion of the slug, the portion 142 of slide 138 will be resting on the shol–ilder 154 of the link 144 which will be prevented from do–,vnward movement by the fixed pin 152 in engagement with the upper end of the slot 150. As the slug reaches its innermost position, the slide 138 will be forced rearwardly so as to clear the portion 142 from the shoulder 154, thus freeing the print– ing box for downward inovement. To effect initiation of the operation the printing box is now pressed downwardly, the roller 316 yieldin–, to perniit such movement. It may be noted that if the slug was entered upside down, the ribs 354 would prevent guides 168 and 170 from moving upwardly relatively to the printin.– box so that by engagement with plate 126 they would prevent sufficient donvnward movement of the printing box to start the machine. The downward movement of the printing box produces downward movement of slide 232 against the action of spring

238 through the slide 216 which is backed up by the slide 210 because of the presence of the operator's key, tne slide 216 then being, in effect, ri.–id with tlle 1,5 printing box. The downward movement of the slide 232 rocks the lever 28 to release the lever 22 for movemeit under the action of spring 26. The gear segment 12 is thus released into mesh Nvith the pinion 3. SimLItaneously, the pin 34 acts upon the switch member 36 to caiis–, enaagement of con'Lacts 33 and thus close the eircui'c for operation of motor

0) IN00726CH2013A – SMART ACTIVE TYRE PRESSURE OPTIMISING SYSTEM TH...

121) Family number: 60105462 (IN00726CH2013A) © PatBase

Title: SMART ACTIVE TYRE PRESSURE OPTIMISING SYSTEM THAT ACTS IN INEVITABLE CRITICAL SITUATIONS TO ENHANCE EMERGENCY BREAKING EFFICIENCY, MITIGATE–LOSS OF TRACTION, STABILITY, ROLL OVER, HYDROPLANING, PUNCTURE, OVER AND UNDER STEERING

Priority: IN2013CH00726 20130219

Family:

Publication number	Publication date	Application number	Application date
IN00726CH2013 A	20150814	IN2013CH00726	20130219

Probable Assignee: PRASAD MUTHUKUMAR

Assignee(s):(std)**:** PRASAD MUTHUKUMAR

Inventor(s):(std)**:** PRASAD MUTHUKUMAR

International class (IPC 8–9): B60C23/00 (Advanced/Invention)

Classification Explorer

Abstract:
Source: IN00726CH2013A 'Smart Active Tyre Pressure Optimising System [TPOS] 102 is a highly time sensitive design and technique that instantaneously sense and controls the tire pressure particularly in imminent and inevitable critical driving situations to reduce emergency and high speed breaking distance, mitigate – loss of traction, hydroplaning, roll over or loss of stability, over and under steering, break failure, loss of control due to puncture by smartly sensing, perform context aware computing and directing the Tyre Pressure Control Units [TPCU] 104 to instantaneously control the tyre pressure in right time with right pressure on right tyres thereby actively controlling the footprint and sidewall deformation rate to enhance traction and stability simultaneously sustaining drivability or steerability ultimately to avoid or reduce the impact of collusion and overcome or mitigate critical situations for protecting the vehicles, occupants, pedestrians and other objects around or on the way; also according to design, configurations and scenarios the system instantaneously optimises the tyre pressure on all tyres for further safe driving till next restoration else restores the pressure to optimum preset value utilising inbuilt reservoir or other external restoration systems immediately after the vehicle overcomes the critical situation to continue with safe and comfortable driving. In critical situations TPOS performs sensing, pre computing, current computing for controlling the tire pressure during critical situation, post computing to optimise tire pressure after overcoming accordingly. TPOS 102 utilise smart and adaptive closed loop processing algorithm with predetermined and tested lookup table to instantaneously check and compare the effects between predetermined and tested real world scenarios to the actual real world scenarios for actively sensing, computing and controlling the tire pressure accordingly to mitigate the critical situations. The controlling of tyre pressure is computed mainly based on parameters comprising of sensor system, vehicle safety and stability systems, nature of breaking and break force distribution, tires upper and lower cut–off pressure values, sensing reservoirs and tires internal and external pressure, temperature, moisture, humidity, wheel and tire specifications, vehicle and wheel speed, acceleration and deceleration, vehicle orientation and axial rotation, transverse motion and lateral acceleration, tires position or angle of attack, load and torque distribution, tire traction, steering position, cornering effects, change in Centre of gravity, over and under steering, hydroplaning, sensing road conditions, etc and to further enhance the efficiency, the system interoperates with vehicles existing safety and stability systems like ABS, EBD, ESC, TCS, Rollover mitigation systems, ECU, BA, Precrash systems, suspension and vertical dynamics, radar assisted auto breaking, cruise control system, aerodynamics and airbrakes etc. Other aspects of present invention are controlling the tire temperature according to environmental temperature, moisture and humidity thereby to enhance traction and vary tire pressure according to change in centre of gravity and load, driving modes – comfort, standard and sports modes. FIGl

0) US5778796A – SWITCH SYSTEM FOR PERSONAL RAPID TRANSIT

122) Family number: 11012543 (US5778796A) © PatBase

Title: SWITCH SYSTEM FOR PERSONAL RAPID TRANSIT

Priority: KR19940014033 19940621 US19960602722 19960221 US19970919100 19970828 WO1994KR00130 19940928

Family:

Publication number	Publication date	Application number	Application date
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WO9535221 A1	19951228	WO1994KR00130	19940928

Probable Assignee: IN KI KIM KR

Assignee(s):(std)**:** IN KI KIM ; IN KI KIM KR ; KIM IN KI ; KIM INN KI

Inventor(s):(std)**:** IN KI KIM ; KI KIM IN ; KIM IN KI ; KIM INN KI

Agent(s): SHELSTON IP; SHELSTON IP PTY LTD

Designated states: AT AU BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CZ DE DK ES FI FR GA GB GN GR HU IE IT JP KZ LI LK LU LV MC MG ML MN MR MW NE NL NO NZ PL PT RO RU SD SE SK SN TD TG UA US UZ VN

International class (IPC 8–9)**:** B60L13/03 B60L13/04 B60L13/10 E01B25/00 E01B25/30 (Advanced/Invention); B60L13/00 B60L13/04 E01B25/00 (Advanced/Non–invention); B60L13/00 B60L13/04 E01B25/00 (Core/Invention)

International class (IPC 1–7)**:** B60L13/00 B60L13/03 B61B13/04 B61B3/00 B61B3/02 E01B25/00 E01B26/00

CPC: B60L2200/26 B60L13/10

European class: B60L13/10 L60L200/26

US class: 104/130.07 104/139 104/250 104/293

Classification Explorer

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Abstract:
Source: US5778796A An electromagnetic switching system for use in a Personal Rapid Transit (PRT) system having a personal rapid transit vehicle with an attached chassis operating over a network of interconnected guideways. The electromagnetic switching system comprises an electromagnetic switching unit mounted on each side of the chassis for directing the transit vehicle into a predetermined path at a switch section of the guideway. The electromagnetic switching unit has an electromagnet for exerting magnetic force on a continuous reaction rail which is attached to an internal sidewall of the guideway.

0) GB341017A – IMPROVEMENTS IN OR RELATING TO APPARATUS FOR DE...

123) Family number: 18823639 (GB341017A) © PatBase

Title: Improvements in or relating to apparatus for delivering measured quantities of liquid

Priority: GB19290027021 19290905

Family:

Publication number	Publication date	Application number	Application date
GB341017 A	19310105	GB19290027021	19290905

Probable Assignee: DANIEL LESLIE WRAY

Assignee(s):(std): DANIEL LESLIE WRAY ; HAROLD GUY CHRISMAS

International class (IPC 8–9): G07F17/26 (Advanced/Invention); G07F17/00 (Core/Invention)

International class (IPC 1–7): B67D5/08 G01F13/00

CPC: G07F17/26

European class: G07F17/26

Classification Explorer

Forward Citations: US9685030, US8425307, US8087993,

Abstract:
Source: GB341017A 27021. [Classes 106 (i) and 106 (iv).] Recording–mechanism is set by liquid–delivery apparatus, actuation being completed and the mechanism returned to zero position by a single member. As shown in Figs. 3, 4, 5 a cam rotated by the pump crank closes a mercury switch once for each half gallon delivered. A solenoid 88 is thus energized ; a pin 84 on the armature 86 draws forward the arm 80 of a bell–crank lever and engages a pawl 76 with a ratchet wheel 72 inside the type–wheel 10. When the solenoid is de–energized, a spring 82 causes the pawl 76 to advance the wheel 10 by one–tooth space. A pin 108 then ceases to obstruct a three–armed lever 110 which rocks under the influence of a spring blade 112 and lifts the depending arm of the lever from engagement with a notch in a lever 18. The type–wheel is mounted in a pivoted frame 12 and may now be raised by depressing the lever 18 thus making contact with a paper strip 22 and ink–ribbon 28. A second pivoted frame 30 is formed with a bar 34 which bears on the frame 12 and carries on an extension 38 a spring–restrained pivoted hook 40. When the lever 18 is actuated, the hook 40 swings clear of a pin 42 and engages a pin 44 on which is a catch 46 engaging a notch in the edge of the cash drawer 36. As the hook 40 falls with the return of the lever 18, the catch 46 is withdrawn, and the drawer opens automatically due to the engagement with a part thereon of a spring–impelled bar 54. A pawl 58 on the bar 54 at the same time rotates a ratchet wheel 62 on the spindle of the paper reel which is thus advanced. A cam 66 rotated by an external knob serves for lifting the pawls 68, 58 to allow a completed reel to be withdrawn. The lifting of the wheel 10 permits the spring 82, after advancing the wheel by means of the pawl 76, to lift the latter from engagement with the ratchet teeth leaving it supported by the upper end of the projection 106 carried by the armature 86. A tail–piece 59 lifts the retaining pawl 74 and allows the wheel 10 to swing back to zero under the influence of a coil spring 70. The zero position is determined by the engagement of the pin 108 with lever 110, which also relocks the lever 18. The blade–spring 112 also 'acts as a switch contact for a lamp 116 illuminated during the recording operation only. Any number of type–wheels may be included in one casing, each wheel carrying corresponding type for indicating the amount and price of liquid delivered, together with the pump number. Duplicate records, one of which is to be torn off, may be provided by adding a reel 122, Fig. 11, carrying a strip which passes beneath a roller 124, through a curved guide 126, beneath the platen 24 and out through a slot 128. The roller 124 is geared to the spindle of the first paperreel so that the second strip moves about six times as fast as the first. The ink–ribbon is led between the type and the second strip and back between this strip and that to be retained in the apparatus. In a modified construction, electric control is replaced by a Bowden wire, and the lever 18 by a hollow lock–barrel actuated by any one of a series of keys, the record made indicating which key–user is responsible. The insertion of a key 140 into the pivoted hollow lever 158 first pushes aside a catch 162. The lever 164 is thus released and falls forward until its end snaps into a recess in the underside of the key and prevents withdrawal. The spindle 170 of arm 164 carries an arm to which is connected a pivoted hook held by a spring in the path of the pump plunger which is thus released for operation by the movement of the arm 164. A lever 182 pivoted to and passing into the hollow lever 158 has its upper end in the path of the key, while a pin 186 abuts against a second lever 188 also pivoted to the hollow lever 158. The movement of the key against lever 182 allows lever 188 to swing until a pin 192 on lever 164 is just above a notch 190. The pump–delivery mechanism sets the type–wheel through a lever 204 and slide 156 which acts on the lever 80 controlling the ratchet advancing pawl 76. The key is then depressed, lifting the type–wheel into printing position, and allowing pin 192 to enter notch 190. During the return downward movement the bar 188 swings down the arm 164 sufficiently to release the key 140. At the same time, the pawls 74, 76 are released by a weighted detent 208 formed as a bell–crank lever rocked by a cam on the slide 156, and the type–wheel returns to zero under the influence of its enclosed coil spring. The. paper reel is advanced by pawl 196 mounted on a slide 194, having a pin and slot connection with the end of the hollow lever

158. In order that the keys may print distinctively, type−levers 212 corresponding in number and outline to the keys are pivoted at 214. Printing and the return to zero position may be effected automatically by the return to initial position of an operating member of the delivering apparatus. Electromagnetic means may be so employed, or the hanging up of the delivery nozzle may be the actuating medium. The Provisional Specification describes a construction in which operation is effected by a sliding bar having a V−notch engaged by a link depending from the platen mechanism. As the bar is withdrawn, the end of the link is lifted, trails along a serrated portion and drops into a semicircular notch. A small pivoted dog is drawn along by the link, and prevents reversal except at the extreme positions by jamming in the serrated part of the bar. Rack teeth are also formed on the bar and mesh with a pinion for turning the paper feed rollers. A ramp formed on the bar disengages the pawl holding the typewheel, and permits the latter to return to zero. A small projection advances the ink−ribbon. The paper strips are wider than the type−wheel permitting signature by the attendant, and the use of different price−scales, and affording a blank zone for use where liquid is to be withdrawn for a purpose other than sale.

124) Family number: 30056028 (US2001016626A) © PatBase

Title: Weatherable block copolyestercarbonate compositions

Priority: EP19990953218 19991019 US19980181902 19981029 US19990416529 19991012 WO1999US20413 19990907 US20010753878 20010103 WO1999US24317 19991019 WO1999US24317 19991019 US20030410693 20030411

Family:

Publication number	Publication date	Application number	Application date
AT258199 E	20040215	AT19990945533T	19990907
AT310035 E	20051215	AT19990953218T	19991019
AT420912 E	20090115	AT19990024810T	19991019
CN100462388 C	20090218	CN200610142169	19991019
CN1262572 C	20060705	CN19998015242	19990907
CN1288187 C	20061206	CN19998015062	19991019
CN1331711 A	20020116	CN19998015062	19991019
CN1332760 A	20020123	CN19998015242	19990907
CN1865315 A	20061122	CN200610077805	19990907
CN1865315 B	20121128	CN200610077805	19990907
CN1948361 A	20070418	CN200610142169	19991019
DE69914352 D1	20040226	DE19996014352	19990907
DE69914352 T2	20041209	DE19996014352T	19990907
DE69928431 D1	20051222	DE19996028431	19991019
DE69928431 T2	20060727	DE19996028431T	19991019
DE69940328 D1	20090305	DE19996040328	19991019
EP1124878 A1	20010822	EP19990945533	19990907
EP1124878 B1	20040121	EP19990945533	19990907
EP1124879 A1	20010822	EP19990953218	19991019
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EP1624008 A1	20060208	EP20050024810	19991019
EP1624008 B1	20090114	EP20050024810	19991019
ES2214046 T3	20040901	ES19990945533T	19990907
ES2251233 T3	20060416	ES19990953218T	19991019
JP2002528614 T2	20020903	JP20000579657T	19990907
JP2004500442 T2	20040108	JP20000579658T	19991019
JP4740457 B2	20110803	JP20000579658T	19991019
US2001016626 AA	20010823	US20010753878	20010103
US2003216539 AA	20031120	US20030410693	20030411
US6559270 BA	20030506	US19990416529	19991012
US6583256 BB	20030624	US20010753878	20010103
WO0026274 A1	20000511	WO1999US20413	19990907
WO0026275 A1	20000511	WO1999US24317	19991019

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** PATEL BIMAL RAMESH ; GEN ELECTRIC ; GENERAL ELECTRIC CO ; SABIC INNOVATIVE PLASTICS IP ; ZHOU HONGYI ; VOLLENBERG PETER HENDRIKUS

Assignee(s): VOLLENBERG PETER HENDRIKUS THEODORUS ; SICLOVAN TIBERIU MIRCEA ; SURIANO JOSEPH ANTHONY ; SYBERT PAUL DEAN ; WEBB JIMMY LYNN ; SABIC INNOVATIVE PLASTICS IP BV ; FISHBURN GEORGIA DRIS ; PICKETT JAMES EDWARD ; GENERAL ELECTRIC CO SCHENECTADY ; SABIC GLOBAL TECHNOLOGIES BV ; SABIC INNOVATIVE PLASTICS IP B V ; GENERAL ELECTRIC COMPANY ; BLOHM MARGARET LOUISE ; BROWN STERLING BRUCE ; BRUNELLE

DANIEL JOSEPH ; BUCKLEY DONALD JOSEPH ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std) BLOHM MARGARET LOUISE ; BROWN BRUCE ; BROWN S B ; BROWN STERLING BRUCE ; BROWN T M SICLOVAN J L WEBB S ; BRUCE BROWN STERLING ; BRUNELLE DANIEL JOSEPH ; BUCKLEY DONALD JOSEPH ; BUCKLEY DONALD JOSEPH JR ; BUCKLEY JR DONALD JOSEPH ; EDWARD PICKETT JAMES ; FISHBURN GEORGIA DRIS ; JL WEBB ; JO SICLOVAN TIBERIU MIRCEA BRO ; JOSEPH BUCKLEY DONALD JR ; LYNN WEBB JIMMY ; MIRCEA SICLOVAN TIBERIU ; PICKETT EDWARD ; PICKETT JAMES EDWARD ; SB BROWN ; SICLOVAN T M ; SICLOVAN TIBERIU MIRCEA ; SURIANO JOSEPH ANTHONY ; SYBERT PAUL DEAN ; WEBB J L ; WEBB JIMMY LYNN ; ZHOU HONGYI ; WEBB LYNN ; VOLLENBERG PETER HENDRIKUS ; SICLOVAN MIRCEA ; PICKET JAMES EDWARD ; PICKET EDWARD ; PATEL BIMAL RAMESH ; BUCKLEY JOSEPH ; TM SICLOVAN ; VOLLENBERG PETER HENDRIKUS THE

Inventor(s): VOLLENBERG PETER HENDRIKUS THEODORUS ; TM SICLOVAN JL WEBB SB BROWN ; T M SICLOVAN ; T M SICLOVAN J L WEBB S B BROWN ; SICLOVAN TIBERIU MIRCEA BROWN STERLING BRUCE ; SICLOVAN TIBERIU MIRCEA BROWN STERLING BRUCE PICKE ; SICLOVAN TIBERIU MIRCEA BROWN STERLING BRUCE PICKETT JAMES EDWARD WEBB JIMMY LYNN BUCKLEY DONALD JOSEPH JR ; S B BROWN ; J L WEBB

Agent(s): MODIANO MICAELA NADIA ET AL

Designated states: AT BE CH CN CY DE DK ES FI FR GB GR IE IT JP LI LU MC NL PT SE SG

International class (IPC 8–9): B60R13/02 B60R13/04 C08G63/64 C08G63/78 C08G64/18 C08J5/00 C08L57/00 C08L67/00 C08L69/00 C08L79/08 (Advanced/Invention); C08L67/02 C08L67/03 C08L79/08 F02B61/04 (Advanced/Non–invention); B60R13/02 B60R13/04 C08G63/00 C08L57/00 C08L67/00 C08L69/00 C08L79/00 (Core/Invention); C08L67/00 C08L79/00 F02B61/00 (Core/Non–invention)

International class (IPC 1–7): B60R13/02 B60R13/04 C08G63/02 C08G63/64 C08G63/78 C08G64/00 C08G64/01 C08L57/00 C08L67/00 C08L69/00 C08L79/08

CPC: C08L67/00 C08G63/64 C08G63/78 C08G64/18 C08G2261/126 C08L67/02 C08L67/03 C08L69/00 C08L69/005 C08L79/08 F02B61/045

European class: C08G63/64 C08G63/78 C08G64/18 C08L67/00 C08L69/00 C08L69/00B M08G261/126 M08L67/02 M08L67/03 M08L69/00 M08L79/08 R02B61/04B

US class: 525/165 525/165P 525/166 525/166S 525/176 525/176S 525/439 525/439S 525/445 525/445S 528/196 528/198 528/272 528/272P

Classification Explorer

Cited documents: US6664366 BB, US6514594 BA, US6306507 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5846659 A, US5821322, US5807965 A, US5714567 A, US5552463 A, US5510182 A, US5321114 A, US5318850 A, US5064704 A, US5036150 A, US5030505 A, US4992322 A, US4973652 A, US4948864 A, US4931364 A, US4643937 A, US4617368 A, US4576842 A, US4506065 A, US4503121 A, US4495325 A, US4487896 A, US4482694 A, US4454275 A, US4414230 A, US4334053 A, US4286086 A, US4286083 A, US4281099 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4127560 A, US3939117 A, US3905942 A, US3803085 A, US3506470 A, US3503779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, US3030331 A, US2973652 A, JPS62283122 A2, JPS56133332 A2, JP62283122 A2, JP62283122, JP6122756 A2, JP56133332 A2, JP56133332, JP5613332, JP56013332 A2, JP4041524 A2, JP4041524, JP3033154 A2, JP3033154, JP2002528614 T2, JP2002528614, JP1201326 A2, JP1199841 A2, EP0736558 A2, EP0733470 A1, EP0469404 A2, EP0448814 A2, EP0193176 A2, DE1927938 A1,

Forward Citations: WO15200272, WO15125051, WO15125050, WO14073764, WO13167542, WO13149884, WO13045549, WO13027167, WO12135584, WO12049264, WO11039301, WO11039292, WO10146091, WO10091898, WO10091823, WO10078138, WO09050648, WO09050648, WO08134229, WO08104999, WO07097953, WO07081536, WO07067462, WO06127245, WO06127231, WO06127222, WO06127219, WO06012250, WO05052024, WO05019300, WO05019300, WO04067621, WO03082949, WO03047857, WO0248263, WO0248263, WO0238648, WO02055570, USRE40508, USD691289, USD621068, USD486270, US9567445, US9538762, US9447234, US9400091, US9348065, US9337447, US9314938, US9260561, US9034949, US9011998, US9006348, US8945694, US8945688, US8691340, US8617695, US8592523, US8557158, US8481630, US8481624, US8318851, US8268106, US8263691, US8241714, US8182903, US8157942, US8084550, US8057903, US7838602, US7837912, US7837911,

US7829632, US7799855, US7790292, US7728056, US7709581, US7700696, US7691950, US7691470, US7691304, US7687583, US7686998, US7686997, US7652107, US7638091, US7605221, US7557174, US7550057, US7524919, US7514523, US7514147, US7452944, US7439289, US7401843, US7365125, US7365113, US7341784, US7326764, US7323536, US7323535, US7303810, US7279515, US7273917, US7273650, US7270882, US7251079, US7250612, US7223804, US7214432, US7200132, US7189779, US7169859, US7169615, US7153576, US7135538, US7135538, US7119140, US7109274, US7109274, US7094364, US7078447, US7060217, US6972147, US6916528, US6861482, US6846902, US6812320, US6734278, US6689474, US6664366, US6627303, US6610409, US6607814, US6599966, US6572956, US6538065, US6514594, US6486294, US6350848, US2016362549, US2012287556, US2012171438, US2012052314, US2011226424, US2011159237, US2010130700, US2010009207, US2009266991, US2009197058, US2009186966, US2009099297, US2009043069, US2009005477, US2008269400, US2008269399, US2008269386, US2008265308, US2008227896, US2008119631, US2008119618, US2008119597, US2008119596, US2008118729, US2008091643, US2008081895, US2008081893, US2008081884, US2008004404, US2007293626, US2007231576, US2007197739, US2007197700, US2007191549, US2007173619, US2007155914, US2007155913, US2007129492, US2007129489, US2007122627, US2007116959, US2007100088, US2007069153, US2007066765, US2007066741, US2007066740, US2007066737, US2007065615, US2007060716, US2007037960, US2007027290, US2007027271, US2007027268, US2006287429, US2006264582, US2006264581, US2006264580, US2006264579, US2006160961, US2006142486, US2006116487, US2006093826, US2006074156, US2006063867, US2006063866, US2006063865, US2006036035, US2006030647, US2006020075, US2006004154, US2006004152, US2006002814, US2005288406, US2005266232, US2005260369, US2005241759, US2005228130, US2005175832, US2005159577, US2005159543, US2005159542, US2005148719, US2005144309, US2005113535, US2005112768, US2005110978, US2005109984, US2005109983, US2005101733, US2005070643, US2005049369, US2005048401, US2005035626, US2005003208, US2004175593, US2004166323, US2004053040, US2003176541, US2003139529, TWI388615, SG114576, KR101737383, KR101286439, KR101286404, JP4130569, JP2014515878, JP2012514080, JP2009522427, JP2009508994, JP2009291167, JP2008504401, JP2007502343, JP2006052274, JP2005521765, JP2004500442, JP2003119262, JP2002069281, FR2830866, EP3132911, EP2757132, EP2703092, EP2592209, EP2216353, EP2216352, EP2157134, EP2157133, EP2133203, EP1969059, EP1820193, EP1734076, EP1490420, EP1349885, EP1349882, EP1302479, EP1300431, DE102009025123, CN106068294, CN106062073, CN104650566, CN104220526, CN102898630, CN102898630,

Abstract:
Source: US2001016626A Block copolyestercarbonates may be prepared by first conducting a reaction between at least one of resorcinol or an alkyl– or haloresorcinol and at least one aromatic dicarboxylic acid dichloride, preferably isophthaloyl dichloride, terephthaloyl dichloride or a mixture thereof, to produce a hydroxy–terminated polyester intermediate, and then conducting a reaction of the intermediate with a carbonate precursor, preferably in the presence of a dihydroxy compound such as bisphenol A. The products have excellent physical properties, including a high degree of weatherability. They may be blended with other polymers such as polycarbonates, poly(alkylene dicarboxylates), polyarylates, polyetherimides, and addition polymers to improve the weatherability thereof.

0) US2558277A – MANIFOLDING ATTACHMENT FOR TYPEWRITERS

125) Family number: 44418421 (US2558277A) © PatBase

Title:	MANIFOLDING ATTACHMENT FOR TYPEWRITERS
Priority:	19470329 US19490082569 19490321

Family:

Publication number	Publication date	Application number	Application date
US2558277 A	19510626	US19490082569	19490321

Probable Assignee:	EGRY REGISTER CO
Assignee(s):(std):	EGRY REGISTER CO
Assignee(s):	THE EGRY REGISTER COMPANY
Inventor(s):(std):	FOLKE SPRINCHORN BERTIL
Inventor(s):	SPRINCHORN BERTIL FOLKE
International class (IPC 8–9):	B41J17/00 (Advanced/Invention); B41J17/00 (Core/Invention)
CPC:	B41J17/00
European class:	B41J17/00
US class:	400/518.4 400/618 400/619

Classification Explorer

Cited documents: US2026845 A, US2000641 A, US1995087 A,

Abstract:
Source: US2558277A (Claim 1) 1. A type–writer attachment for permitting the typing and obtaining of copies on a plurality of superimposed paper webs adapted to be divided i–nto paper sheets and having carbon paper sheets interleaved with them, comprising a paper guide frame so mount–.d as to participate in the move– ments of the type–writer carr,',age, retaining means for temporarily retaining the paper webs in relation to said frame approximately when a, paper sheet arrives at the type–writer platen, releasing inealis for releasing the paper webs I 6 from said retaining means during the feed of a paper sheet past the type–writer platen, a member which is supported by the frame and over which the paper webs pass to the type–writer platen, said Y.–ember being movable towards and away from the type–writer platen, flexible elongated means which are passed over said movable member and one end of which is fixed to said frame, the other end thereof carrying the carbon paper sheets, and mearis operable in response to move– ment of said movable member towards the typewriter platen during the feed of a paper sheet past the type–writer platen for operating said releasing means for releasing the paper webs from said frar.,le. lo

0) BRPI1005974A – DISPOSITIVO PARA O CORTE DE ROCHAS, CONCRETO E/...

126) Family number: 51468771 (BRPI1005974A) © PatBase

Title: dispositivo para o corte de rochas, concreto e/outros materiais, e, mandril aperfeicoado Device for cutting rock, concrete and / other materials, and mandrel perfected (Machine translation)

Priority: BR2010PI05974 20100805

Family:

Publication number	Publication date	Application number	Application date
BRPI1005974 A2	20120703	BR2010PI05974	20100805

Probable Assignee: IND MECANICA TENEDINI LTDA IMETEL

Assignee(s):(std)**:** IND MECANICA TENEDINI LTDA IMETEL

Assignee(s): INDUSTRIA MECANICA TENEDINI LTDA IMETEL

Inventor(s):(std)**:** TENEDINI GIOVANNI DE ALMEIDA

Inventor(s): GIOVANNI DE ALMEIDA TENEDINI

International class (IPC 8–9): B28D1/04 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI1005974A DISPOSITIVO PARA O CORTE DE ROCHAS, CONCRETO E/OUTROS MATERIAIS, PROCESSO PARA CORTE, MANDRIL APERFEICOADO. A presente invencao proporciona um dispositivo e um processo para o corte de rochas, concretos e/outros materiais, e um mandril aperfeicoado. O dispositivo da invencao e particularmente util para o corte de granitos, marmores, ardosias, outras rochas, pedras, concretos e materiais diversos, e compreende: um sistema automatizado do avanco da mesa e aprofundamento do corte; sistema de corte capaz de abrigar multiplos discos de corte; e sistema de controle de rotacao dos discos. O mandril aperfeicoado da invencao e capaz de abrigar um ou mais discos de corte com diametro igual ou variavel, proporcionando vantagens nos processos de corte de rochas e afins.

Machine translation: DEVICE FOR CUTTING OF ROCKS, CONCRETE AND / OTHER MATERIALS, PROCESS FOR CUTTING, CHUCK improved. The present invention provides a device and process for cutting rock, concrete and / other material, and a mandrel perfected. The device of the invention is particularly useful for cutting granite, marble, slate, other rocks, stones, concrete, and miscellaneous materials, and comprises: an automated system of advancement and deepening of the table cut, cutting system capable of holding multiple discs cutting, and control system of rotation disks. Chuck perfected the invention and capable of housing one or more cutting discs with diameter equal or variable, providing advantages in the processes of rocks and the like.

127) Family number: 55157864 (IN04542CH2011A) © PatBase

Title: SMART ACTIVE TYRE PRESSURE OPTIMISING SYSTEM FOR VEHICLES THAT ACTS IN INEVITABLE CRITICAL SITUATIONS TO ENHANCE EMERGENCY BREAKING EFFICIENCY, MITIGATE–LOSS OF TRACTION, STABILITY, ROLL OVER, HYDROPLANING, PUNCTURE, OVER AND UNDER STEERING

Family:

Publication number	Publication date	Application number	Application date
IN04542CH2011 A	20131115	IN2011CH04542	20111223

Probable Assignee: PRASAD MUTHUKUMAR

Assignee(s): PRASAD MUTHUKUMAR

Inventor(s): PRASAD MUTHUKUMAR

International class (IPC 8–9): B60C (Advanced/Invention)

Classification Explorer

Abstract:
Source: IN04542CH2011A Smart Active Tyre Pressure Optimising System [TPOS] 102 is a highly time sensitive design and technique that sense and instantaneously controls the tire pressure particularly in imminent and inevitable critical driving situations to reduce emergency and high speed breaking distance, mitigate –loss of traction, hydroplaning, roll over or loss of stability, over and under steering, loss of control due to puncture by smartly sensing, performing context aware computing and directing the Tyre Pressure Control Units [TPCU] 104 to instantaneously control the tyre pressure in right time with right pressure on right tyres thereby actively controlling the footprint and sidewall deformation rate to enhance traction and stability ultimately to avoid or reduce the impact of collusion and overcome or mitigate critical situations for protecting the vehicles, occupants, pedestrians and other objects around or on the way; also according to design, configurations and scenarios the system instantaneously optimises the tyre pressure on all tyres for further safe driving till next restoration else restores the pressure to optimum preset value utilising inbuilt reservoir or other external restoration systems immediately after the vehicle overcomes the critical situation to continue with safe and comfortable driving. In critical situations TPOS performs sensing, pre computing, current computing for controlling the tire pressure during critical situation, post computing to optimise tire pressure after overcoming accordingly. TPOS 102 utilise smart and adaptive closed loop processing algorithm with predetermined and tested lookup table to instantaneously check and compare the effects between predetermined and tested real world scenarios and parameters to the actual real world scenarios for actively sensing, computing and controlling the tire pressure accordingly to mitigate the critical situations. The controlling of tyre pressure is computed mainly based on parameters comprising of sensor system, vehicle safety and stability systems, nature of breaking and break force, tires upper and lower cut–off [threshold] pressure values, sensing reservoirs and tires internal and external pressure, temperature, moisture, humidity, wheel and tire specifications, vehicle and wheel speed, acceleration and deceleration, vehicle orientation and axial rotation, transverse motion and lateral acceleration, tires position or angle of attack, load and torque distribution, tire traction, steering position, cornering effects, change in Centre of gravity, over and under steering, hydroplaning, sensing road conditions, etc and to further enhance the efficiency, the system interoperates with vehicles existing systems like ABS, EBD, ESC, TCS, Rollover mitigations systems, ECU, BA, Precrash systems, Suspension and vertical dynamics, radar assisted auto breaking, cruise control system, aerodynamics and airbrakes etc. Other aspects of present invention are controlling the tire temperature according to weather or environmental temperature, moisture and humidity thereby to enhance traction and vary tire pressure according to change in centre of gravity and load, driving modes – comfort, standard and sports modes.

0) US2015182867A – HAND HELD SPINNING TOY WITH ILLUMINATED IMAGE

128) Family number: 59627340 (US2015182867A) © PatBase

Title: HAND HELD SPINNING TOY WITH ILLUMINATED IMAGE

Priority: US20130822917P 20130514 US20130878148P 20130916 US20140299231 20140609 US20140487423 20140916 US20130899312P 20131104 US20130904732P 20131115 US20150684479 20150413 US20140951620P 20140312 US20140991556P 20140511 US20140992999P 20140514 US20150104792P 20150118

Family:

Publication number	Publication date	Application number	Application date
US2015182867 AA	20150702	US20140299231	20140609
US2016018083 AA	20160121	US20150684479	20150413
US2016074759 AA	20160317	US20140487423	20140916

Probable Assignee: LIGHTUPTOYS COM LLC

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Abstract:
Source: US2015182867A A hand held electronic spinning novelty toy that can illuminate a spinning centrally molded translucent three dimensional image with a film contained within, and with other spinning lighted elements capable of producing visual patterns in space.

0) US2111119A – TABULATING MACHINE

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Abstract:
Source: US2111119A een staggered. tacts associated with the even number are placed at the upper level and their links 41 have only the upper nose SI. tacts associated with the odd number are placed at the lower level and their ljnks 41 have only the lower nose 51. The contype bars operating The comtype _baxs operating ' Briefly then, the energization of the printing magnet 31 will interrupt the type bar 20 with a printing element in position. Immediately following the interruption of the type bar movement, the resultant relative movement between interposer 46 and camming element I5 Wil] cause momentary closure of the associated pair of crmtacts 52. These contacts are utilized to conwol the entry into the accumulator of the value set up on the type bar in the manner to be pres–= ently explained. ~ ' Accumulating mechanism The adding mechanism is entirely similar to that shown and described in the application rcferred to and the description thereof will accordingly be limited to a brief explanation of its manner of operation. The accumulator _dive shaft 53 (Fig. S) is geared directly 1.0 the pulley shaft 5 of Fig. 1 so that it is in operation as long as the driving motor of the machine functicns and the driving ratio is such that shaft 53 makes one revolution for each card feeding cycle of the malchine. Shaft 53 has slidably mounted thereon but keyed for rotation therewith a clutch element 54, one for each dE!1OIT1i1'1BtiGI1_1 order 'of the accumulator. The element 513 is provided with s. groove in which Hts the short mm of zz lever 55 which is pivoted as shown and provided with a block 56 normally held as in Fig, 6 by armaturc latch 51 of adding magnet SE. A leaf spring 59 bears against the extremity of the longer arm of lever 55 and moves the same in a counterclockwise direction upon release of block 56 by armature 51. This movement will bring clutching member 54 intp engagement with cooperating teeth GB integral with z» gear 65 loosely mounted on shaft 53. Gear EH, when thus cou~ pled to shaft 53, will rotate ca. gear which meshes therewith and will displace the accumulator index wheel 63. ' The rearward extremity of member 55 is adapt– 'ed to be engaged by a linger EQ toward the end of the cycle for the purpose of disengagmg the clutch element 54 from teeth GK! and re–latching izlock'56 on armatuse 51. Briehy summarizing the adding uyeration, the magnet 58 may be energized at various points in the cycle of the machine, depending upon the location of a perforation in the column of a record card analyzed by the 'lower brushes LB. This energization may take place in response to 9. perforation in –any of the index point positions from 9 to 1, inclusive. A perforation in the “9” index point position will trip the clutch element El" nine steps before finger 54 is operated to declutch it and 2. perforation in the “E” index point position will trip the clutch element 513 one step before it is declutched by the finger GBE, Each step of clutching engagement corresponds to a. tenth of a revolution in the 'accumulator index wheel 63 so that a “9” hole will move it £5 cf a, revolution and the “1” hole will move it 1% si a revolution. _ ` ThE' energization of magnet SS is controlled by the closure of the contacts 52 associated with the printing méchanism. The manner in which the circuits are completed will be set forth in connection with the explanation of the circuit diagram. Read–out meciumism Also driven by gear GI! (Fig. 6) is a. gear 65. Since the ratio of gears 65 and 62 is 211, the former will turn through a. halirevolution for each revolution' of the latter. Carried by and insulated from geir 65 is sc pair of electrically connected brushes 66, one of which cooperates successively mth ten conducting segments 61 while the other cooperates with an arcuate con~» ducting strip 813. ' The relationship of the parts is such that when the index wheel S3 is inlits zero position, one of the brushes 68 is in contact with the zero seZ~ ment ET and the other brush is in contact with the strip 68, thus forming an electrical con;1ec»~ iiion between the two. If the wheel 53 is displaced; to indicate, –say "S", then one of the brushes EEE will be in contact with the “S” segment S7 and the other brush will be in contact with the arcuairs– strip "fine positioning of the brushes 66 provides zz convenient electrical read–out mechanism lox' controlling total transferring and total priming operations and the electrical circuits involved in these functions will be more fully explained connection with the circuit diagram. Accumilator reseiting mechanism The shsit (Elia.

6_gt;.upon' which the index wheels G3 of an accumulator are loosely mcuntafl is slotted for coo;_gt;era,ticn with spring–pnessecl pawls (mot shown) pivotecl upon ami carried by the individual index wheels in such manner cowntercluclwdse rotation of shaft 69 will engage and :Hive the index wheels G3 forwardly to zera posliicm during; a. single revolution of shaft Referzing to Fig. 2, shaft G9 carries 2. gear W at its extremity which is in engagement with gear WS mmmted upon reset shaft 72. Gear `H,' of which there is one for each accumulator, ;:m:1 be selectively coupled to the resetting shaft Fil in 'blue well known manner more fullylexplained in the application above referred to. At the cr;– tremity M shaft 72 is a. gear U3 (see also 5) which is adapted to be driven by an intermediate gear irli– which is secured to shaft 35. Also to shaft H is an arm TIG which carries spIr§\;fgpresses clutch dag W normally held in the ;:scsition shcvm 131 2 by a latching mm 'EB su§9= ported by armsymre shaft ‘MB of magnet amass ture U®. ` Energlzzmtinn oi magnet 8| Will release dog 171' for enga–gemeiit with clutch driving elemeniy SZ, Element 32 is integral with a gear 33 which meshes with 9. gear (XC secured upon constantly running shaiiz GQ. ‘With tltls a,rrsLll3e311en'h;_c11'ive element is in constant `\;_ta,tion and Whenever it is desifecl to effect resetting of the accumudatovs, magnet SU is energized to provide a co'nnection 'between the slement B2 and the ycsettlng shaft 72; Resetting is usually an accompsmiraemt of total taking and by virtue of the mtelmittexaiz gear connection occurs during the latter pmt of Q total taking cycle. ` ` C'ércui1§ controlling devices) ‘ln ‘E‘ig'. Q is shown a, so–called emitter wlcich cooperates with the read–out devices of the ELCCQmulator for ideal printing; or total transferring operatimns. /Garried by 9. stud S5 coaxially with the T5 is az, pair of electrically connected ga so as so ss: “O G5 4 V' V – A 1,111,119 I brushes lil, one of which contacts with conducting segments I1 while the other wipes over a common arcuate conducting strip IB. The brushes Ili are carried by a gear I! driven through an idler 90 from a gear 9| carried by constantly running shaft |9. The emitter used for controlling total Printing operations is' timed so that a brush 85 successively contacts with each of the segments I1 as the corresponding type elements 33 of Fig. 3 approach printing position opposite platen Sl. The emitter used for controlling total transferring operations is timed so that one ol' its brushes 15 successively contacts with each of the segments I1 at times appropriate to the entry of corresponding digits into the accumulators. In Fig, 3 are shown a. plurality of cam controlled contacts whose operation is controlled by cams carried by a shaft 92 driven from shaft 15. The contacts are prenxed “P” to indicate that they function only during totalytaklng and resetting operations. Similar cam controlled, contact devices prefixed with the letter "L" are carried by or may be driven' from the shaft £8 and these are in constant operation as long as the driving motor functions. In Fig. 1 is shown a shaft B3 which is driven from the gears of the card feeding mechanism and. rotates only when cards are being advanced. Controlled by suitable cams on shaft 53 are con–V tact devices, each of which is designated by the letter “F" indicating that they are associated with the feeding mechanism and operative only when the feeding mechanism functions. All these cam contact devices are indicated in the timing diagram (Fig. 7) where their relative timing may be observed. General explanation of the circuit diagram 'I'he wiring diagram of the' electric circuits is shown in Figs. B, Ba and 8b wherein the various cam controlled contact devices are diagrammatically shown and suitably labelled F, L or P for identincatlon as lust explained. The exact timing of these contact devices is shown in Fig. 7 to which reference may be made for the actual time in the cycle of operation during which they function. Due to the numerous interlocking relays employed in the present arrangement, it has not been advisable in all instances to show relay magnets and their associated contacts in close proximity to one another. For purposes of clarity in the wiring arrangement, the relay contact points are shown in the circuits which they control and their relay magnets a.re repeated adjacent thereto. Further than this, the contacts are designated with the same reference numeral as their controlling magnet, followed by a lower case letter. General operation.–The general operation of the machine will first be outlined with particular reference to Figs. 9 and,10. The record card R ls provided with data fields labelled as shown, which are to control the printing by type bars 2U and certain of which will control the entry of data into the accumulators 1–5 indicated below the row of type bars. All of the card fields from which printing is to be controlled are connected directly to the appropriately located type bars 20 as by connections indicated Sl. This is with the exception of fields labelled "Demand," “Gross Tax,", “Net Tax" and “Arrears” These fields are connected directly tc the accumulators #3, #4 and #5 as by connections 95. Some of the connections 9| from the direct llstina llelds are branched to effect the same entry into more than one section of the type bars; for example, the consumption field enters its data in two places, In such case, these positions of the type bars are provided with the checking contacts 52 to insure that printing will actually be the same in the related positions. The “gross bill” and “net bill" nelds are connected for entry into three sections of the type bars through a connection indicated at 91 as follows: from the card fields through connection 91, relay contacts R9Ba, 119911, and Rllllla in series. connection IDI, to the appropriate type bars lll, as indicated by 'vertical lines extending upwardly from connection llll.' It the data is correctly prlnted in the several positions on the bill, the same information is entered ln ACC#| through connections 98 which, under control of the type bar contacts 52, transfer the data through connection 96, relay contacts R.IU2a, to ACC#|, The timing of ACC#| is adjusted to take account of the time delay between the analysis of the card lleld and the eventual entry into the accumulator. If a record card contains “tax” or “arrears” perforations, a cycle of operations follows an lnltial entering cycle, during which following cycle the datavstandlng in ACC#| is printed and transferred to ACC#i, and during a succeeding cycle the data in ACC#5 is similarly Printed and transferred. . During the "tax" transfer cycle the contacts R8811 are open and contacts Rl9b are closed and the data is read from the upper or read–out section of ACC#4 through connection HIP., contacts R99b, contacts Rl Ma, connectlon IIII, to the "gross and net bill" sections of the type bars and from there, if the duplicate printing is correct, through the checking contacts 52 and connections 56 to ACC#£. During the “arrears” transfer cycle, contacts Rllllla are open and Rllllllb closed so that the transfer ls similarly effected from the read–out section of ACC#5 through connection llll, contacts Rllllllb, connection I0 I, to the type bars, and from thence to ACC#i. After all the record ‘cards for a particular account or folio number have been analyzed, the machine will enter into a total taking cycle of operations during which contacts R98a, andRID2u. are open so that the total in ACC#–H may be transferred from the read–out section thereof through connection IGS, contacts R98b, now closed, contacts R.99a, Rllllla, connection IDI, to the several sections of the type bars and, again. if the printing ls the same in all positions, through connections 96, contacts Rl02b, to ACC#2. At the completion of this total taking cycle, ACC#l is cleared but the data ls retained ln ACC#2 which will receive all totals and at the completion of all tabulatlng operations will

show what is termed the "route" total which may be compared with a known value, After all the record cards for a particular “route” have been analyzed the machine will stop. Initial reset cycle,–In the lower part of Fig. 8 is shown the usual group control mechanism, generally designated GC, and as is usual in tabulating machines, it is nrst necessary to set up the major and minor holding relays RA2 and RAS before the machine can be started. This is effected by depression of the reset key to close contacts Ill), thereby completing a circuit from right side of line Ill, wire Ill. contacts Ill), relay contacts RBSC. Rllllc, relay coil RSD, to left side of line IIS. Energizatlon of magnet R30 will close its contacts R300 in the upper part of sill! Fig. 8 which will thereupon complete a circuit from right side of line Ill, stop key contacts Ill, contacts R4Ba, wire ||5, contacts `R30a, relay magnet R25, `conta.cts IIB, main drive clutch magnets II1, to line HS. Energization of magnets ||1 will cause coupling of the driving motor to the pulley shaft 6, mentioned above, and will, incidentally, cause opening of contacts M6 whereupon relay RI will be included in the series circuit through magnet II1 andpwill close its contacts Rla to complete the circuit through motor TM. ' I Contacts R25a provide a holding circuit which is traceable from the contacts through cam contacts LI and wire H2 to line Ill. Cam contacts LI open toward the end of each cycle, and at such time, the circuit through magnet R25 is maintained through either contacts‘”UCLa, or contacts LCLa which are in_series with contacts RSQU., Rlla, R49a, andstop key contacts I 54. The manner in which one or more of these contacts in the holding circuit may be opened to interrupt the same will be explained hereinafter. When the machine is set for automatic resetting, following total taking operations, switch is closed to short–circuit contacts R491 The relay magnet RI–ID, energized by depression of the reset key will close a second pair of contact points R305 for completing a circuit from line UM, wire H2, cam contacts L2, contacts Ritllb, reset magnet BI, to line H3. As explained in the mechanical description, energization of magnet BI will eiect resetting oi the accumulators and will cause a cycle of operation of the P cam contacts of which contacts ?U (the lower part of Fig. 8) close to set up the minor control circuit and contacts PS operate to set up the major control circuit. The detailed manner in which the group control mechanism GC functions to control the operation of the machine is well known in the art and fully set forth in the Patent No, 1,976,617 above referred to so that such detailed description will be unnecessary here. Sumce it to say that upon a change in the minor group classification perforations which in the present case relate to “folio–number", relay magnets R43, RSE will become deenergizecl and s change in the major group classiiicaticn perforations which in the present case relate to the “recite ntunber”, will cause deenergization of relay magnet R42 along with R43 and RM. Starting circuit.–With the group control set up, that is, with magnets R42, RAS, and RH enercized; and the accumulators cleared, the machine is in readiness to feed cards and analyze the data thereon. Depression 'of start key and closure of contacts I |`9 will complete a circuit from line |ll,w'lre ll2, contacts IIB, relay magnet RHS, contacts Rdilb, relay magnet R32, to line JUS. The contact points R33a are in parallel with the contacts R30a and will complete the following circuit through the driving clutch magnet and cause operation of thc motor TM. From line H3, magnet II1, relay RI, magnet R25, contacts R33a, wire II5, contacts R48a and Hd to line lil. Relay magnet R32 is provided with a pair of contacts R32a which are adapted on closure to complete a. circuit to the card feed clutch control relay magnet R39. This circuit is traceable from llne H3, magnet R39, contacts R32a, stop key contacts ||4u. (operable concurrently. with the contacts Ill), contacts R43c of the minor control relay magnet R43 which are now closed, contacts Rlllbg, R55g, contacts PS, wire H2, to. line Ili. This circuit, it will be observed, can only be con;– pleted when the group control relay magnet 43 is energized. Magnet R39 will close its points R.39a to provide a holding circuit for the magnet and a. second pair of points R39la wired in series with the card feed clutch magnet IB will energize the latter so that cards may commence to feed. The holding circuit for magnet R39 is traceable from line H3, magnet R39, contacts R.39a, contacts LCLp, Ella, R43c,\RllJDg, R.99g, PB, wire H2 to line Ill _ ' ' Card lever circuits.–As the cards are advanced past the upper set of analyzing brushes UB, the usual card lever contacts |28 are closed to complete a. circuit. from line Ill, contacts |2(l, relay magnet R21, magnet UCL, wire |2|, to line II3. Magnetf UCL controls a number of contacts which are disposed in various circuits for controlling purposcs. One of these contacts, for example UCLa pointed out above as being in the holding circuit of the motor drive clutch, will open to interrupt this circuit, if cards fail to feed past the upper brushes. Since the card lever contacts |20 open between the successive cards, a holding circuit is provided through contacts R2'la and cam contacts L5 which serve to maintain magnet UCL energized during the interval when contacts 628 are open. In a similar manner, the ‘lower card lever contacts H22 cause energlzetion oi relay magnet R29 and lower card lever relay LSL and the contact points R2Sa. cooperate with cam contacts LG to proidde a similar holding circult. Lisung circuits.–The circuit for the listing magnet '26 is completed from line ill, ‘wire Ht. contacts L2..1="lO, list car./1 clutch :magnet EQ, to line HS. Through this circuit, magnet 29 is energized each cycle oi operation of the machine and the printing roechanism will fuxlction acccrdinglir. As the record cards advance past the lower brushes LB the entries made in the fields containing descriptive data are directly entered on the type ba–rs as explained in connection with Fig. 9 and any data. contained in the “deme.nd", “tax” or “a1‘reai–s” fields entered into ACC#3, ACC#rl. and éiCC#ii, respectively. Entries in the “hill” fields Will be printed on the bill directly and upon closure of contacts will he thereupon entered into ACCQM, These entering circuits are show; in Figs. 8a and Sb and e, representative circuit illustrating the manner of entering from the bill ield of the card will be traced thereon. Connection G5 in the lower part of Fig. Bc ia connected to a lower brush and will receive –current 'through a periorction in the bill flelol from right side of line ill, thence through contacts 9811, connection W6 (Fig. So), contacts 895, con–_ nection I|l'l, contacts Mila, connection lull, to printing magnet Bl and through plug connections DDE to similar printing magnets 31 in the appropriate positions for duplicate Drintine' of the amount sensed. With the circuit just traced, the amount perforated in the selected card col–~ umn will be printed in three places on the bill and as each type bar is interrupted, the associated pairs of contacts 52 will be closed at the same time if the bars are correctly positioned. The contacts 52 are shcwnin Fig. Sa. and arranged in groups as shown. Assuming the three lowermost contacts to be associated with the three type bars positioned as just explained, their concurrent closure will complete 'a circuit from right side of line »i H i, through the emitter, generally designated |23, Wire 124, the three lowermqst contacts 52, wire 125, enclosed in the cable as shown, contacts Rllllb, accumulator magnet 58 of ACC#|, to left side of line II3. As exDlained in the mechanical description, the contacts 52 close momentarily at the time the upward movement of the type bar is intercepted and unless the three associated type bars are intercepted at the same time, the last traced circuit will' not be completed and no entry will be made in the accumulator. Error indicating circuits.–The circuit traced through

contacts 52 in series has a parallel branch circuit extending from the contacts through the right hand coil of a double wound relay magnet R15 and through wire |26 to line II3 so that the relay becomes energized whenever there is correct duplication of the printing. Energlzation of the relay will close associated pairs of contacts R,15a and R15b, the former providing a holding circuit for the relay which extends from line I|3, through wire I26, left hand winding of relay R15, contacts R15a, wire I21, cam contacts LB, to right side of line III. This circuit is maintained until contacts L8 open near the end of the cycle. Contacts R15b are wired in series with silnilar contacts associated with other groups of type bar positions so that if correct printing–takes place in all positions, all of the contacts R15b will be closed and a circuit will be completed therethrough extending from line III, through wire I2II, contacts R.15b, relay magnet RSE, to line I I3, Relay magnet R36 is normally held energized through a circuit extending from line ill, magnet R3G, cam contacts LIII to right side of line. Near the end of each card feeding and analyzing cycle, cam contacts LID open momentarily and if there has been agreement in all printing positions, the circuit through the relay will be malntained through the serlesscontacts R1 5b as traced. If one of the contacts R15b fails to close, the relay circuit will be deenerglzed. _gt; Referring now to Fig. 8 the deenergization of relay magnet R36 will permit closure of its contacts Riia thereby establishing a circuit from right side of line I I I, through wire III, contacts RSSZ7, contacts R3$a, relay magnet R35 to line |I3. A parallel circuit will also now from contacts R3Ea through a lamp I28. Magnet R35 will close its contacts R35a to provide a holding circuit to maintain the lamp illuminated. The contacts R35a also provide for causing the machine to stop after the next succeeding total taking operation of the machine. This is brought about as follows: During the total taking cycle when cam contacts P5 close near the end of the cycle, a circuit is established from line |I3, through relay magnets R38, RI1, contacts P5, switch ISU, contacts 113541, contacts 3321, wire I I2, to line I I I.” Magnet R11 closes its contacts R31a to provide a holding circuit for the relays through cam contacts LI, Relay magnet RSI opens its contacts 38a which are in the main clutch magnet circuit at the upper part of Fig. 8, so that the machine will stop at the end of the cycle. _ It will be apparent from the foregoing that the lamp |29 w'l1l be illuminated at the time an error in Drlntlng is detected but the machine will nevertheless complete the preparation of the bill and will then come to a stop with the lamp |29 indicating the reason for stopping. As will be pointed out hereinafter, the machine may automatically stop at this time for other reasons and the lamp |29 ,serves to identify the stopping action as being due to the non–conformity of the duplicate printing. , Thus far we have seen hoW~the data perforated in the three fields of the card, namely, the "bill" field, the “tax” and the “arrears” fields, are entered into ACC#I, ACCF4 and ACC#5, respectively and the amount of the bill printed. This cycle of operations takes place for each of the cards of the group having the same folio number. i Tan: trans/er cz/cle setup.–Referring now to Fig. 8, a plug socket ISI is provided from which a plug connection is made to the lower brush LB associated with column 22 of the record card R. Record cards containing a perforation in the “X” index point position of this column are thereby identified as containing "tax" data which is to be cross added with the other amounts on the bill. ' The analysis of this "X" perforation as it passes the lower brushes will complete circuits to prepare thc machine for a transferring operation at the end of the analysis of the group of cards reiating to the particular account which have “tax” or “arrears” items thereon. The initial circuit extends from the right side of line I I I, lower card lever contacts I22, wire I32, cam contacts P2, circuit breakers I33, cam contacts FI, lower brush common, X22 perforation, plug connection such as I34, socket I3|, contacts FE, relay magnets R45 and R41 in parallel, wire I2|, to line IIS. This circuit is held through contacts Rlia extending from line II I, through relay contacts R52a, contacts R46a, relay magnets R46 and RH, wire Ill, to line Ill, Magnet R41 is adapted to close 9. pair of contacts R41a which will set up a circuit upon completion of the analysis of the card group as will be explained later, A second pair of contacts R41b will also be opened' at this time. Thus an X22 perforation in any of the cards of the group will energize relay magnet R41 which will thereafter remain energized to control the "tax" amount transferring operations during later cycles. I Arrears transfer cycle setu1J.~An exactly similar set of circuits is completed to prepare the machine for transferring the "arrears" amount. In this case, the socket I35 is provided which is plug connected to the lower brush LB which traverses column 80 and an perforation in this column wlll, through cam contacts FS, cause energizatlon of relay magnet R45 whose contacts R45a provide a holding circuit and whose contacts R45b prepare an “arrears” transfer circuit in the same manner as contacts R.41a. Thus, if the “tax” amount is to be transferred, relay magnet R41 will be energized during the analysis of the card or group of cards and its related contacts will be operated and if the "arrears" amount is to be transferred, the relay magnet R45 will have been similarly energized and' its related pairs of contacts also shifted. `C]ICIES of operation Initiation of transferring operations.–In the following lt will be assumed that the machine is to perform successive tax and arrears transferring operations upon the completion of the analysis of a group of cards and the various step; A involved in these operations are now to be explalned. ' _ It may be explained at this point that a group of cards relating to a particular account are arranged with service cards, such as gas and elec– 2,111,119 _ 7 trlclty cards, leading and any cards having data relatlng to merchandise placed at the end of the group. In order that the merchandise item appear as the last item on the bill (see Fig. 10) the machine is arranged to perform the tax and/or arrears transferring operations before the merchandise card is analyzed. The manner in which such analysis is suspended until transferring has been effected will be explained hereinafter. Record cards bearing data relating to merchandise have an “X” punching in column 54 and the upper brush traversing this column is connected to a plug socket 136 (Fig. Ba_gt; and on the sensing of this “X” perforation, a circuit will be completed from line 113 (Fig. 8), cam contacts L1 1, LIZ, upper brush common. X54 perforation, upper brush UB, 'plug connection such as 131 (Fig. 811) , socket 135. cam contacts FII, relay magnet R55, wire 138, upper card lever relay contacts UCLIJ, to line HI. Relay magnet R55 closes its contacts R55a to provide a holding circuit through cam contacts FIU– whose time of closure is the same as contacts F2 and F3 except that the point of opening of contacts F1 Il is slightly earlier in the cycle. Relay magnet R55 will close a second pair of contacts R55b so that near the end of the cycle, closure of cam contacts L13 will complete a circuit from right side of line Ill, cam contacts L13, contacts R55b, contacts R41a, relay magnet RBS, wire 121, to line llil. Magnet RS! will close its contacts R9Bd to provide a holding circuit through cam contacts L11 and P8. A second pair of contacts R§5g in the stop circuit of the machine opens to break the above traced holding circuit which extends through stop key contacts 1|4a and includes relay magnet R39. The consequent deenergization of magnet RIB will cause opening of its contact points RSBD in the card feed clutch magnet circuit so that cardfeed clutch magnet 111 will therefore become deenerglzed and further

card feeding suspended until transferring operations have taken place. If the group of cards contains no merchandise card with the distinguishing X54 perforation, the same interruption of card feedlngand energizatlon of relay magnet R99 will be brought about under control of the group control mechanism GC shown ln the loweri part of Fig. 8 which in the well known manner will cause deenergization of relay magnets 4| and 48. Magnet |3 will open its contacts Rl3c in series with the contacts R999 and will cause interruption of card feeding ln the same manner. Deenergization of relay magnet R44 will permit closure* of its contacts Rlla, wired in parallel with the relay contacts R555 so that cam contacts L13 may effect energizatlon of relay magnet R99. T411 transfer cycle.–The machine is now prepared to transfer the tex amount from ACC#| to ACC#1. This transferring is again controlled through the type bar contacts; that is, the data is read from the accumulator and entered upon the type bars, which, if properly set for duplicate printing, will effect the entry in ACC#|. Referring now to Fig, 8b the amount standing in ACC#| will be represented by the location of the various brush structures 55 which bridge the individual segments'51 and common strips 55. The emitter shown in the lower portion of Fig. Sa will have ~lts common strip 811 connected to the right side of line 111 through wire 139 (see also Fig. 8), impulse distributors 133, contacts PZ, wire 132, and lower card lever contacts 112. Impulses will thus be successively impressed upon the segments 81 through the brushes 85 in the order 9, 8, '1, etc., to transmit these impulses to all of the nine segments 51, all of the eight segments 51, and so on in succession. Wherever a. segment is connected by a brush 55 to its related strip 58 the circuit will be completed as follows: Assuming that the brush EE in the hlghwt denominational order of the ACC#4 is set (as indicated ln dotted outline) to bridge the “5” segment 61– and its strip 58, at the “5” time ln the cycle, therefore. 9. circuit will be completed from line 111, to common 88 of the emitter brushes 86, “5” segment 81, to all of the "5" segments 51, brush 55 in the highest order of ACC#4, strip 68, contacts 9911, now closed due to the energization of magnet R99, wlre 1111, contacts llllla. wire 1111, to one of the print magnets 31, and through plug connections 1118 to other print magnets 31. Printing will take place in the same manner as explained' above in connection with the direct entries from the card and as the type bars are selected for printing, the associated contacts 52 will be closed and now again. if the setting of the type bars is identical in the three positions ln which the tax is printed, the same entering circuit for ACC#1` will be completed and the tax data will accordingly be added therein. In this manner, the amount standing in ACC#4 will be transferred to the type bars. their setting checked, and the amount thence entered into A.CC#I. As before, if there is any disagreement ln the type bar setting, the signal lamp 129 will be illuminated to call the discrepancy to the attention of the operator. The previous energizatlon of magnet R99 has closed a pair of contacts R99e (Fig. 8) completing a circuit from line I1 1, cam contacts L16, contacts R99e. relay mag– –net R52, wire 121, to line 113. Contacts Rub provide a holding circuit which runs through cam contacts P8 so that the magnet R52 will remain energized until total printing operations have been performed. A second pair of contacts R52a will he opened upon energizatlon of magnet R52 thereby interrupting the holding circuit through the tax pickup relay magnets R45 and R41 which in turn will now permit opening of contacts R41a and closure ol' contacts R41b so that relay magnet R99 can now be deenergized when cam contacts LI1 open. Arrears taa: cycle.–Near the end of the tax transfer cycle, cam contacts L13 will again close, this time completing a circuit from line 1 1 1, contacts_L1S, contacts R55b or R44a as the case may be. contacts R41b, contacts R4517. closed as explained above, relay magnet RI110, wire 121, to line 'I I3. Magnet R100 will close its contacts RllllId to provide a holding circuit for itself through cam contacts L11 and PB and a pair oi’ contacts R1110e w'11l~close to energize relay magnet R51 when cam contacts L15 close later. ' In Fig. Bb. relay magnet R100 will close its contacts RIhllb so that transferring during this cycle may take place from ACC#5 to the type bars 81. Such transferring circuit is traceable from the read–out strip 5| of ACC#5, through contacts Rillllb, Wire 101, to the print magnets I1 and again as ln the case of the tax amount, if the type bars are all positioned alike. the entry will be made into ACC#1 and lamp 125 illuminated If there is any discrepancy. After this transferring of the arrears amount has been effected, cam contacts L11 open so that magnet R1 Il) will be deenerglzed and its varlouc l contacts will return to the positions shown in the circuit. Entering the merchandise amount.–If the group of cards contains a merchandise card following the service cards, the machine will enter upon one or more card feeding cycles during which the merchanidse amount will be printed and entered into ACC#|. Resumption of card feeding is brought about as follows: When both relay magnets R99 and Rllllll are deenerglzed their related contacts R§!y and Rllllllg will be closed and the circuit through relay magnet R39 re–established so that in turn contacts R39b will be closed to energize the card feed clutch magnet Ill and the merchandise card will proceed past the lower brushes which will complete the printing and entering circuits in the same manner as explained in connection with the entry of data from the gross and net bill flelds. It is in these same nelds that the merchandise amount is perforated. Total printing and reset cycle The circuit through relay magnet R39 includes the minor control relay magnet contacts R|3c and R|3d which upon detection of a group number change by the automatic group control mechanism GC will interrupt further card feeding and automatically initiate total taking and resetting operations. Opening of contacts Rllc will interrupt card feeding in the now familiar manner and closure of contacts R|3d will complete a circuit from line III, wlre ||2, contacts P9, R§847, Rlllbg, Rlid, cam contacts LIB, relay magnets RM and R49 to line Ill. The contacts Rilla of relay magnet RIO are in the reset magnet circuit and upon closure will cause energlzatlon of this magnet through a clrcult extending from line II3. reset magnet Ill, contacts Rilla, cam contacts LI, wlre ||2, to line Ill. Through the mechanism controlled by magnet il, theshaft carrying the cams for controlling the P contacts wlll function. The nrst operation to take place will be printing of the total standing in ACC#|. This is brought about as follows: A pair of contacts Rlllb in the upper part of Fig. 8a wlll close to complete a circuit extending from llne H3 (Fig. 8) contacts R,|3b,wire llll (Fig. Ba), contacts Rmb. relay magnet RSI, cam contacts LIB, wire lll (Fig. 8), cam contacts LI1 and Pl, to line Ill. Energizatlon of magnet R98 will close its contacts Rllb in the lower part of Flg. 8a and open its contacts R!la so that the emitter brushes U5 will establish circuits from the read–out strips G! of ACC#|, through contacts R9lb, wire IIIG, contacts R99a and Rlhlla, now closed. wire llll, to the print magnets 31, Once more the checking contacts I2 will determine whether printing is correctly efllected in the several portions of the blll. Relay magnet RID! ln parallel with magnet Rl! wlll cause closure of its contacts_R.l02a in the lower part of Fig. Ba and opening of its contacts R|I2b so that the entering circuits extending from contacts 51 through wires |25 will extend to the adding magnet ll of ACC#2 instead of to the adding magnets of ACC#l as before. . In this manner, the entry in ACC#l is printed on the bill and through the checking contacts B2 to the route total ACC#2.

Later in the reset cycle, the resetting lnstrumentallties will come into play to zerolze the several accumulators in the manner explained above. In connection with ACC#2, however, the resetting mechanism is inef!ective and the amounts ln this accumulator will continue to accumulate to obtain a grand total of all the entries transferred from ACC#l. Automatic resumption of card feeding Cam contacts L3 (Fig. 8) are provided to energize the start relay magnets R32 and R33 near the end of the resetting cycle of operations to pick up and energize the card feed clutch magnet l8. The circuits lnvolved in the starting of the machine have already been traced in detail and the operations controlled thereby will proceed in the same manner as explained above. If it is desired to have the machine stop after the completion of the resetting operation, switch |30 (Fig. 8) is initially set ln its dotted line position a.nd near the end of the resetting cycle cam contacts P5 close momentarily to complete a clrcult through the relay magnets R31 and RSI, the former of which provides a holding circuit through contacts R.3`la and cam contacts Ll. The relay magnet R38 opens its contacts Ella in the upper part of Fig. B to prevent the reestabllshment of the starting circuit and the machine will consequently come to rest at the completion of the resetting cycle of operations and resumption of operations may then proceed through initiation of the start key to close contacts IIB. As explained above, the failure of the type bars to record identical information ln the several portions of the bill will effect energlzatlon of relay magnets R35 and R36 and will illuminate lamp |29 and with switch |30 in its full line position during the total taking 09813– tlon closure of cam contacts P5 wlll complete a circuit from line l|3, through relay magnets R38. R/31, contacts PE, switch lill, contacts Rlia, R33b, wire ||2, to line III. As just stated energizatlon of relay magnets R31 and R38 will cause the machine to stop at the completion of resetting and the continued illumination of lamp Ill will indicate to the operator that the stopping of the machine has been occasioned by a discrepancy In printing in one or more lines of the bill Major total stop The machine ls arranged to automatically stop upon a major group change; that is, when all record cards having the same group number ln columns 9 to 12 have passed through the machine. In such event, the group control mechanism GC will cause deenerglzatlon of the major control relay magnet RI! permitting closure of its contacts R420 which will establish a circuit from line III, contacts Rlla, wire Ill, in parallel through lamp Ili and relay magnet RH, cam contacts LIS, contacts Rnd, Rllllg, RUM, cam contacts P9, wire ||2, to llne I I I. R/elay magnet RAI opens its contacts Rlla in the starting circuit, preventing the completion of the same. The machine will come to rest with lamp IIS illuminated. It will thus be apparent that the machine will automatically come to a. stop under two conditions. First, when there has been a discrepancy ln printing, and second, when there has been a. major group change. In order to indicate under which of these conditions the machine has come to rest, the lamps |19 and ll! are provided, for former indicating by its illumination that the stopping is due to a. printing discrepancy, and the latter, that the cards relating to a particular route have all been analyzed, Single transfer e1/cle !Where one of the cards of the group contains an X22 perforation but none contains an XDR perforation, only the tax transfer relay circuits controlled by relay 'magnet RI1 will be ener» gized so that upon the operation of the group control mechanism or the analysis of the merchandise card, the machine will proceed tlizcough the tax printing and transferring eycie of operations as described above. At the completion of this transfer cycle, since the arrears pick.–up magnet R45 was not energized duiiuf; ihe analysis cf the group, its contacts R455 will be opened, the arrears transfer magnet RIM! will not be energized, and consequently both contacts R.i0'J§y and R999 will be closed at the end of the tae; transfer cycle so that the total taking and rel setting cycle or merchandise feed cycle will be initiated at this time as explained. If a card of the group contained an X80 perforation but no X22 perforation, then only the arrears pick–up relay magnet R45 would be energized and not the tax pick–up relay magnet RH, so that upon the iriiniatiou of transferring operations, magnet RIM will be energized instead of magnet R99 due to the fact that coutacts. R41 will open and contacts RUE and R–45% close. At the completion of the transfer cycle, durine which the arrears amount or total in Awaékii is transferred to ACC#l, magnet RHIC! Wm be deenergized and again contacts B.l00g emi 353g are closed at the end of the cycle se that total taking and resetting cycles or merchandise feed cycle willimmediately follow. Where none of the cards of the group contain either the X22 or X80 perforation, indicating 'that no transferring operations are to 'cake place fox: that group, contacts Rilliig and RSM will both be closed at the end of the iasi; card cycle so that closure of contacts MQ near the end of that cycle will initiate the total iaekirig resetiing operations withowh intewemng ti'ens= ferring cydes. While there has been shown and deseziiiezi and pointed out the fundamental novel Eeetuires of the invention as applied io s single r;'mdi6_ee;m1on, it will be understood theb V3'Z'IU\lE} omiesinzvs sind sukistitutions and changes in the iam? ani; dietsils of the device illustrated erzéi iz; its agemtion may he made by iirinse skillet! in 51;–ri: without departing frnm the spirie–ef i11ven~ tion– it is the iuterxieu therefore te ice iimted amy as indicated by the scope of time feilovrizig eiaims. Wkizai; is ciesimeai is as icliwrs: 1, e niecimee of the eless ciescclbei means for enalyzirxg e, eoiui–mi uf e record :ard :fee srl item entry therein, se plure,Hty of time bers camciu~rent1y_comtrc]`le§ by said enalyiiig means be the analyzed item in eupiiceie, ei; eceuniiilater and means jointly mrx,'i;ro1ie»§. all bers when all ere controlled to print; the same item fer eiiecting entiiy ef said item inte said accumulator. \ 2. A tabuleting machine lmving reused. analyzing n':,eaiJs;`g:~rix1ting‘ mechanism eomprlsing a plurality of di.€ferentia,liy pe_gt;si'bi::x;w.b1e time can riers, means under contxel of the analyzing means to select the same type cheraci;e1“ in eeeh carrier in accardance with record aueiysis, eutxff receiving mechanism having si diEere11i:ial device for operating the same at ciiliierererrtiel times, contacts associated with each of said carriers and adapted to be operated thereby upon positioning of the carriers to select a. characta’ for pcimtiug and means 'jointly controlled by :said ,eoxitacts when aa. common ehsrwter is selected on each. cai'rie:~ for controlling the differential device to eiiect an enzry in accordance with said common ciiaxacter into the entry receiving device. 3. A tabulaéing machine having record analyzing means, printing mechgmism comprising differentially positionalole type carriers, means under control of the analyzing means to select SL type character in each carrier for duplicate printing– in _accordance with record analysis, entry receiidw mechanism having a differential device for operating the same at differential times, a circuit incluciing means under the joint control of said carriers for completing said circuit when each carrier is positioned to select the same character for printing and means controlled by said circuit for contrnlliug the differentiai device to eifect an entry in accordance with said character into the entry receiving mechanism 4. In a tabulating machine, means for analyzing a. column of a record card for an item entry therein, a plurality of type bars concurrently controlled by said analyzing means to print the analyzed item in duplicate, an accumulator, means jointly controlled by said bars for effecting entry of the item into said

accumiilzitoi' only when the bars are positioned tn print the same item and further means jointly controlled by said bars for in_cating a. dissimilar positioning of said bers and the consequent failure to enter an item into the accumulator. . 5. _ ei machine of the class described, Q plurality of entry receiving dewoes, means for entering an liem into cne af said devices, memis :for reading out the eniered item, a plurality of type bars positioned under central of said ree–ri–out means to eieei; duplicate printing of said item, and means controlled by and in accordance with the pesitionirsg oi sad bars for eEeeting 'imizsier ui me item into another cf saicl devices. 5. In ei tabmiiatirig' machine, means for piiniing in duplicate items Qerived from each of e group of record carrie, means controlled by said printing means for deierminirig the eozmformiiy of i]11Ci items pziizinei, axial error indicating meansecntrolled by eeirl determining means for imdisexing meu~confcz':==:iiiy of eupiieete printed itesnis with Que ara:/izher. 7. in e machine of the class aiiescribecl, means ei; item means for sensing a colmi: of e record card for entry therein, 2. pémality of type bers, controlled by seici eneiyzing means ie? eenclufe senile" coutzrcxllhzg the positionirig ni sais; bers, each ii; eccoi"dec1:;e miie the iiem entry sensed, an ecemiuietec, amd :i'1ea.ns`jointiy cc~iet;~o§.ie:L by all bees when 5.11 are positioned te print the same character lo! e§_lt;–:cting entry mi sesiel item into said eccugiulater. XE. .Qi sazimuleting machine having record analyzing meem, px'i:itin§\,\znec1zs.nism cempdsing si 1;_gt;11irzEii;y_4ci rliiierestiaily pusitionable type carriers, :means under control of the analyzing means te select the same character in each carrier in accordance ‘vvith record analysis, 'entry re~ ceiyimg mechzmism healing a. differential device for operating the same at diierential times. e. member associated with each of said' carriers and adapiezi to be operated thereby upuri positioning of the cewiers to select ei character for printing, and meeris jointly coritrqiled by said members when sz common charactei' is selected on each ceriier for controlling the diiferential device to eiieci: an entry in accordance with said Ei IU* Gi! GG , y _gt;8,1l.1,l.19 _ – , common character into the entry receiving device. B. In a tabulatlng machine, means for analyzing a column of a record card for an ltem entry therein, a plurality of type bars concurrently controlled by said analyzing means to print the analyzed item ln duplicate, an accumulator, means jointly controlled by said bars for etlecttng entry of the ltem into said accumulator only when the bars are positioned to print the same item, a signal lamp. and further means controlled by said bars for causing the lllumlnatlon of said lamp upon a dissimilar positioning of said bars and the consequent failure to enter an' item into the accumulator. ' 10. A tabulatlng machine having anentry recelvlng mechanism, 'means for entering an amount therein, readout mechanism positioned by said entry receiving mechanism, prlntlng mechanism comprising a plurality of dilferentially posltionable type carriers, devices under control of said readout mechanism to select the same type character ln each carrier in accordance with the amount ln said entry receiving mechanism. a'second entry receiving mechanism having a differential device for operating the same at dl!– ferential times, contacts associated wlth/ each of said carriers and adapted to be operated thereby upon positioning of the carriers to select a character for printing, and means jointly controlled by said contacts when a common character ls selected on each carrler for controlling' the dllferentlal device to etllect an entry in accordance with said common character into the second entry receiving mechanism. . ll. A tabulatlng machine having an accumulator, means for enterlngan –amount therein, readout mechanism positioned by said accumu~ latorr, printing mechanism comprising a plurality of dllferentially posltlonable type carriers, devices under control of said readout mechanism to select the same type character ln each. carrier in accordance with the entry ln said accumulator, an accumulator and entering means therefor, a member associated with each of said carriers and adapted to be operated thereby upon posltlonlng of the carriers to select a character for printing, and means Jointly controlled by said members when a common character ls selected on each carrier for controlling the last named accumulator entering means to edect an entry ln accordance wlth said common character into the accumulator. , 12. In a tabulatlng machine, an accumulator, entering means therefor, a readout device associated therewith, a second accumulator, means for transferring an amount from sald iirst–named accumulator to said second accumulator, including a plurality of type bars concurrently controlled by said readout mechanism to print the amount ln the rlrst accumulator in duplicate, and means ‘jointly controlled by said bars for etfectlng entry of the amount into said second accumulator only when the bars are positioned to print the same amount

0) US2009301601A – APPARATUS AND METHOD FOR USING TETRAZINE–BASED ...

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Title: APPARATUS AND METHOD FOR USING TETRAZINE–BASED ENERGETIC MATERIAL

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US class: 102/530 102/530S 123/24.00RS 123/24R 141/38 141/38P 169/12 169/12S 280/741 280/741S

Classification Explorer

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Abstract:
Source: US2009301601A The present invention comprises apparatus and methods employing a gas produced from a tetrazine−based energetic material such as that known as "BTATz" containing 3;6−BtS(1H−1,2,3,4−Tetrazol−5−ylamino)1−,2,4,5−tetrazine 3;6−BtS(1H−1,2,3,4−Tetrazol−5−ylamino)1−,2,4,5−tetrazine or salts thereof. The tetrazinebased energetic material is ignited through the use of a percussion cap, a piezoelectric crystal or a battery−supplied electric spark or by encapsulating it in a container that is then exposed to a burning flame. The gas produced upon ignition is employed a propellant such as to inflate life rafts, life vests, emergency evacuation slides, tires, air bags and other inflatable devices. The gas produced upon ignition is alternatively employed to power an engine and many other applications such as a fire suppressant.

0) DE102010005264A1 – MEISSELLOSES BOHRSYSTEM CHISEL LOT DRILLING SY...

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Title: Meisselloses Bohrsystem Chisel lot drilling system (Machine translation)

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Publication number	Publication date	Application number	Application date
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Inventor(s): ERFINDER WIRD SPAETER GENANNT WERDEN

International class(IPC 8–9)**:** E21B7/18 (Advanced/Invention)

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European class: E21B10/02 E21B7/14 E21B7/18

Classification Explorer

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Abstract:
Source: DE102010005264A1 Besonders tiefe Bohrloecher (14–30 km fuer 300 degrees centigrade und mehr) sind mit der jetzigen Technik sehr teuer oder nicht moeglich. Dann, wenn 300 degrees centigrade ueberall wirtschaftlich erreicht werden koennen, koennen alte Kernkraftwerke und alte Kohlekraftwerke weiter verwendet werden, da dann der Dampf durch Erdwaerme erzeugt wird. Dies liegt daran, dass bei Tiefbohrungen noch so gebohrt wird, wie vor 150 Jahren: Oben ist der Antrieb, unten der Bohrmeissel (Steuerung „von oben"). Stahlplatten koennen durch Wasserstrahlen hoher Geschwindigkeit zersaegt werden. Ein Ring mit zahlreichen, im Regelfall schraeg orientierten Duesen, z. B. alle zwei Millimeter eine Duese, bei zwei oder mehr Meter Durchmesser, aus denen Wasser mit sehr hohem Druck austritt, bewirkt, dass Gestein ringfoermig zerkleinert wird. Duesen entlang Radien zerteilen den entstehenden Kern in z. B. drei Segmente, die vom Bohrgeraet verpackt und an eine Foerdereinrichtung uebergeben werden. Diese faehrt einige hundert Meter nach oben und uebergibt ein Kernsegment an eine weitere Foerdereinrichtung (Stafettenprinzip). Abwaerts fahrend nimmt die Foerdereinrichtung z. B. Wandsegmente und Ausruestung mit. Strom, Wasser, Daten (LAN–Kabel) etc. findet sich in der Bohrlochwand. Die Arbeiten werden von Kameras etc. Ueberwacht und durch Manipulatoren/Greifer ausgefuehrt. Bohrlochwand, Foerdereinrichtungen, Bohrgeraet und Rechner bilden ein Bohrsystem, mit dem so, ohne Bohrstrang und ohne Bohrmeissel, sehr grosse Tiefen rasch erreich werden koennen.

Machine translation: Particularly deep boreholes (14–30 km for 300 degrees centigrade and more) are very expensive or not possible with the current technology. Then, if 300 degrees centigrade can be achieved everywhere economically, old nuclear power stations and old coal–fired power stations can be further used, since steam is then produced by terrestrial heat. This is because of it that with deep wells one bores still in such a way, as before 150 years: Above the drive is, down the drilling bit (control „from above "). Steel plates can be sawed by water jets of high speed. A ring with numerous, as a rule diagonally oriented nozzles, e.g. all two millimeters a nozzle, with two or more meters of diameters, from which water with very high pressure withdraws, causes that rock is circularly cut up. Nozzles along radii divide the developing core into e.g. three segments, which are packed by the drilling equipment and handed over to a conveyer system. This drives some hundred meters upward and hands a core segment over to a further conveyer system (Stafettenprinzip). Downward driving the conveyer system e.g. takes. Wall segments and equipment also. River, water, data (LAN cable) etc. is in the borehole wall. The work is supervised by cameras etc. and implemented by manipulators/grip arms. Borehole wall, conveyer systems, drilling equipment and computers form a drilling system, with which so, without boring rank and without drilling bits, very large depths rapidly achieve become can.

0) CN204055684U – SELF POWER SUPPLY TYPE AUTOMOBILE PIT ESCAPING ...

132) Family number: 58086715 (CN204055684U) © PatBase

Title: SELF POWER SUPPLY TYPE AUTOMOBILE PIT ESCAPING DEVICE

Priority: CN201410460067 20140911 CN201420520001U 20140911

Family:

Publication number	Publication date	Application number	Application date
CN104228736 A	20141224	CN201410460067	20140911
CN204055684 U	20141231	CN201420520001U	20140911

Probable Assignee: UNIV QILU TECHNOLOGY

Assignee(s):(std)**:** UNIV QILU TECHNOLOGY

Assignee(s): QILU UNIV ; QILU UNIV OF TECHNOLOGY

Inventor(s):(std)**:** WANG YI

International class (IPC 8–9)**:** B60D1/00 B60R21/00 (Advanced/Invention)

Classification Explorer

Cited documents: GB2507802 A1, CN2913106 Y, CN204055684 U, CN202986704 U, CN202518047 U, CN202294110 U, CN103978855 A,

Forward Citations: CN104228736,

Abstract:
Source: CN204055684U The utility model relates to an automobile self rescuing device, in particular to a self power supply type automobile pit escaping device capable of conducting self rescuing when an automobile is located on a muddy, wet and slippery road surface or road pit. The automobile self rescuing device comprises an axle and hubs installed on the two sides of the axle. The self power supply type automobile pit escaping device is characterized in that long bolts on the hubs are connected with a plurality of bolts through long nuts, winding wheels are installed on the bolts, traction ropes are wound on the winding wheels, the traction ropes penetrate through a claw rod, and a plurality of claw pins are installed on the claw rod. The self power supply type automobile self rescuing device has the advantages that in the rotation process of tires of the automobile, the automobile can be slowly and automatically pulled out of the small muddy road surface pit, other mechanical power and manpower are not needed, and the self power supply type automobile pit escaping device can be detached after being used. The self power supply type automobile pit escaping device has the advantages of being simple in structure, convenient to use, high in efficiency, safe and reliable.

0) FI9261A – FOTOGRAFISK KOPIERINGS– OCH FRAMKALLNINGSMASKIN...

133) Family number: 39298372 (FI9261A) © PatBase

Title: Fotografisk kopierings– och framkallningsmaskin Fotografiska kopierings Science framkallningsmaskin (Machine translation)

Family:

Publication number	Publication date	Application number	Application date
FI9261 A	19221027		00000000

Inventor(s):(std): KARL SCHMIDT

Inventor(s): SCHMIDT KARL

International class (IPC 8–9): G03D3/12 (Advanced/Invention); G03D3/08 (Core/Invention)

International class (IPC 1–7): G03D3/12

Classification Explorer

Abstract:
Source: FI9261A – lO – Patent tiTaatimi met – i. valokuvaus– koploimlB– Ja KeftittuiniBJCone, tmsoerkkinaan, että puriatuaiaatta U4) Ja koploliulsialtteen Buiiouapftt (7.d), aexá Jokeottaia käynti inpanmit paperljcal b taieen BÿôttëvaiBBit (62,63) pannaan Käyntiin tiBTTfyiiwiiflnn (119,94,71) välityksellä, autka kareet peräkkäin panee käyntiin ytiteinen, yhdetfimiftalBeatl pyörivä namaaarataw (–64, 65.66.67.S6). 2. Patenttivaatimuksen i« uu kal nei* icône, tu/iüUBmer <klnään, et– 'turnés– „ 4r and ê – tä irtPTliomnn (7i), Joxa pi tae. Käynnissä Byëtié*aie*e,ia (62,63) on KonBtruoltu liaaonastangoicBl. Jcjca cm tartunnassa toisen syöttövaieeln (63) teu» na ainoastaan yütern pytirlntaauuutaan aen kanaaa kytketyn naot– maørattaan välityksellä, ja Jota pitää kcqrnniaaa neixar.tu.va vipuyo) korkeuaauuntaaA aseteltavan kuieuiitea (72) avulla. 3. Patenttivatinuaten 1 Ja 2 HUkainei« leone, tunnuaneriuinaan, että kuietin (72) ou liukumat louais i yndietetty narnmaatankoon (71) frumastaukoa itseään voldai saaaeiia íotíguítmii+i–. u. aseteltavan laa– Kerin (ruuvin 77) avulla. a 4j_FategttivaatinuBtei. 1–3 mukal»»**! Kone, tur–nuBmekkinäaii, et– tä plsrtoxBiypt itf9,94).Joitten tenttivänä on pitaa käynnissä koploimle– laitetta, pidetään käyn..lasa uikoneuien (tf/,dtf) avulla. Ja että niitten liikunto Rilrretään puriatuaiaattaan (14) aekä sulkuiappài (7,á) ham– maptanKoKozieiBton (91,2j? seka 97–100) välity kae.kia. 5. Patenttivaatimusten 1–4 nälkäinen gone, UuuaiamerKiclnaän, että puristua laatan (1) üarz and aatankokvneisto (?i) on järjestetty as.e– teltavakBi/atertinanpa 1 litan (ö9) puristuksen sääte lÿtarkoitukseecii. 6. Patenttivaatimusten I–5 mukainen kone, tunnusmerkkinään, että kopioimlelaltteen vaxotusiaatlxco (6) voidaan kaantät* ylöspäin Ja että BulJoiläppiä JcsynulBsayltava namiätatanko (96) on sovitettu varsi– naiseen laatikkoon. 7. Patenttivaatimusten 1–6 mukainen kone, tunnusmerkkinään, et– onee*– tä oyöttSvalsalt (62,63) ovat tartunnassa toistensa kanssa –nammasiai– taltten (79,30) mautta Ja e;tä aiempi valsai on varustettu »ivureiau– 1aatölliä (S3), Jotka tarttuvat yiemasHsa vaiselaoa cuevliu renaeuxlln (B4). S. Patenttivaatimusten 1–7 mukainen kone, tunnusmerkki naaa, et– tä paperirullan (27) tela (2d) on laakeroitu uloaveaettuvalie kenyk and ei– le (31,33), Jolla teiatuet (30) ovat aseteltavia polkittaistaokojà (131) pitkin, Jotka ovat teian suuntaisia;» 9. Patenttivaatimusten 1–8 mukainen kone, tunnuBmer okinaan, että kylpyjen lapl jona a tun paperia eyèttëvaiBBlen kenygeet (103) ovat rlpuBtet'ut ffoneteiineseeii. loi Patenttivaatimusten 1–9 mukalaan kone, lujjubiiier jcklnaan, että ori nesteitä oisaitavien jcaukaioittea 11,52,53) pohjat ovat va– roa täit Byvenz$'XBlilà (53) lietteeiierottumleen vasalta. S9Z' ¦1 Schaidt « ljenlBr, rlln. / > qcîi framkallalngarnaskln Uppfinningen n and nör sig till en maskin för att automatiskt kopiera, framkalla» fixen ocb trätta fot grafiska 'bilder jA Unga pap– persremsor och av3er an s and dan konstruktion ar de anordningar, *nn āro «¦r'u.ierliga for pappersremsans lagring, styrr.lns, fr and iditrQrelBS» orpoe– rlnj och vidare tetandling, att Taskinen lätt kan 'betjänas och 1 sin drift visar en större tillför11tlignet än de 'tända maskinerna ar liknande slag. Isyr.–nerse–t jäller detta oe aen anordning, som fraamkjuter pappersremsan avsatavls frin en mekanism ned likformig rörelse ocft santidlgt föranleder de enskilda exponeringarna. enligt vfioatra sidan av fl*. **• £1.;. a visar 1 ä:;3iT* skala koplerlnanordnlngens plaa'ta lî.da A ritningen är ett utförlngsexeapel av denna uppfinning åakld– liggjort med olika detaljer. ?i£. 1 visar Kela maskinen JÉbte dess raotor sedd frln eldan. ?ig. 2 visar maskinen utn undre ställning sedd från r.otsatta sidan* Flä* 3 är e*t vertiUulï längdsnitt genom maskinens *vr(C) del esligt flg. 1. 71g. ii– visar * större skalaövre delen av flg. l sedd frSn vin– ster. 7i and. 5 visar kuggi–tlngsdrlvanordaingen för kopierlngeanorinlngen enligt ftSgra aldan av flg. percent med mtarvalsarna för paypret. j'lg. 6 vlsax kuötiiogsdrlvanordnlnjen sedd uppirln. ?l£. 7 visar kUbgstångadrlvanordningen *ör papperwiatarvalsarna med exponeri neîucxornae lgångsättning. FIS» visar kopierings,inordningen m–,4 stapelrullen för det foto– grafinsa papp. et, sedd baklfr and n. 10 visar anordningen enligt fff. 9 sedd urøl+r and n. ïlg. il jr an ï ÍAâagenrialcfirnlng av ns– io– ns– 12 visar sedd frfin aldan excentern rör att sätta Kopierlngs– anorínlnsens trycfcplatta 1 rörelse. ïl.*– 13 visar aedd?r?ji aidan en al dû vy av stapelrullens Jtdragtara s*Sd. Flg. ih visar anorúnln'en enligt fis. 13 sedd upplfrfin. 13 risar let éna av de bigge rull etuden enligt flg. 14. ïlg. 16 visar ett vdi'tlcait längdsnitt genon «“xpoBerlnfsancid– rlnca låda må casse*.tan för negativet. 5ig. 17 f iar negulvetB Kassett sedd uypifr and n. KGpierlKfaS– oan franfcillnin påskiner. ‘nar ett orrelle 1, aor. st Är ued fätterna 2 pù len Ui:ure ställningen 3. Setta upptër samtidigt en lgårg– •ättuliVf smetar k (eléfctromatir) ojh en transmission 5, fr*n vll'een den «vre ivarYJ rwn.trives. I onltRlJet X Veflrni sig utit ljus‘l*t slutande de en«tIlda an– orJAUçaraa, son tjäna till a~.t upptaga pappersremsa? att –rycka den emot vid kopierinn, att frammata, a–t axpcivia, att rixera aofc att tvätta

ipu– sai*,.?i omnöliet är antrad «n upptill flppca expoierlnssiåda. £, eor lnne– ï and iler 1 sin unare del ii.*,.* klaffar 7,d (ri. 5 ooh d), soc upptill kunna 5>prias. lilaan p.r lagrad 1 en rum 9* son kan «f–ingas omkrtng en axel 10, s?i att den kon bringas: det 1 fis– 1 punkterat åskädllgsJorda liget# Tmder denna lÄda ligger benSiljn för eativet, soo stall kopieras, t.er. en kaesett. il» av det 1 rig. 16 oeû 17 iaiådllggjor.ia slaget. Senna kassett Br Inrättad för att upptaga tv and nne negativ ocn för detta ändnr.ål försedd rcad tvänne utakömlngar 12 ocn 13– Den ian förskjutas 1 lådans ur.dre del» ai att tnar. efter förgottflzmando kan sujuta ln 1 l and dan den ena eller ien andra utskärningen med det 1 aansanui för tillfället lagrade negativet, negativen ligga 1 kassettens utskäxnlnguf ised tildaxtktet fritt redåt, a\ att a*»t:jue– könslia pappersskifctet medelbart '£an prässas mot det. på negativen mäste genomträngas a/ ljus» sä ligga ae antingen enaaat med sina Kanter p and utakär– ningarra ellar œed ne lu. sin yta mot en glaaplatta* som är elastiskt laßrad 1 utsicsralnun. c ¦ sedano(R) Itá*" 6 ãr den övre vaggen av orahöljet genombruten och ¦anûBX ûenna Sppnlng befinner elg tryckplattan W Cfig. 3 o*ä 9 till il), sor Iran JläJaS O and l B and DKU 00b VlIICED and T belagd 1B6d Gtt TüJlllCt flklkt 15 av fllt, gummi eller dylikt på Bin yta. Den ãr fãetad på en sï:ena 16, a om griper oti vertikala Bt;Tnli(R)s9kenor 13 med sina bågge med riot ¦"örsedda ündor 17« Skenaa 16 bär uvsnne nedåt Hänganae bultar 19» som gå' Ihanaa en tvåratång 29. *9' mellan skenan 16 ocn stången 20 swa på bultarna 19 l and gratd f'ådrar 8ï, súu 'ist stingen 20 ocr* p and vilka skenan 16.iäsata txakplattaa fcvilar. om– kring v/iirstängari–i.?? gripa med excentriska slitsar 21 (flg. 1?' tvS excent*»' skivor 22» som art fãstade på en øel 23» sam går lgénom omlröljc.âggarna på den ena av de bägge sidorna. På denna axels yttre Enda sitter en fri arm 2K, asm tjänar till att förr«gla, den Insatta Kassetten 11. Få axelns andra ända befinner sig ett kugg and lul 25, medela vilken axeln kan.vridas av oon an. Htir– iÄi avängdä öxcentersklvoraa 22 1 motsvarande grad ocn hö.la o an sänka tryck– plattan 1 and.15 medels sina excentriska slltser 21. över denna tryokplatta föres det fotografiska pappret 26 (flg.3), bod avrullas från en rulle 27. Rullen är lagrad på en lös ut.tagbar spindel 26, som vilar 1 sneda inskärningar 29 £ tvänne skenor 30. Skenorna utgöra san– tlcigt sidostjrningen für rullen ocn firo Instäilbara l spindelns lärrlKt– nlng på atSnstr 31, så att de kunna anpassas efter de olika breda rullorna; De fadtbc.ttas 1 sitt läge p* ctè'ngerna genoc kl and ukrwar 32. Detrea stånger firo lagrade 1 skenor 33» som försk.1utbara ligga på skenrrna 3M–. Be slstnëmida ligga tlllBuzsmans med skezioxia 33 1 styrnlngslister 35 vid oaUHJets v. vie äfcunorna 33 be rl cna sl and nedtagare 36, bod samverka med skenornas 34 ar, alag 37 ocfc 33 a*. att vid rar.üne 31*33 utdragande ekenoma 3M– medtagas Genom sr,– slager. 36,33» ser. irckjvtae genom. «i–.iigeg 36»37 Tld ramens Inskjutning. Skenorna 31* – .* and v tv.'sra tilroer 39. Bauaxpia» som bildas av skenorna ocn stuagnrnu, bllda en sild, bos van kan utdraga 'or vasklnoisaöljet for att lnaåtta en pappersrulle oon sedan åter inskjuta mó. rullata. Siloens –dtdra– nl?ig bugrSnsas rjjtii:od anslag som stöta tr.ot fasta anslag 11, såsom fraÉ– *£r u: fig. 13. 7oi att r–rxa ligg» ln rullen flr ontoffljet Tid sin frfimre »nda försett mud ett ljust and tt slutande look 42 (flg. 3). PapjertibiLja*– 26, som avrjiildj trån rullen, föres 9ver ledstËnger 43. W. *5, på vilka raatetâiibara slider befinna alg för sldos*.yrnirg av pa:.persremsan (fig, lo och 11). Få axeln 23 ir medele etyrat'mg 47 uppärd.svi A4d/ en tuan valu 45, eom till följd av fjädrar 49 lägger alg mot rullens 2/ periferi:>cjn toromaar rullena vridnir.i. r» c b* f.ro anslutna \ ena aidan vid ion de "bägge Btyrstångöma 47 s ammatit indånde st£ngen 5°» ä an and ra blûan vid excenter 3kl vorm 22. Härigenom tyckes ïrernsvaleen 43 mot ruii– aklvuni* oafcrets, d£ tryckplattan 14 lyftes genom exoentersklvorva (flg. 3) • Till rurmet, aom lnneiiåller pappersrullorna ooh den tieekrlvra kopleTlngaanorûningen, ansluter sig 3 norr. omiiöljet det likaledes ljustitt slutsa rimet, aom ou fattar anordningarna att framkalla, fixera ocn tvätta. tfttiapel ãro 1 detta run anordnade sex tråg, genon vilka den expore– raae ruipereretnaan ledea lgenorc pä känt sitt onvexlande uppSt ocr. redåt. Za hägge trügen 51 ttaehålla '"rackallningstadat, trügen 52 lxertiadet ocn ile *rägen 53 genoniströnnaB kontinuert i* av vatten. l tragen îrênga via dei. övre och den undre endan uttagbara ranar ned ledvalsar 54J5ver vil– ka pamperstandet löper génois de Enr.llda trigen efter varandra. Trigen ero ôieeiïta nedanoE. den undre.Udruller. med fördjupningar 55, 3 v'lka det upp– BtfuînL eläimet kan avsätta slg. ce fr£n varandra skilda trägen 51 och 52 bava vid dlna undre delar ane lutnings rör för 1 fy Uni nge b langar 56, eon nol– las vid onfcöljets yttre sidor genom hakar 57 oon toesltta ifÿllningstrattar 5â. 3*r.oíj dôíEa trattar hällas vä*, b kor na in j de enskilda trägen.. t.rv i d ¦.L'üitó:.ò.Men neetäinnes genom –.lattarnafl eget höjdlise. renom att sänka slur.– garra t–öirmes »rifeen. Trügen 53 £ro öitundna ned rcranáxa genna ett 'jöjt tôt 59 and ön hava en genasa tliiop.aaiang 60 –or anslutningen till en vat– tenl*drJng ocn ett avlopp 51* saker* det aleta tvnttr'.jë* "r atfüragï ett dragvalapar £2,£?, Ke– ron vllket paiiperarenaan drea geno1– 'i–de–xi ccfc över kopierJiigsaÉordTilnTer osi*:ivrullas från rullen, sä pappersremsan under kopieringen måste st1, stil– la undtr negativet» sä erhålla valfa ar na er, ryckvls tkeerde rörelse genrar, följande anordning. Prår. transmissionen 5 drives medels »omar. kedjor eller dylikt ett hjul 64, son år fästat på en axel 65, son är lagrad vid cnï–.ni– jets urare c–lda. Senna oxel har på sir andra, ända ett kugghjul 66, som In– griper 1 ett kuggfrUl £?. På detta hjul sitter en vévtapp 68, ttver vilken en nävani 70 ligger» ecm kan fritt svängas ankring en tapp 6}. ïixrfër den– na sa–**?* är anordnad en loarätt rörlig kugst and ag 71. som har en över hav– armen gripande edtagaretapp 72 oefc ned al nu. »*vre '.i ar ingriper 1 ett kug–.".jul 7> scm sitter löst på den undre natarevalsens 63 axal 73. KurjuUt 74 i.r kompit* 1 den ena rotatlonsriktningsn, ned vals axeln 73 Sénom en eparj. – fcîT–lffutvaxling 75. "L <Unu 75 si**– ***** Sr–dsrAi '/J inkor T, sùb ingri– pa i înaggnjulet 74. Kugsatånigen vila.– rua û Bin unare 3naa på en akruf 77, sr t; i KBJC «cii £o and asta–ällas medels en Kontransu–ter 75. oas. ¦:0r,«m vilksn sålunda nöjdiüjst av –ten medtaartapp 72» bok \i.+i–rer sig p* kunttaan • t e s t faawø – Tinasi salonen 5. Därvid löper vevrappen 63 ortfarande i en toruta ocii lyf– Vr rol: etater 'nãriãenon das pi aanaauKa limande nâvamen "fe, so(R) »rå–far not rüdtagarfitappen 72 vid sin rörelse upp and t o db därigenom lygter ragge*.."r.– 71. enra rrider d and valsen 63 att mot iu£gst\ngsrörølsen svarande stycke r.eicis out 1 danna rotationsriktning Kopplade 1wtt!*Vilet 64« jar tappen 53 Sv3rsic?liit aitt fiögsta. läe, al aänker sig hSrarmen lb 4ter ocn likae* *ven den p* desarøna tned tappen 72 V–Tanae t.issat'.n–e?'., tilis danna Baxter elg pi skruron 77– icuj–p'–tøreno atunkaade, a–m 'arderatMeø Tredels en irag– f tider 73, utövar in ica n'<£on vrl darrte "»tfcan tb* w?lsen,*d kuggfclulet 74 i deita –Ul lüpsr fritt örer koppilngaklinlconm. tf*.ttpt pk valana vridning rr at.lund percent.eroanaa av tappens 12 *enoo st and llakruven 7/ best and iaiU 'ïljjlüfi*« ooK K£rrli lyftes kuggsnrî and n desto större sträcka, 02a valsen vrides c** desto större m*tt,.lu djupare *appen 72 liggsr vid b awi?jit r and ffande t ved 'r.åv– s*4nen 70 ort* of.vînt er deoto mindre etrscka,.lu nftgre len tøflnner si, emedan ääv and rHèr. *2,.lasto senare träffar not den. S* dessa olika nö.ldliSser. Taes*Srr–a9>nom skruven

77, si följer därav» att mättet av dan –“Sr varje gSng erforderliga pappersnalnlnen Kan inställas enkelt utan att ändra i–ns– själv. åtminstone den övr#tsoa former i beröring pmppret cânellga attfct. 3*ör att fHrekorma ött glidande mellan detta allpprlga skikt ocn den övre vala «in drives denna sistnämnda från den undre t–inglöpande '„~enom riggnjul 79 gcíí madöls *n ställatcruv 82* Fôr att pappersrssaT?cke skall kurma kom. r*i.ior tugulon 79 oon 30, Ir:sen unore valsen 63 utrustad vid kuggk.Vuir» ïnaor r«ed ringskivor 33. lentöitot deaaa ligga notavarac–o ringspär 34 ar den Övre valaen ojî: s desaa intruder rinsklvana n and rlisgan.ie del. HlnslTivorr.a fjv ninaxa e–*noi: –tt Inaripa 1 ce andra valsarnas spir, dessas långd'nrs'iciutnlrÆ o an ett otövararMa rivande pi pappersskiktet ocn tjëna samtidigt tili att jEu;*ulet 67 drives ortfarande likforæigt' av rotom 4 fdels 62 ocn 63 åro lämpligen nelagda ned gisrøl » 30«?¥:3e vals and rn– y.mK. – saa m?t varandra £enem sn bygelf lider 31, soïï. rpMnnes avnlllõ, 'r*n fl?« unira valsens axai, –ir33 loger sea 1.ngsÄttrlrj 'ra*tsetj Aon pr äs 3 as ut ur pappret génois valaarna. 1 dst a–n vattnet rinner ned Xinga divorna ocí 'bortrinner från len nn–lre kanten ln 1 en samlinga ränna 35 t'liî–3) unier det «£2£valáarna 62,63 stå stilla åger Kopieringen rum. H!lr– vîi prässas ae*, övar tryoKplanan 14,15 liggande apret not ie* 1 kassetten v='irî+ll–i r.ügativet, 1 det att tryckplattan äöloa genom excentersï?:.– 22. a percent *ar exponeringen rum.enoa att de t*Æi klaffarna 7,8 < lûan 6 – öppnas Qsr. s lutea, ’ienr.a kopierlngsproaass fftranledes paroin *81lande utv and x– 11 ng. Âuö.lulot 67. sotn irlves av axels 65. situer p* en axel 36, son via sir, ar.'ira J>ia har två–ne Dredvld varandra Uggande utspr and ag 87 osh iå. –'5*+–. «r.ot '–*9jjrÄnget ligger en aom pedels kuggar 91. sora ãro f«r– Dtäirbr.r– i?5.njdrittnlngen "enon–en skrut 90, Ingriper 1 ku–amulet 25, a ou: " ' sl**er –p' exeins 23 vttra Snda. aenotn att aet ro+er–'nde utsprînget 37 rrT– far tsot ar. via f*»ft'ffi*flbragd tryckrulle 92 örskjutes s*aken ocn dSri– "anoi:, vrides –îxeln 23, agi lyfter *ryckplattan 14 medeie exeentersfcivorna 22. ::är utcpr*jag«t 87 gli dit Doft från tryokruilen 92, vrides axeln 23 åtsr tin– if* taka enom fjädern –«r ocä Hela txokplattans vikt ncïi därisenott •terBrss sorTaBS liî¸ÿnr.? l3sl Ü£öt. Mittemot utspringet 38 llgar 4flate en tryckrul– le 93 an wistfs 94, via Yllken en aubfceiarmad Åvatåag 95 år ledat fvatad. renzia ’–'ivatngs ôvre Sada lägger alg "rltt mot en krökt kugget and ng 96, som "r rekutTt lagrad 1 lAdun 6 oefc ingriper sed undr« kuggarna 97 j ett kuçjs– îijul 93 och *ed da övre tokarna 99 i ett kuggítful ljo. Eeøaa Digge kuggfcjul 31 "ta p and.de 1 lidan 6 toe~lntilga fftrraglíngBklafamas 7 ocn 8 axlar. Höree ffiretayT?4 framåt genou utaprnget 33. s and förakjutes niwtåapn 96 net– jr–raade ocfc dl de täge tuggraaerna 97 0021 99 angripa pk motsatta sidor av kugilulän 93 os* 3q0, aå ftppnaa dessa oan med dem orrogllagaklaffama r.e– aels till varandra note and tt vrl–lning. 2n fjäder 101 f percent saa+ilga delar å*er tilltja'Äa i aet ursprungliga läget eter det utaprnget 33 g*t fflrtl. Ledvalsarna 54. Över vilka pappersreasan ledes genom de enskll*" De– den, äro lagrade and ramar 103» aom uppifrån äro insatta l trågena 51,52,53. ïôr att leda pappret likformigt 00H säkert äro ramarna likväl 1 cïte a Aeon anrirc övligt ställda p*. trägens Dottnar, utan upphängda oyanom *r*gen h martla– øtSllnlnen. Ldan £ ï:an tllllscamana ised kassetten vikaa upp, varigenom cet.iå– mnsen Dllr enksl. Setta är nflUliort enom att anordna kuggat.en 96 vic sjfelra oc. 'enoia l'is t *;irfclnaa t varman 95 med kuggB+ngen. Såsom TaE.'år ur fis. 9 ka– en "ult 1q5» E– f’fraeld red en yttre t jne– 3q it» sättas över splnielna 23 fyrkantiga tala. Bullen lo 5 at and r ur»Jer inverkan av en f.läder 1q6 ocn roterar ned spindeln» då paprat drakes *r”r* rullen* AT snaVbhe+en av tungans rotation tan nan då se» når pa–npret blir jslu*, aä att en ny rulle lean insättas, innan p.ndan av fler gaala *Ht över ¦vropièringDanoraningtón– uaskinen verkar p’ följande sätt: Har rullen *ied det klnaliga papp– ie* inlagts 1 allden 33»34 ocn pappret ellar ett dfirmed förenat tygtard förts £vui ––.T'sfcplattan» genom Dåden oc'n gtnom dragvalaarna, sä föraä*ta8 »otom 4 1 £*.nj on* darinat n.lulet 64» axaln 65 ocn Hjulet 67 ’sed axeln 36 1 etên– é and htfåduAé* db rotation. Därvid kommer ntar–st iftwtMM 39 att röras framåt senare ut– Gp.–’Ai–t 37 ocn üxeln 23 att vrida aig medels ku–TSatänen 91 ocn kuggnjulet 25– ~e drpl sittande excentèrakivcrna lyfta tryckplattan 14, am ned sin iju'". '¦i'VKj and ü.aÀ pràasar pappereremsana däruppâ lihanae atyeke mot det ny an– otti det sauna lagrade negativet– Dàrpâ tr'à'far ut spränge t 33 mot tryckrullen 93 ocn framluter stånssn 94, sota oppnår tiiireällngsklaffania 7 sedels n and v–arnien 95. kuggst and ngen 96 ocn kfrfgnduløn 93 ocn loo – Därlzenoo exponeras psp– peraâtyaïet, sot. llifiir unaer negativet, frSn iJuak and Uan, som anbragte orar– om ildan g. Har utspringet 33 frigivit miÿM94, så. sluta elg tllifagUzigs– kiaffariia, rccoan utaprtxyet 37 Snnu fastnåiier tryokpla–tan s l£nge, *nia tHlrgllngsroreleen ãr slutförd. Friges at ängen 39, a* alnker sig trycfcplat– *an oel. pappersremsans 'astkiaraning uppfcSves. Därp* Dör lar vevtappen 63» com Biner vid niulet 67, att lyt*.* n and varmsn 70, som då trS'far not medtagaren 72 ooh se de la denna lyfter kufjgatånen 71. Därijenora vrides matarvalsana 63 ocn 63 sedels sparrnjulsanordningen 74 ocn 75 ett TfrirfT, son motsvarar kuö5Bt*n– ens lyftade and tjckef0c]~. sålunda frasskjutas pappersremsan av valsarna ett notsvarande stycke sencr –naklnen. Kar *appen 63 nått sitt niistä –läge, sh ¦ up fc3r valadrlften, ocn nlvamên 70 vilnder JSmte kugga+itafløn 71 tiiisaka till sitt. viloläge. Emellertid tri*ra ut sprängen 37 ocn 36 äter p and mmtyéSnéTe*' ocn 94» varpå de teekrlvm nänoelserna it er upprepas. Måttet av den för varje ging förekommande I>apper8fra and 8fc]utnin<en regleras genom att förställa skruven 77, varigenom upplyftandet av kU£gstS.n– gön 71, äORi vilar pfi skruven,Ineíãlles. Sxponpringstlflen regleras.’enon sruVD– tare eller l and agsaumare gäng av iggsättninsFotarn. rör a't ernå er, mycket 1‘nEúffl sang av mäkinen är en iiandvev 102 anordnad p* axeln 65, som ir/en agnars kan användas för att driva raskinen. » *#¦ /' PatsntansBrSic. 1) ïotografiak kopiering och framkallningBTr.aBkin, kännetecknad genom att tryckplattsn (1*0 och tillreglingaklafama (/,£) av kopleringa– an.ordnln–en o«n te avaa?a percent 'ls I rörelse aatta majarevalaama (£2,63) *ör pap– X–CTSTer and m aätue i g*ng under fömridling ar TflviÿBi (89»91ll7I)i som eter varandra isingaätea av en gereenaam, likformigt roterande kugghjulautvexllng (65.66,67,36). 2) isiäkin enl! et anspråic 1), kännetecknad sanon att.wavMtA and K (71)» car. arlverwSSrmlaarna (62,63) är konstruerad a oa kuiiga+åns, sar. står 1 injrepp med den ena na*arr alaan (63) äenom ett blott 1 en rotatlonarlktnîng.iJiraed kopplat ku;njul och arivea av en avänganae hävarre. 70 medels en 1 hBJftlSget fratälltiar tt.ed*;are (72). 3) Vae'.:in a nil 3 t ancpråk 1) och 2), kännetecknad genom att Rted+aça– nb (72) är f–iat fnitunden tned kuggatSngen (71) och ku£gatSn.~ei3 ai a lv *.r ”«t, ternir önon **tt 1 häiden företälltart lagr r (skruv 77). 4) Maskin enligt anapråk 1) till 3), kennatecknad genom a*tww*a uuem (89» 9*0« bok tjäna till att driva koplerlnisanordnlnsen, drlvea –erom utsprang (37,38) och att deraa rcirolaer överfSraa pü tryckpla‘tan (lU) och fillreHngsklaffarna (7,3) gønon en ku/ijatngack"«}to 91i25 ooh 97 till lon) 5) maakin enligt anspråk 1 till it, kännetecknad çenoe att kugga*?:r.s–vëanlaccn (91) *rj'Okpiattan (1*0 är inordnad –Srställbart p aln (39) r att reglera präaatrycket. 6) Maikin enligt anaprik 1) till 5), kännetecknad enom att kopi– erJngasnordningcna exponpringalåda (6) kan vikaa upp och att

kuatången (96) '5r.i‘t driva tlllregllng3kla*,rarr.i?r aiïbragd pîl s.1Slva lädan. 7) –..üiln enligt anspråk 1) Mil 6), kännetecknad genom att valsarna (62,63) stu i ingrepp ned varundra genau, kugi.lul (79,30) och i*t den undre valsen är föraedd red aidorJngaklvor (83), aoa Ingripa 1 den övre salaena ringapÄr (34–). 8) i–aakln enligt, anaprfik 1) till 7)» kännetecknad genon att apin– oin (28) «Sr íapperarullen (27) Ir lagrad på en utdragbar ram (31.33). p.* vilken apJr.ielstMan (3p) äro ffirstållbara på tvårstångarna (31)» sor lî£ga i«irall(íit till aplnfleln. 9) Maskin enligt ana prik 1) *111 3), –ne tecknad?enac a*t rar.ar– na(103) för «ftrvalaarna (54) –ftr dat.7enon baden –«raa paopret äro upn and Fng– da vlâ naakl r.F *¦.'illr! næ n. –9– /i 10) Justin eslig* anaprlit lj till 9), lcannetøGtøaa genon at* tr and gan (51.52,53) Or de oliica ***rtoraa äro vid bo+tnet rüraedda r.ed r– dJupr.iaar (55) för olawRavsmining. x – lO – Patent tiTaatimi met – i photography koploimlB And KeftittuiniBJCone, tmsoerkkinaan that puriatuaiaatta U4) and koploliulsialtteen Buiiouapftt (7.d.), aexa Jokeottaia visit inpanmit paperljcal b taieen BYottevaiBBit (62.63) into Start tiBTTfyiiwiiflnn (119,94,71) through autka kareet in a row in motion to ytiteinen, yhdetfimiftalBeatl rotating namaaaratataw (–64, 65.66.67.S6). According to claim 2 i «new film nei * icone, tu / iueUBmer <klnaeaen, you–" turnes, "4r and e – of irtptliomnn (7i), pi joxa guarantee. running byetie * intent * e, ia (62.63) is konbtruoltu liaaonastangoicbl. jcjca cm in engagement with the second syoettoevaieeln (63) slaughter »na only yuetern pytirlntaauuutaan aen kanaaa connected naot–maoerattaan through, and must be kcqrnniaaa neixar.tu.va vipuyo) korkeuaauuntaaa adjustable kuieuiitea (72). 3 Patenttivatinuaten 1 and 2 HUkainei «Leone, tunnuaneriuinaan that kuietin (72) ou Available Price drift in yndietetty narnmaatankoon (71) frumastaukoa injury voldai saaaeiia iotiguitmii i. u. an adjustable quality of Keri (screw 77) form. a 4j_FategttivaatinuBtei. 1–3 mukal »» **! Machine, safety nuBmekkinaeaii, you plsrtoxBiypt–of itf9, 94). Scholars are finding tenttivaenae is to keep going koploimle device, will be held start.. lasa uikoneuien (tf /, dtf) form. And: their liikunto Rilrretaeaen puriatuaiaattaan (14) aekae sulkuiappai (7, A) ham–maptanKoKozieiBton (91.2 j? Mixed 97–100) passed on kae.kia. 5 as claimed in claims 1–4 gone hungry, UuuaiamerKiclnaaen that compression of the slab (1) and uearz aatankokvneisto (? i) is arranged as.e–teltavakBi / atertinanpa 1 Litan (O9) regulating the pressure lytarkoitukseecii. 6 claims I–5 in the machine, the hallmark of the kopioimlelaltteen vaxotusiaatlxco (6) can be kaantaet * Up And that BulJoilaeppiae JcsynulBsayltava namiaetatanko (96) is arranged in the Annual box. 7 claims 1–6, machinery, symbols, you onee–* – oyoettSvalsalt of (62.63) are in engagement with each other, nammasiai–taltten (79,30) mautta and e, is earlier than valsai is equipped with a "ivureiau – 1aatoelliae (S3), which stick to yiemasHsa vaiselaoa cuevliu renaeuxlln (B4). S. as claimed in claims 1–7 wherein machine, characterizing naaa, et of the paper roll (27) roll (2d) is mounted uloaveaettuvalie kenyk and non–Ic (31,33), which teiatuet (30) are settable polkittaistaokoja (131) finishes, Which are teian direction; »9 to claims 1–8, wherein the machine tunnuBmer okinaan the baths LAPL hours during which a paper eyettevaiBBlen kenygeet (103) are rlpuBtet'ut ffoneteiineseeii. created according to claims 1–9 mukalaan machine, lujjubiiier jcklnaan the stallion liquids oisaitavien jcaukaioittea 11,52,53) Bottom of va–lion head lice Byvenz $ 'XBlila (53) lietteeiierottumleen vasalta. S9Z '| 1 Schaidt «ljenlBr, rlln. qcii framkallalngarnaskln The invention of the normal and the signal till I mask for att automatiskt kopiera, framkalla »ocb fixen of exchange fot grafiska 'photos AND Unga pap–persremsor Science av3er an s and the construction thereof ar de anordningar, ARO * nn« | r'u. ierliga For pappersremsans, Storage Seal, styrr.lns, Friday and iditrQrelBS »orpoe–rlnj och further into tetandling, att Taskinen laett national 'betjaenas och sin 1 shows a drift a larger tillfoer11tlignet an de' Tanda MASKINER ar liknande kind. Isyr.–nerse t Jaller ratio oe aen an arrangement, som fraamkjuter pappersremsan avsatavls I fringed the mechanism ned likformig roerelse ocft santidlgt foeranleder de enskilda exponeringarna. according to vfioatra sidan av fl *. • ** £ 1,. shows a 1 s:; 3iT * skala koplerlnanordnlngens plaa'ta li.da A drawing, AER ett av utfoerlngsexeapel Denna invention was aakld liggjort–med olika Detaljer. ? £ i. 1 shows the coil maskinen JEbte dess raotor seen from frln eldan. ? ig. 2 shows the maskinen utn staellning lower impact as viewed from the side r.otsatta * FLA * 3 is e * t vertiUuli longitudinal section of maskinens * vr (C) del esligt flg. 1 71g. ii * shows a larger skalaoevre like part av flg. I seen from FRSN vin–ster. and 7i. 5 shows kuggi–tlngsdrlvanordaingen for kopierlngeanorinlngen according to ftSgra Aldan av flg. percent for med mtarvalsarna paypret. j'lg. 6 vlsax kuoetiiogsdrlvanordnlnjen seen from uppirln. ? £ l. 7 shows kUbgstangadrlvanordningen * oer papperwiatarvalsarna med exponeri neiucxornae lgangsaettning. FIS »kopierings shows, inordningen m, 4 stapelrullen s of the photo–grafinsa Papp. you do not, as viewed baklfr and n 10 shows the device according to fff. 9 as viewed uroel and n and r ILG. il jr i IAaagenrialcfirnlng an av–io ns–ns–12 shows in a view frfin Aldan Excenter roer att Satta Kopierlngs–anorinlnsens trycfcplatta 1 roerelse. IL. * – 13 shows aedd? r? ji fence I du al vy av stapelrullens Jtdragtara s * Sd. Flg. shows the human anorunln'en according to F sharp. 13 as viewed upplfrfin. 13 risar let Ena av de bigge rull etuden according to flg. 14 ILG. 16 shows a longitudinal section vdi'tlcait genon «" xpoBerlnfsancid–rlnca lada ma casse *. Tan for Negative. 5ig. 17 f iar negulvetB uypifr seen from the cassette, and n KGpierlKfaS–oan franfcillnin paskiner. 'Nar ett perch 1, aor. st aer ued fatter 2 PU air Ui: Staellning ure 3 Setta uppter simultaneously en–lgarg • aettuliVf smetar k (elefctromatir) I ojh transmission 5, fr * n vll'een the «vre ivarYJ rwn.trives. I onltRlJet X Veflrni signal utit ljus'l * t The end of de en «tllda an orJAUcaraa, son Earn points till a ~.'s upptaga pappersremsa? att rycka the parents at the kopierinn, att frammata, at axpcivia, att att rixera aofc TVAETTA IPU received *.? omnoeliet i AER antrad «'s upptill flppca expoierlnssiada. £, difference with lnne–i iler 1 blue unare del ii. *. * Klaffar 7, d (5 ri. ooh d), soc upptill kunna 5> prias. lilac pr journalled 1 no rum national level 9 * «f ingas omkrtng a shaft 10, s? i in that it is brought into the Group: det 1 in F sharp at points 1 askaedllgsJorda liget # Tmder Denna Lada ligger benSiljn for eativet, soo stall kopieras, t er. I kaesett. il »av det 1 rig. 16 OEU 17 iaiadllggjor.ia slaget. Senna kassett Br Inraettad for att upptaga TV and nne negativ ocn ratio for each provided aendnr.al RCAD tvaenne utakoemlngar 12 ocn 13 – Den ian be displaced 1 ladans ur.dre del »ai att tnar. efter foergottflzmando national sujuta ln l 1 and the graph of GMOs ena eller andra utskaerningen med det 1 aansanui for tillfaellet journalled Negative, Negative lie at least one cassette utskaexnlnguf ised tildaxtktet freely redat, a \ att a * »t–jue koenslia pappersskifctet medelbart '£ an I pressed toward the. Negative pa maste genomtraengas a / ljus »SAE lie at least in either an e enaaat med sina Kanter p and utakaer–ningarra ellar œed the lu. I do not sin against the surface of glaaplatta * som AER an elastic lassrad 1 utsicsralnun. c | sedano (R) East * "6 of the upper wall constituting av orahoeljet genombruten Science | anuBX uenna Sppnlng befinner elg tryckplattan W Cfig. 3 o * s 9 to II), turning Iran JlaeJaS O and I B and DKU

00b VIIICED and T belagd 1B6d GTT TUEJlllCt flklkt 15 av fllt, rubber or dylikt pa Bin yta. Ar Den faetad pa en Si ena 16, a griper om oti vertical Bt; Tnli (R) s9kenor 13 with Sina bagge med riot | "oersedda uendor 17« scenario 16 bar downwards uvsnne Haenganae Bultar 19 »som ga" Wonderful I tvaratang 29 * 9 'between the skenan 16 ocn the rod 20 swa pa Bultar 19 I and gratd f'adrar 8i mouth' ist stingen 20 ocr * p and vilka skenan 16.iaesata txakplattaa fcvilar. om–Kring v / iirstaengari–i.? Gripa med excentriska slits 21 (1 flg.? "TVS excent *» 'skivor 22 »som art elevator shaft pa en oeel 23» sam gar lgenom omlroeljc.aggarna pa den ena av de Bagge the sides. PA Denna axels outer Enda sitter en fri arm 2K, asm tjaenar till att forr «gla, the Insatta cassette, 11 remain subjected to a second phase axelns befinner sig ett kugg and lul 25, medela Vilken the shaft kan.vridas av an account. Htir–IAI avaengdae oexcentersklvoraa January 22 corresponding to grad ocn hoe.la No printing an Arm–1 and.15 the plate Medels Sina excentriska slltser 21 oever Denna tryokplatta Fores det Fotografiska pappret 26 (flg.3), bod avrullas from a rulle 27 Rullen are mounted pa en los ut.tagbar spindle 26, som rests 1 sneda inskaerningar 29 £ 30 tvaenne skenor Skenorna utgoera san – tlcigt sidostjrningen fuer rullen ocn firo Instaeilbara l–spindle laerrlKt NLNG pa atSnstr 31, so that the de kunna anpassas efter de Olika breda rullorna; De fadtbc.ttas 1 sitt laege p * cte'ngerna genoc at 32 and ukrwar Detrea stanger firo journalled 1 skenor 33 »foersk.1utbara lie at least som pa skenrrna 3M. Be slstnemida lie at least tlllBuzsmans med skezioxia 33 1 styrnlngslister 35 at the oaUHJets in aefcunorna takes 33 cna be rl and sl nedtagare 36, bod cooperate with the skenornas Article 34, Alag 37 ocfc 33 a *. in that vid rar.uene 31 * 33 utdragande ekenoma 3M medtagas Genome sr, – Slager. 36.33 »ser. irckjvtae Genome. «I–.iigeg 36» 37 Tld ramens Inskjutning. Skenorna 31 * –. * and v TV. "sra tilroer 39 Bauaxpia» som formed by the skenorna ocn stuagnrnu, bllda I sild, bos van national excerpts' or vasklnoisaoeljet for att lnaatta I'm pappersrulle sedan is once again inskjuta mo. scrolling. Siloens–dtdra–nl? lg bugrSnsas rjjtii: od anslag som stoeta tr.ot fasta anslag 11, As is Frae–* £ ru: fig. 13 7oi att r–RXA Ligg »ln rullen flr ontoffljet Time sin frfimre» nda provided along mud ett ljust The end of the look and tt 42 (flg. 3). PapjertibiLja * – 26, som avrjiildj tran rullen, Fores 9ver ledstEnger 43 W * 5, pa vilka raatetaiibara slider befinna alg for sldos *. yrnirg av pa. persremsan (fig, lo and 11). FAA shaft 23 ir medele etyrat'mg 47 uppaerd.svi A4d / I cast tuan 45, till the EOM as a consequence of Fjaedrar 49 Lagger alg against rullens 2 / the periphery:> cjn toromaar rullena vridnir.i. r »cb * f.ro each connected \ ena fence at the ion de" Bagge Btyrstangoema 47 s occupations indande st £ ngen 5 degrees »s and an ra bluan vid Excenter 3kl vorm 22 Hereby tyckes irernsvaleen 43 against ruii–aklvuni * oafcrets, d £ 14 tryckplattan lyftes Genome exoentersklvorva (flg. 3) • Till rurmet, aom lnneiialler pappersrullorna ooh the tieekrlvra kopleTlngaanoruningen, connects to the signal 3 norr. omiioeljet det likaledes ljustitt slutsa rimet, aom ou fattar anordningarna att framkalla, fixera ocn TVAETTA. tfttiapel Aro 1 ratio Run arranged sex trag, genon vilka the expore–raae ruipereretnaan ledea lgenorc conventionally by sitt onvexlande uppSt OCR. redat. Za Hagge truegen 51 ttaehalla '"rackallningstadat, truegen 52 lxertiadet ocn ile * Ragen 53 genonistroennaB kontinuert i * av water. tragen I irenga via dei. upper and the lower endan uttagbara Ranar ned ledvalsar 54J5ver wild–ka pamperstandet, extends genoise de Enr.IIda Trigen after the other. Trigen difference oieeiita nedanoE. den undre.Udruller. foerdjupningar med 55, 3 v'lka upp det–BtfuindL animals national avsaetta slg. £ n ce fr each other skilda Tragen 51 och 52 bava at the lower impact DLNA ett par ane lutnings of pipe for 1 fy Uni nge b Langar 56, eon zero las onfcoeljets at the outer sides of the Genome being caught on 57'm toesltta ifyllningstrattar 5A. 3 * r.oij doIEa trattar be left in place at *, b j interest in an in de enskilda Tragen t.. rv id |. L'ueito:. o.Men neetaeinnes Genome –. lattarnafl eget hoejdlise. renom att headband slur. – garra T–oeirmes »rifeen. Truegen 53 £ ro oeitundna ned rcranaxa genna That in joejt tot 59 and I do not hava the Ministry genasa tliiop.aaiang 60 or anslutningen till en vat–tenl * drJng ocn ett avlopp saker * 51 * det drop tvnttr. "Je * 'r ett atfueragi dragvalapar £ 2, £?, Wed–ron vllket paiiperarenaan drea geno1–' i xi–de–ccfc oever kopierJiigsaEordTilnTer osi * ivrullas from the rullen, weather pappersremsan under Kopiering must also be taken st1, stil–la undtr Negative »SAE erhalla valfa ar na er, ryckvls tkeerde roerelse genrar, foeljande an arrangement. Prar. transmission efficiency of one are 5 drives Medels »omar. kedjor eller dylikt a wheel 64, son ar PA faestat a shaft 65, are mounted at the level of CNI–.ni–jets urare c–lda. Senna Oxel har pa andra sir, remain subjected to ett gear wheel 66, In–som ett griper 1 kuggfrUl £?. Cards ratio hjul sitter I vevtapp 68, ttver Vilken I naevani 70 ligger »ecm national swung freely ankring a pin 6}. Iixrfer the same as **? * I loaraett is arranged for moving the kugst and ag 71 which has the I oever hav–arm gripande edtagaretapp 72 oefc ned nu al. »* Vre '. Ingriper 1 ar i ett–kug.". Published 7> scm sitter pa dissolved the lower natarevalsens Axal 63 73 74 ir misery Kompit * 1 den ena rotatlonsriktningsn, Ned rolled the axle 73 Senom I eparj. – FciT–lffutvaxling 75 "L <75 unu si ** – ***** sr dsrai '/ j inkor t, ingri sub–pa i inaggnjulet 74 kugsatanigen vila. – rua u bin unare 3naa pa en akruf 77, sr t i kbjc «cii £ o and asta pool medels i kontransu–ter 75 oas. |: 0r, «m vilksn Thus was noejdiuejst av as medtaartapp 72» bok \ i i–rer signal p * kunttaan • test faawoe – Tinasi salonen 5, extends thus been vevrappen 63 ortfarande i do not toruta ocii lyf–Vr rol: etater 'nariaenon das pi aanaauKa Limanda navamen "fe, i.e., the (R)» The crude far not ruedtagarfitappen 72 at its roerelse and the upp to daerigenom lygter Ragge db *..' r. – d rrider ENRA 71 and the roller 63 in that mot iu £ gst \ ngsroeroelsen information corresponding stycke r.eicis out 1 danna rotation of Kopplade 1wtt! * Vilet 64 «jar of the pin 53 Sv3rsic? related aitt fioegsta. Lae, the Al aaenker signal hSrarmen lb 4TER ocn likae ** ven the p * desaroena tned the pin 72 V Tanae t.issat. 'they'. ', danna subtilis Baxter elg pi skruron 77 – icuj–p–toereno atunkaade, am "arderatMeoe Tredels I IRAG times by f 73, the Utovarna in the ica '<£ vrl is darrte" "tfcan tb * w? lsen, d kuggfclulet 74 * dei i–ul luepsr freely oerer koppilngaklinlconm. tf *. ttpt small valana twisting rr at.lund percent.eroanaa av tappens 12 * enoo st and llakruven 7 / best and iaiu 'iljjluefi * «ook k £ rrli lyftes kuggsnri the desto a larger and over a distance, the roller 02a vrides c ** desto a larger m * tt,. djupare lu * appen 72 liggsr vid b awi? jit r and t ffande ved 's r.aev–4nen * 70 * ort of.vint er deoto smaller etrscka,. nftgre air toeflnner lu si, emedan aav and rher. * 2. lasto senare not the hits. s * olika noe.ldlisser industry. Taes * SRR a9> nom Skruven 77, si foeljer outside the home »av att maettet dan –" Sr varje gSng a required pappersnalnlnen Kan instaellas enkelt utan att aendra i–ns–sjaelv. atminstone the OVR # tsoa former i beroering pmppret canellga attfct. 3 * oer att fHrekorma Ott glidande allpprlga ratio between the upper layer at the ocn oath «Denna in the cassettes from the drives and the lower T–ingloepande '" ~ enom riggnjul 79 GCII madoels's staellatcruv * 82 * In order to provide pappersrssaT? Cke Skall Kurma com. r * i.ior tugulon 79'm 30, and Ir: the unore the roller 63 at the utrustad kuggk.Vuir »inaor

r« ed ringskivor 33 lentoeitot deaaa lie at least notavarac–o ringspaer 34 of the upper valaen Oji: s desaa rinsklvana the intruder and rlisgan. del ie. HlnslTivorr.a FJV ninaxa e–ordinates *: tt–ce Inaripa 1 second valsarnas spir, dessas No langd'nrs'iciutnlrae an ett otoevararMa rivande pi pappersskiktet ocn Tjena simultaneously account att Jeu, * ulet 67 drives ortfarande likforaeigt 'av Rotom 4 fdels 62 ocn 63 Aaro suitably nelagda ned gisroel »30«? ¥: 3e rolling and rn–y.mK. – Get the m? £ s to each other more sn bygelf lider 31, anisole. rpMnnes avnlllo, 'r * fl «unira valsens axai, ir33–loger sea 1.ngsaettrlrj' ra * tsetj Aon pr recently earned 3 as ut ur pappret genoise valaarna. 1 dst an vattnet Rinner ned Xinga divorna OCI 'bortrinner from the air nn–LRE edge together ln 1 en Samling raenna 35 t'lii–3) unier det «£ 2 £ 62.63 valaarna Sta stilla Aager Kopiering rum. H! Lr–VII pressed the e * Ovar tryoKplanan 14.15 radial projection apret not one of the cassette, ie * v = ' iri–i ll r.uegativet, 1 det att tryckplattan aeoeloa Genome Excenter?:. – A 22 percent ar * exponeringen rum.enoa att de t * AEI klaffar 7.8 <luan 6 – qsr is opened. s lutea, "ienr.a kopierlngsproaass fftranledes paroin * 81lande the x–and dev 11 ng, respectively. Aeuoe.lulot 67 sotn irlves av axels 65 situer p * a shaft 36, via son, sir, ar. 'ira j> ia har TVA them Dredvld each other Uggande utspr and ag 87 osh IAA. – '5 * –. «r.ot '– * 9jjrAnget ligger en aom pedels kuggar 91 gravel Aro f« r–i Dtaeirbr.r? 5.njdrittnlngen "Uncle, I do not Skrut 90, Ingriper one such amulet, 25, a ou "" er SL ** p 'exeins 23 vttra sNDA. aenotn aet att ro er 'nde utspringet 37 rRT–far TSOT ar. via f * »* ft'ffi flbragd tryckrulle 92 oerskjutes s * aken ocn dSri," pleaded, vrides ixeln–23, agi lyfter * ryckplattan 14 medeie exeentersfcivorna 22 :: AER utcpr * jag «t 87 gli dit Doft from the tryokruilen 92 vrides shaft 23 atsr tin–if * enom back to the spring, –« r OCA Bush txokplattans vikt ncii daerisenott • terBrss sorTaBS liiynr.? l3sl ue £ panies. Mittemot utspringet 38 llgar 4flate I tryckrul–le 93 an wistfs 94, via Yllken I aubfceiarmad aevataag 95 ar hinged fvatad. renzia '–' ivatngs upper Sada Lagger alg "rltt mot I bent kugget and 96 ng, som 'r rekutTt journalled 1–track 6 oefc ingriper sed undr« kuggarna 97 j kucjs–ett och iijul 93 * ed da upper tokarna 99 i ett kuggitful ljo. Eeoeaa digge kuggfcjul 31 "to 1 p and.de lida 6 ~ toe lntilga fftrraglingBklafamas ocn 7 8 shafts. Horee ffiretayT? 4 forwards Genou utaprnget 33 s and 96 foerakjutes niwtaapn net–jr–Raade ocfc dl de Tage tuggraaerna 97, 0021 99 angripa SMEs opposite sides of the kugilulaen 93 pcs * 3q0, mjm ftppnaa industry oan med dem orrogllagaklaffama re–aels each other till the note and tt VRL–lning. 2n by a spring 101 percent gets f ilga ett par a * er tilltja'aea i aet Originating laeget eter det utaprnget 33 g * t fflrtl. Ledvalsarna 54 oever vilka pappersreasan LEDES Genome de enskll * "De–den, Aro journalled and Ramar 103» aom from above ARO insatta l trough 51,52,53. IOR att leda pappret likformigt 00H Saekert Aro ramarna likvael 1 Cite a Aeon anrirc oevligt staellda p *. traegens Dottnar, utan upphaengda oyanom * r * h martla gen–oetSllnlnen. ldan £ i: an tlllscamana ised wrong upp cassette, causing the current cet.ia–mnsen Dllr enksl. Setta AER nflUliort enom att ANORDNA kuggat.en 96 vic sjfelra oc. 'L'enoia is t *, t irfclnaa safe med kuggB 95 ngen. As is guarantee. "ar ur fis. 9 ka–en "ultra 1q5» E–f'fraeld an outer red t–3q etc it »saettas oever splnielna 23 fyrkantiga low. Bullen lo and 5 at r ur» Jeremiah inverkan av en f.laeder 1q6 ocn ned spindle rotates » da paprat drakes * r "r * AT * rullen snaVbhe I av tungans rotation tan nan da it" reaches a pa–npret blir jslu *, AA att en ny rulle lean insaettas, Inna p.ndan av fler Gala * Ht oever | vropieringDanoranington – uaskinen verkar p 'in the following way: Har rullen * ied det klnaliga PAPP–ie * inlagts 1 allden 33 »34 ocn pappret ellar ett dfirmed foerenat tygtard Forts £ vui –. T'sfcplattan» Genome Daaden oc'n gtnom dragvalaarna, weather foeraae * TA8 »Otom January 4 £ *. * nj is darinat n.lulet 64» axaln 65 ocn Hjulet 67 'sed the shaft 36 1 Eten–e and htfaduAE * db rotation. thus been kommer NTAR–st iftwtMM 39 att roeras forwards senare ut – Gp. – "Ai–t 37 ocn uexeln 23 att vrida aig Medels such TSataenen 91 ocn kuggnjulet 25 – ~ e drpl sittande excenterakivcrna required to raise the tryckplattan 14 am iju ned sin. '" '| I'VKj and ue.aA praasar pappereremsana daeruppa lihanae atyeke toward the an–ny det took a bath journalled Negative DARPA tr'a'far ut Sprang's 33 against the tryckrullen 93 ocn framluter stanssn 94, the war oppnar tiiireaellngsklaffania 7 sedels's and Arnie's V–95 kuggst and ngen 96 ocn kfrfgnduloen 93 ocn loo – Daerlzenoo exponeras psp peraatyaiet, sot. llifiir unaer Negative, FRSN iJuak and Uan, som anbragte orar–om ildan g. Har utspringet 33 frigivit miyM94, the weather. sluta elg tllifagUzigs–kiaffariia, rccoan utaprtxyet 37 Snnu fastnaiier tryokpla–tan sl £ nge * nia tHlrgllngsroreleen ar slutfoerd. Friges at aengen 39, a * alnker sig–trycfcplat * an oel. pappersremsans' astkiaraning uppfcSves. DARP * Dor lar vevtappen 63 »com Biner at the niulet 67, att Lyt *. * N and varmsn 70, som da trS'far not medtagaren 72 de la ooh it Denna lyfter kufjgatanen 71 Daerijenora vrides matarvalsana 63 ocn 63 sedels sparrnjulsanordningen 74 ocn 75 ett TfrirfT, kuoe5Bt level corresponds to the f * n lyftade and tjckef0c] ~. Thus was frasskjutas pappersremsan the rolls av ett notsvarande stycke sencr–naklnen. Kar * 63 reaches its Appen–of Lage sh | fc3r up valadrlften, ocn nlvamen 70 vilnder JSmte kugga itafloen 71 tiiisaka till sitt. vilolaege. Dr. Emellertid * ra ut Sprang 37 ocn 36 aeter p and mmtyeSneTe * 'ocn 94 »varpa de teekrlvm naenoelserna er it is repeated. Mattet the av converter for each ging foerekommande I> apper8fra and 8FC] utnin <i regulatedthe by connecting the foerstaella skruven 77, causing the current upplyftandet av ku £ gsts.n–gon 71, aori rests pfi skruven, ineialles. sxponpringstlflen regulatedthe. 'uncle sruvd–tare eller l and agsaumare gaeng av iggsaettninsfotarn. roer a't erna er, mycket 1'neuffl sang av hilly aer i iiandvev p * 102 is arranged to the shaft 65, som ir / en agnars national anvaendas for driving the heavy kind. »* # | / 'PatsntansBrSic. 1) iotografiak Kopiering Science framkallningBTr.aBkin, characterized thereby that the tryckplattsn (1 * 0 och tillreglingaklafama (/, £) av kopleringa–an.ordnln–en o «n you open? percent a 'ls I roerelse atta majarevalaama (£ 2.63) * oer pap–X–CTSTer and aaetue ig m * ng under foemridling ar TflviyBi (89 »91ll7I) som i eter each other isingaaetea av en gereenaam, likformigt rotating kugghjulautvexllng (65.66,67,36). 2) isiaekin enl! you anspraic 1), characterized by saying att.wavMtA and K (71) »car. arlverwSSrmlaarna (62.63) is a konstruerad oa kuiiga AANS, col. star 1 injrepp med den ena na * arr field (63) aeenom ett Blott one I rotatlonarlktning.iJiraed kopplat ku, njul arivea och av en avaenganae haevarre. 70 Medels I 1 hBJftlSget frataelltiar tt.ed *, are (72). 3) Vae. "in a 3 nil t ancprak 1) and 2), characterized thereby that the ACA rted –nb (72) is f–iat fnitunden tned kuggatSngen (71) and described £ gatSn. ei3 ~ ai a lv *. r '«t, ternir Ono ** tt 1 wedding foerataelltart lagr r (skruv 77). 4) The machine according to anaprak 1) till 3), kennatecknad By means of a * a * tww uuem (89 "9 * 0« bok Earn points to your driving the koplerlnisanordnlnsen, drlvea–Erom utsprang (37.38) and in that Deraa rcirolaer oeverfSraa PU tryckpla'tan (IU) and fillreHngsklaffarna (7.3) such goenon l / ijatngack "«} to 91i25 ooh 97 till lon) 5) The earth according to one till it ansprak, characterized in that the cenoe kugga *?: rs–veanlaccn (91) * rj'Okpiattan (1 * 0 ar inordnad Srstaellbart p–aln (39) r att REGLER praaatrycket.

6) anaprik according to one of Maikki) till 5), characterized in that the enom copies, erJngasnordningcna exponpringalada (6) can be wrong and in that the upp kuatangen (96) r.i '5 's Driva tlllregllng3kla *, rarr.i? r aiibragd PIL s.1Slva Ladan. 7) –.. Ueiln according to ansprak 1) Mil 6), characterized thereby that the rolls (62.63) into engagement stu i ned varundra genau, kugi.lul (79,30) and i * t the lower the roller AER foeraedd Red aidorJngaklvor (83), aoa 1 Ingripa the upper salaena ringapaer (34 –). 8) i–according to aakln, anaprfik 1) till 7) »genon characterized in that the API–oin (28)« Sr iapperarullen (27) lr journalled pa en utdragbar ram (31.33). p * Vilken apJr.ielstMan (3p) ARO ffirstallbara pa tvarstangarna (31) »rin ga li £ i« irall (IIT till aplnfleln. 9) The machine according to the analysis prik 1) 111 * 3),–the Tecknade? ENAC a * s rar.ar bead (103) for «ftrvalaarna (54) ftr dat.7enon Baden –" crude paopret aro upn and FNG–da VLA naakl rF * |. 'IIlr! Nae n –9 – / i 10) Justin eslig * anaprlit lj till 9), lcannetoeGtoeaa genon at tr * and gan (51.52,53) Or de oliica *** rtoraa Aro at the bo TNET rueraedda r.ed r dJupr. iaar (55) for olawRavsmining. x

0) US3839665A – APPARATUS MEASURING RELATIVE VELOCITY OF MOVABL...

134) Family number: 31167574 (US3839665A) © PatBase

Title: APPARATUS MEASURING RELATIVE VELOCITY OF MOVABLE MEMBERS INCLUDING MEANS TO DETECT VELOCITY FROM THE POSITION ENCODER

Priority: US19700023569 19700330 US19710157283 19710628 US19760726386 19760924 US19740505105 19740911 US19730394072 19730904 US19720229314 19720225

Family:

Publication number	Publication date	Application number	Application date
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Probable Assignee: XEROX CORP

Assignee(s):(std): DIABLO SYSTEMS INC ; GABOR A ; XEROX TE ROCHESTER NEW YORK VER ST V A CORP ; XEROX CORP XEROX SQUARE ROCHESTER NEW YORK E U A ; XEROX CORP US ; XEROX CORP

Assignee(s): XEROX CORP 14644 ROCHESTER N Y US ; XEROX CORP ROCHESTER N Y V ST A ; XEROX TE ROCHESTER NEW YORK VER ST V AM CORP ; GABOR A US ; GABOR ANDREW

Inventor(s):(std): GABOR ANDREW ; GABOR A ; ANDREW GABOR ; ANDORIYUU GAABOUA ; A GABOR

Inventor(s): GABOR A US ; GABOR ANDREW DANVILLE CALIF V ST A ; GABOR ANDREW DANVILLE CALIF US ; GABOR ANDREW DANVILLE CALIF

International class (IPC 8–9): B41J1/24 B41J1/30 B41J19/18 B41J19/20 B41J29/38 B41J7/34 B41J7/48 G01P3/42 G01P3/44 G01P3/481 G05D13/62 G06K15/00 G06K15/06 G06K15/08 G11B21/08 G11B5/55 G11B5/596 H02K11/00 H02P23/00 (Advanced/Invention); B41J1/00 B41J19/18 B41J19/20 B41J29/38 B41J7/00 G01P3/42 G05D13/00 G06K15/00 G06K15/02 G11B21/08 G11B5/55 G11B5/596 H02K11/00 H02P23/00 (Core/Invention)

International class (IPC 1–7): B41J1/22 B41J1/24 B41J1/28 B41J1/30 B41J1/32 B41J19/18 B41J5/00 B41J7/36 B41J7/48 B41J9/00 B41J9/04 G01P3/42 G01P3/44 G01P3/56 G05B1/00 G05B5/01 G05D13/62 G06K15/00 G06K15/02 G06K15/06 G11B21/04 H04L17/16

CPC: B41J19/20 H02P23/16 G11B5/5547 G11B5/596 G01P3/42 G01P3/481 G01P3/44 B41J1/24 B41J19/202 B41J29/38 G11B5/5521

European class: B41J1/24 B41J19/20 B41J19/20B B41J29/38 G01P3/42 G01P3/44 G01P3/481 G11B5/55D G11B5/55D1D2 G11B5/596 H02P23/00D

US class: 101/93.19 197/53 318/603 318/608 318/61.6 318/616 318/618 318/654 318/660 318/661 400/144.2 400/157.2 400/162.1 400/162.2 400/162.3 400/163 400/175 G9B/5.187 G9B/5.192 G9B/5.216

Classification Explorer

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Abstract:
Source: US3839665A A transducer coupled to a motor shaft provides both position and velocity information for use in a closed loop control system. The transducer includes a disk with deposited metallic parallel conductors each conductor carrying current in a direction opposite to the adjacent conductor. Relative movement of one disk with respect to another produces a position signal in a manner well known in the art. However, multiple windings are used to provide multiple position signals displaced in space phase which are then processed by differentiation and commutation to provide a velocity signal used as a control voltage in the control loop. A reference signal is also derived by commutation from the position signal.

0) US2006119175A – UNDERCARRIAGE SYSTEM OF MULTIPLE ENDLESS CHAIN ...

135) Family number: 33057920 (US2006119175A) © PatBase

Title: UNDERCARRIAGE SYSTEM OF MULTIPLE ENDLESS CHAIN LINKS OF A TRACKED WHEEL TYPE

Priority: US20040633450P 20041207 US20050056646 20050211

Family:

Publication number	Publication date	Application number	Application date
US2006119175 AA	20060608	US20050056646	20050211

Probable Assignee: GARZA ENRIQUE

Assignee(s):(std)**:** GARZA ENRIQUE

Inventor(s):(std)**:** GARZA ENRIQUE

Agent(s): ENRIQUE GARZA

International class (IPC 8–9)**:** B62D55/08 (Advanced/Invention); B62D55/08 (Core/Invention)

CPC: B62D55/14 B62D55/20 B62D55/26 B62D55/283

European class: B62D55/14 B62D55/20 B62D55/26 B62D55/28C

US class: 305/157

Classification Explorer

Cited documents: US5881831 A, US5303992 A, US4470641 A, US4452495 A, US4381828 A, US4119356 A, US4109971 A, US4027925 A, US3934664 A, US3764185 A, US3063401 A, US2758561 A, US2141421 A,

Abstract:
Source: US2006119175A An improved traction with automatic operation of the undercarriage system into terrain to various terrain including amphibiously having a resilient chainlink chasis Fig. 1 of resilient metal or resilient plastic or resilient composite or the combination thereof employing a multitude of resilient traction penetrators Fig. 3 chainlink side ends angled downward for greater traction Fig. 22 resilient enlongated traction penetrator Fig. 8 and 9 resilient flap traction penetrators Fig. 37 and 38 with rubber traction pads capable to quick release and attach to chainlinks with optional pad materials the penetration assembles systems attach unto chainlink chasis the multiple penetrators work together simeoustaneously flexing or exstending and retracting automatically dictated by the combination of vehicle weight and temperment of terrain and the automation is manipulated in combination with resilient technology principals and resilient roller wheels activater and diactivator Fig. 23 and 26 and 49 figure links adaptable unto rubber wheel assemblies

136) Family number: 3714926 (US5090256A) © PatBase

Title: METHOD AND APPARATUS FOR SAMPLING THE GASEOUS CONTENT OF A LIQUID

Priority: CA19892006766 19891228 FR19890005518 19890426

Family:

Publication number	Publication date	Application number	Application date
CA2006766 AA	19901026	CA19892006766	19891228
CA2006766 C	19951017	CA19892006766	19891228
ES2017566 AF	19910216	ES19890003912	19891116
FR2646508 A1	19901102	FR19890005518	19890426
FR2646508 B1	19940429	FR19890005518	19890426
GB2230857 A1	19901031	GB19890024606	19891101
GB2230857 B2	19920325	GB19890024606	19891101
GB8924606 A0	19891220	GB19890024606	19891101
IT1237916 A	19930618	IT19890022712	19891215
IT8922712 A0	19891215	IT19890022712	19891215
JP2028643 C3	19960319	JP19890338055	19891226
JP2297039 A2	19901207	JP19890338055	19891226
JP7060128 B4	19950628	JP19890338055	19891226
NO302716 B1	19980414	NO19890005046	19891214
NO895046 A	19901029	NO19890005046	19891214
NO895046 A0	19891214	NO19890005046	19891214
OA9056 A	19910331	OA19890059675	19891101
US5090256 A	19920225	US19890441546	19891127

Probable Assignee: GEOSERVICES EQUIPEMENTS

Assignee(s):(std)**:** GEOSERVICES ; JIYOSERUBISU SA

Assignee(s): SOCIETE ANONYME DITE GEOSERVICES ; ANONYME GEOSERVICES SOC ; GEOSERVICES EQUIPEMENTS ; GEOSERVICES S A ; GEOSERVICES SA ; GEOSERVICES ZONE IND ; ISSENMANN OLIVIER

Inventor(s):(std)**:** ISSENMANN OLIVIER ; OLIVIER ISSENMANN ; ORIBEIYA ISENMAN

Agent(s): FETHERSTONHAUGH AND CO

International class (IPC 8–9)**:** E21B21/06 E21B49/00 G01N1/00 G01N1/14 G01N1/22 G01N33/24 G01N33/28 (Advanced/Invention); G01N1/24 (Advanced/Non–invention); E21B21/00 E21B49/00 G01N1/00 G01N1/14 G01N1/22 G01N33/24 G01N33/26 (Core/Invention); G01N1/24 (Core/Non–invention)

International class (IPC 1–7)**:** B01D19/00 E21B21/06 E21B49/08 G01N1/00 G01N1/02 G01N1/14 G01N1/22 G01N27/62 G01N33/24

CPC: E21B21/01 G01N1/2294 E21B49/005 E21B21/067 G01N1/14 G01N1/24 G01N33/2823 G01N2001/2267

European class: E21B21/06N4 E21B49/00G G01N1/00B2 G01N1/14 G01N1/22F G01N1/24 G01N33/28E S01N1/00B2 S01N1/22F5 S01N1/24

US class: 73/863.21 73/863.23 738/632.3

Classification Explorer

Cited documents: US4887464 A, US4836917 A, US4765182 A, US4739655 A, US4699886 A, US4635735 A, US4546640 A, US4365977 A, US4319482 A, US3982432 A, US3759087 A, US3381536 A, US3306229 A, US3118738 A, US3039309 A, US2923151 A, US2704658 A, US2700897 A, US2341169 A, JPS58202858, JPS5764684 U, JPS56114814 U, JP58202858 A2, JP57064684 U1, JP56114814 U1, GB1438105 A,

Forward Citations: WO16165813, WO13021010, WO05045179, WO04027208, WO03027641, WO0122050, US9651481, US9568419, US8912000, US8810794, US8632625, US8056408, US7752906, US7748280, US7465426, US7458257, US7421881, US7232548, US7213443, US7032444, US6396276, US6374668, US6188223, US5883516, US5199509, US2016115786, US2014130671, US2013263647, US2011308391, US2010031732, US2009050369, US2009049889, US2008041172, US2007137293, US2005150381, US2004265176, US2004014223, US2003226394, US2002001543, JP9292318, JP3281535, JP2008514837, ITMI20091792, GB2424847, GB2424847, GB2421792, GB2421792, FR2829945, FR2815074, FR2799790, EP3081740, EP2557265, EP1167945, EP1131615, CN104986195, CN102580360, CN102580360, CN102580359, CN102022114,

Abstract:
Source: US5090256A A method and apparatus for sampling the gaseous content of a liquid laden with solids initially involves sampling the liquid as close as possible to the source of the liquid. A strainer housing having a strainer plate for filtering out debris in the liquid is connected to a suction pump for sucking the liquid into the housing and to the pump. The pump delivers the sampled liquid to a degassing device mounted on a frame with the pump. The degassing device agitates the liquid to liberate gases suspended therein. The gases are then collected from the degassing device so that the gases may be analyzed. A motor mechanism on the frame drives the pump, a rotating agitator in the degassing device and a rotating scraper on the exterior of the strainer plate simultaneously. This method and apparatus are particularly applicable to the sampling of drilling mud from an oil well exploration site for purposes of analyzing the hydrocarbon content of the drilling mud.

0) US2013085642A – ANALYZING ROAD SURFACES

137) Family number: 53414767 (US2013085642A) © PatBase

Title: ANALYZING ROAD SURFACES

Priority: EP20110183423 20110930

Family:

Publication number	Publication date	Application number	Application date
DE602011023988 D1	20160428	DE201160023988T	20110930
EP2574511 A1	20130403	EP20110183423	20110930
EP2574511 B1	20160316	EP20110183423	20110930
JP2013079937 A2	20130502	JP20120141120	20120622
JP5571125 B2	20140813	JP20120141120	20120622
US2013085642 AA	20130404	US20120606553	20120907
US8825306 BB	20140902	US20120606553	20120907

Probable Assignee: HONDA RES INST EUROPE GMBH

Assignee(s):(std)**:** DANKERS ANDREW ALEXANDER ; HONDA RES INST EUROPE GMBH

Assignee(s): HONDA RESEARCH INST EUROPE GMBH ; HONDA RESEARCH INSTITUTE EUROPE GMBH

Inventor(s):(std)**:** ANDREW ALEXANDER DANKERS ; DANKERS ANDREW ALEXANDER ; DANKERS DR ANDREW ALEXANDER

Agent(s): MITSCHERLICH PATENT U RECHTSANWAELTE PARTMBB; RUPP CHRISTIAN; SQUIRE PATTON BOGGS US LLP

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

International class (IPC 8–9)**:** B60T7/12 B60T8/172 B62D6/00 G01B11/30 G01M17/007 G01N19/02 G05D1/00 G06F15/00 (Advanced/Invention)

CPC: B60T8/172 B60T2210/12 G06N3/049 G06K9/00791 G06K9/605

US class: 701/1 701/48 701/82 702/155

Classification Explorer

Cited documents: US5652655 A, US2008135731 AA, JP7500660 T2, JP60142208 A2, JP2697307 B2, JP2011034458 A2, JP2009042115 A2, JP2007086720 A2, JP2001166011 A2, JP11514826 T2, JP10221043 A2, JP10103939 A2, EP2196792 A1, EP1964736 A1, EP0412791 A2, DE10314424 A1, DE10314242 A1,

Forward Citations: WO17060590, WO16044431, WO16043918, WO16036664, WO16025811, WO16025808, WO15097149, US9435885, US9135219, US2016078321, US2016078001, US2016048515, US2013103274, US2013079990, KR101611789, FR3042292, EP3176013, EP2887009, DE102013211637,

Abstract:
Source: US2013085642A The invention proposes a system that uses a novel method to analyze the surface being about to be traversed by a vehicle. The system can be used to enhance vehicle safety and control. The system makes use of AER cameras such as the Silicon Retina. The Silicon Retina is used monitor the surface to be traversed, and a processing unit analyzes the surface based on the signal provided by the Silicon Retina. The proposed surface analysis method carried out by the system surpasses state–of–art analysis methods.

0) BRPI8406005A – MAQUINA PARA FABRICACAO DE TIJOLOS COMUNS DE AR...

138) Family number: 644112 (BRPI8406005A) © PatBase

Title: MAQUINA PARA FABRICACAO DE TIJOLOS COMUNS DE ARGILA PELO PROCESSO DE LAMINACAO E REFINACAO DO BARRO E MOLDAGEM AUTOMATICA MACHINE FOR MANUFACTURING OF COMMON CLAY BRICKS BY LAMINACAO AND REFINACAO PROCESS OF CLAY AND AUTOMATIC MOLDING (Machine translation)

Priority: BR1984PI06005 19841122

Family:

Publication number	Publication date	Application number	Application date
BRPI8406005 A	19860617	BR1984PI06005	19841122

Probable Assignee: ANTONIO RODRIGUEZ CANO

Assignee(s):(std)**:** ANTONIO RODRIGUEZ CANO ; BENEDITO ALBERTO VOLPON ; SALVATORE TRICOLI

Inventor(s):(std)**:** ANTONIO RODRIGUEZ CANO ; BENEDITO ALBERTO VOLPON ; CANO ANTONIO RODRIGUEZ ; SALVATORE TRICOLI ; TRICOLI SALVATORE ; VOLPON BENEDITO ALBERTO

International class (IPC 8–9): B28B17/02 B28C1/14 (Advanced/Invention); B28B17/00 B28C1/00 (Core/Invention)

International class (IPC 1–7): B28B17/02 B28C1/14

Classification Explorer

Abstract:
Source: BRPI8406005A < • ss v • l ¦•••• – ••?r#.5:• ss»»ss •• RESUMO Patente de invencao: "MAQUINA PARA FABRICACAO DE TIJOLOS COMUNS DE ARGILA PELO PROCESSO DE LAMENACAO E REFINACAO 00 BARRO E MOLDAGEM / AUTOMATICA" que preparando previamente o referido barro para homoge 05– neiza–lo por intermedio de uns cilindros que ao faze–lo passar por entre eles atraves de estreita fenda regulavel, o laminam e refinam provocando atrito entre as particulas e limitando a espessura ou ca libre destas, esse mesmos cilindros impulsam o barro, ja com pres – sao definida, em direcao a moldes dispostos em tomo de uma roda ou 10– tambor colocado impediatamente sob esses mesmos cilindros que, pelo efeito dessa pressao sao totalmente preenchidos dando–se assim for ma definida ao tijolo que e depois expulso do molde por efeito de um sistema de carne excentrico num ponto localizado na parte info– / rior da maquina, oposto aquele no qual se processou o enchimento, e 15– caindo por gravidade, deposita–se numa esteira transportadora que / vai retirando da maquina a sucessao de tijolos assim produzidos aju dando na desmoldagem um sistema de pulverizacao intermitente de um fluido lubrificante que tende a reduzir a aderencia do barro nas qa redes do molde, existindo final mente a possibilidade de os tijolos/ 20– apresentarem numa das faces a marca, nome ou emblema do usuario da maquina quando o mesmo for colocado, em negativo e em relevo, adi–/ cionalmente, no fundo dislocavel dos moldes que, empurrando o barro para fora do molde realiza a desmoldagem. < • v • l... • • • • • •? r #. 5: • ss · ss • • SUMMARY of invention Patent: "MACHINE for MANUFACTURING of COMMON CLAY BRICKS by LAMENACAO and REFINACAO PROCESS 00 clay and MOLDING/AUTOMATICA" that preparing the clay to homoge–05 referred to neiza him through a few rods to make him go through among them through narrow gap adjustable, the laminate and refine causing friction between the particles and limiting the thickness or ca libre of these This same motivate the clay cylinders, ja with pres–set, in direction to templates arranged in a wheel or Tome 10–drum placed impediatamente under these same rods, by the effect of this pressure are fully filled with so ma defined the brick and then expelled from the mold through a system of eccentric meat at a point located at the info–/row machine, opposite that at which was filling, and 15–falling by gravity, is deposited on a conveyor belt that will machine the removing/sequence of bricks so produced help giving in a spraying system intermittent release of a lubricating fluid which tends to reduce the grip at the clay in the mold and networking qa end mind the possibility of the bricks/20–present on one side the brand, name or emblem of the user of the machine when it is put in negative and in relief, adi–/Pro, at the bottom of the dislocavel templates, pushing the clay out of the cast performs the demoulding.

0) EP0863071A1 – MOTOR VEHICLE FOR ICY SURFACES KRAFTFAHRZEUG F...

139) Family number: 11081797 (EP0863071A1) © PatBase

Title: Motor vehicle for icy surfaces

Priority: CA19982227631 19980223 FR19970002377 19970224

Family:

Publication number	Publication date	Application number	Application date
CA2227631 AA	19980824	CA19982227631	19980223
EP0863071 A1	19980909	EP19980410012	19980216
FR2759965 A1	19980828	FR19970002377	19970224
FR2759965 B1	19990514	FR19970002377	19970224
JP10236318 A2	19980908	JP19980040481	19980223

Probable Assignee: SLED 3000

Assignee(s):(std)**:** SLED 3000

Assignee(s): TERMINI FRANCIS

Inventor(s):(std)**:** TERMINI FRANCIS

Inventor(s): FRANCIS TERMINI

Agent(s): ROBIC; CABINET HECKE; NAGAI HIROSHI

Designated states: AT BE CH DE DK ES FI FR GB GR IE IT LI LU MC NL PT SE

International class(IPC 8–9)**:** B60K23/00 B60R19/16 B62B15/00 B62B19/00 B62B5/00 B62D57/00 B62M27/02 (Advanced/Invention); B62B15/00 B62B19/00 B62B5/00 B62M27/00 (Core/Invention)

International class(IPC 1–7)**:** B60K23/00 B60R19/16 B62B15/00 B62B19/00 B62D57/00 B62M27/02

CPC: B62B5/0006 B62B15/008 B62M27/02 B62M2027/026

European class: B62B15/00W B62B5/00B B62M27/02 L62M27/02F

Classification Explorer

Cited documents: WO9606000 A1, US4826185 A, US4350221 A, US3785688 A, FR1004546 A,

Abstract:
The vehicle has an on–board source of energy for feeding the electric motor (22) of the motor and reduction gear complex. A steering mechanism is mechanically connected to a steering wheel. Control devices are provided for the motor and reduction gear complex and for the steering mechanism. An electronic unit may be provided for receiving radio signals for remote control of the motor. Slide runners (32) are fitted under the lower part of the chassis (14) in order to be in permanent contact with the ice surface. Each runner is joined to the chassis by a spring telescopic mechanical connection, providing the suspension of the vehicle. Shock absorbers extend from the periphery of the chassis in order to absorb shocks in the event of a collision.

0) FI9887A – ELASTISK HJULRING FOER VAGNAR AV ALLA SLAG

140) Family number: 39299094 (FI9887A) © PatBase

Title: Elastisk hjulring foer vagnar av alla slag

Family:

Publication number	Publication date	Application number	Application date
FI9887 A	19231019		00000000

Inventor(s):(std)**:** ROMAN KRENSKI VON

Inventor(s): KRENSKI VON ROMAN

International class (IPC 8–9): B60C7/00 (Advanced/Invention); B60C7/00 (Core/Invention)

International class (IPC 1–7): B60C7/00

Classification Explorer

Abstract:
Source: FI9887A 1, Hjulrins foer vagnatss av alla slag, vilken Kr sammanaatt av oelaafciska eezrasnt ooh tas lian dessa anbragta elastiska lataa lier, kaenns tsolmad dSrav, att de os laat leka ssgrasnten foer foerhindrande av «Brmsaokurauiering Sr(C) utfoerd« l fon–i av med vsntilationa and ppningar fueraedda haellcroppar av ostall silsr nå– got annat material »sd sed vffrras ledn inga foerraåg** varvid ntfrandss oeppningar litmpligen uro 3ae balBçna, att BQjtrasntan Kro Uppna att hjulrinena iaitt ooh vie segmentens aendar, 1, Hjulrins for vagnat ss av alla kinds, Vilken Cr sammanaatt av oelaafciska eezrasnt ooh pocket dirt industry anbragta the elastic download lier, kanns tsolmad dSrav, in that de hammer os box ssgrasnten for foerhindrande av «Brmsaokurauiering Sr (C) utfoerd« l fon–i av med vsntilationa and ppningar fueraedda haellcroppar av ostall silsr neighbors got to give material »sd sed vffrras inoperative, their inga foerraag ** whereby the openings ntfrand ss litmpligen uro 3R balBcna, att BQjtrasntan Kro Uppna att hjulrinena iaitt ooh segmentens takes its ends,

0) WO16096312A1 – GEARING FOR A MOTOR VEHICLE, A DRIVE TRAIN, AND...

141) Family number: 62731894 (WO16096312A1) © PatBase

Title: GEARING FOR A MOTOR VEHICLE, A DRIVE TRAIN, AND A METHOD FOR OPERATING SAME

Priority: DE201410226708 20141219

Family:

Publication number	Publication date	Application number	Application date
DE102014226708 A1	20160623	DE201410226708	20141219
WO16096312 A1	20160623	WO2015EP77032	20151119

Probable Assignee: ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s):(std)**:** ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s): ZF FRIEDRICHSHAFEN AG

Inventor(s):(std)**:** BECK STEFAN ; BREHMER MARTIN ; GRIESMEIER UWE ; HORN MATTHIAS ; KALTENBACH JOHANNES ; KING JULIAN ; KUBERCZYK RAFFAEL ; MORAW JENS ; MUENCH ECKEHARD ; PAWLAKOWITSCH JURI ; SCHARR STEPHAN ; WARTH VIKTOR ; WECHS MICHAEL ; ZIEMER PETER

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60K6/365 B60K6/48 B60K6/547 F16H3/72 (Advanced/Invention)

CPC: B60K6/48 B60K6/365 B60K6/547 B60K2006/4816 F16H3/725 F16H3/728 F16H2200/2007 F16H2200/2038 F16H2200/2041 F16H2200/2043 F16H2200/2094 F16H3/663 F16H2200/2064 Y02T10/6221 Y02T10/6256

Classification Explorer

Cited documents: US6592484 BA, US2012035014 AA,

DE102013225208 A1

DE102012219733 A1

DE102011117863 A1

Abstract:
The invention relates to a gearing (G) for a motor vehicle, comprising an input shaft (GW1), an output shaft (GW2), a first planetary gear set (P1), a second planetary gear set (P2), and at least one first switching element (14), one second switching element (15) and one third switching element (04), said first and second planetary gear sets (P1, P2) being designed as minus gear sets, a sun gear (E11) of said first planetary gear set (P1) being permanently connected to a sun gear (E12) of the second planetary gear set (P2) and thus being a component of a first coupling shaft (V1), a planet carrier (E21) of the first planetary gear set (P1) being permanently connected to a ring gear (E32) of the second planetary gear set (P2) and thus being a component of a second coupling shaft (V2), the input shaft (GW1) being connectible to a ring gear (E31) of the first planetary gear set (P1) by means of the second switching element (15), the output shaft (GW2) being directly attached to the second coupling shaft (V2), the planet carrier (E22) of the second planetary gear set (P2) being securable, in a rotationally–fixed manner, by engagement of the third switching element (04), the input shaft (GW1) being connectible to the planet carrier (E22) of the second planetary gear set (P2) by means of the first switching element (14), and said gearing (G) comprising a first electric machine (EM1) with a non–rotatable stator (S1) and a rotatable rotor (R1), said rotor (R1) being connected either switchably or permanently to the first coupling shaft (V1), the first and third switching elements (14, 04) being designed to be power–shiftable switching elements that produce a force–fitting connection when engaged, and the second switching element (15) being designed to be a form–fitting switching element, particularly a jaw–type switching element.

142) Family number: 6535556 (GB2221499A) © PatBase

Title: Buoyant accommodation and power generating structure

Priority: GB19880018506 19880804

Family:

Publication number	Publication date	Application number	Application date
GB2221499 A1	19900207	GB19880018506	19880804
GB8818506 A0	19880907	GB19880018506	19880804
GB8822396 A0	19881026	GB19880022396	19880923
GB8901060 A0	19890315	GB19890001060	19890118

Probable Assignee: HERPAY DR ZOLTAN

Assignee(s):(std)**:** HERPAY DR ZOLTAN ; HERPAY Z ; HERPAY ZOLTAN

Assignee(s): DR ZOLTAN HERPAY

Inventor(s):(std)**:** HERPAY R ZOLTAN

Inventor(s): R ZOLTAN HERPAY

International class (IPC 8–9): F03B13/18 F03B17/06 (Advanced/Invention); F03B13/00 F03B17/00 (Core/Invention)

International class (IPC 1–7): F03B13/00

CPC: F03B13/181 F03B17/062 Y02E10/28 Y02E10/38

European class: F03B13/18B2 F03B17/06C Y02E10/28 Y02E10/38

Classification Explorer

Abstract:
Source: GB2221499A A buoyant structure comprises an anchored stator SRC surrounded by a rotatable ring of buoyant wings (SSW, SHW WW, DSW,DBW, BFW and BW, Fig. 2). Water flow acting upon the wings causes the ring to rotate thereby generating power. The structure is stated to function as a city and is serviced by floating roads NFR, SFR. Each road FR (Figure 1) is provided with breakwaters and wave power generators 13. The roads and structure can be used to span a stretch of water. Various functional details are disclosed.

0) DE2534332A1 – ROLLTREPPENFAEHIGER WAGEN, INSBESONDERE MIT ENT...

143) Family number: 1630278 (DE2534332A1) © PatBase

Title: ROLLTREPPENFAEHIGER WAGEN, INSBESONDERE MIT ENTSPRECHENDEN WAGEN SCHACHTELBARER, ROLLTREPPENFAEHIGER TRANSPORTWAGEN MIT WEGROLLSICHERUNG BRAKED SHOPPING TROLLEY FOR ESCALATOR – WITH BRAKE STRIPS UNDERNEATH AND AUTOMATIC BRAKING WEDGES OPERATING DIRECT ON TYRE WHEN TILTED

Priority: DE19752534332 19750801

Family:

Publication number	Publication date	Application number	Application date
DE2534332 A1	19770602	DE19752534332	19750801
DE2534332 B2	19780706	DE19752534332	19750801
DE2534332 C3	19860417	DE19752534332	19750801

Probable Assignee: FLUGHAFEN FRANKFURT MAIN AG

Assignee(s):(std): FLUGHAFEN FRANKFURT MAIN AG

Assignee(s): FLUGHAFEN FRANKFURT MAIN AG 6000 FRANKFURT DE ; FLUGHAFEN FRANKFURT AM MAIN AG ; FLUGHAFEN FRANKFURT AM MAIN AG 6000 FRANKFURT

Inventor(s):(std): EWALD DIETER ; EWALD DIETER ING GRAD ; FREY WILLI ; FREY WILLI ING GRAD ; RASCH GERHARD ; SINGERHOFF JUERGEN ; SINGERHOFF JUERGEN ING GRAD

Inventor(s): SINGERHOFF JUERGEN ING GRAD 6094 BISCHOFSHEIM ; SINGERHOFF JUERGEN ING GRAD 6094 BISCHOFSHEIM D ; SINGERHOFF JUERGEN ING GRAD 6094 BISCHOFSHEIM DE ; SINGERHOFF JUERGEN ING ; RASCH GERHARD 6095 GUSTAVSBURG ; RASCH GERHARD 6095 GUSTAVSBURG DE ; FREY WILLI ING GRAD 6072 DREIEICHENHAIN ; FREY WILLI ING GRAD 6072 DREIEICHENHAIN DE ; FREY WILLI ING ; EWALD DIETER ING GRAD 6050 OFFENBACH ; EWALD DIETER ING GRAD 6050 OFFENBACH DE ; EWALD DIETER ING

International class (IPC 8–9): B62B5/02 (Advanced/Invention); B62B5/02 (Core/Invention)

International class (IPC 1–7): B62B5/02

CPC: B62B5/021

European class: B62B5/02E

Classification Explorer

Cited documents: US3501164, US3362496, US2917120, DE7242079 U, DE2364515, DE2030583,

Forward Citations: US6029982, FR2594398, DE3117767, DE2812050, DE19718060, DE19504110,

Abstract:
Source: DE2534332A1 Ansorueche 1) Rolltreppenfaehiger Wagen, insbesondere mit entsprechenden Wagen schachtelbarer, rolltrepperfaehiger Transportwagen mit Weg rollsicherung, mit einem mit Raedern versehenen Gestell, mit an der Unterseite des Fahrgestells vorgesehenen, sich etwa in Laengsrichtung des Wagens zwischen den Raedern erstreckenden Reihen von zueinander parallelen Querausnehmungen zur Aufnahme von vorzugs weise zwei benachbarten Stufenkanten von Rolltreppenstufen und mit an der Rueckseite des Fahrgestells angeordneten Pufferteilen, dadurch gekennzeichnet, dass die Qureausnehniungen als halbzylindrische Rillen (1) ausgebildet sind, dass die Pufferteile (2) an der Rueckseite des Fahrgestells hervorragen, dass die Unterseite der Pufferteile (2) von zwei keilfoermig zusammelaufenden Flaechen (3a,)b) begrenzt st und dass an der frontseite d–es Wagens (4) an der Unterseite des Fahrgestells (5) wenigstens eine zur Vertika– len nach hinten geneigte, um eine senkrechte Achse schwenkbare Ablenkflaeche (6) angeordnet ist 2) Rolltreppenfaehiger Wagen nach anspruch 1, dadurch gekennzeichnet, dass wenigstens zwei zur Frontseite des Wagens (4) hin konver gierend angeordnete Reihen von halbzylindrischen Rillen (1) vor gesehen sind 3) Rolltreppenfaehiger Wagen nach anspruch 1 oder 2, dadurch gekennzeichnet, dass das oder die Vorderraeder als allseits schwenkbare Rollen (7) mit Ausladung ausgebildet sind und in Bezug auf die Frontseite des Wagens (4) selbsttaetig in iNachlaufstellung ein stellbar sind 4) Rolltreppenfaehiger Wagen nach anspruch 1 oder 2, dadurch gekennzeichnet, dass das oder die Vorderraeder mit ausladung in all seits schwenkbaren haltern (8) aufgenommen sind und die halter(8) eine Ablenkflaeche (6) aufweisen 5) Rolltreppenfaehiger Wagen nach anspruch 4, dadurch gekennzeich– net, dass die Halter (8) in Bezug auf die Frontseite des Wagens(4) selbsttaetig in Nachlaufstellung einstellbar sind 6) Rolltreppenfaehiger Wagen nach Anspruch 1, 2, 3, 4 oder 5, dadurch gekennzeichnet, dass die Flaechen (3a, 3b)

an den Pufferteilen (2) profiliert ausgebildet sind 7) Rolltreppenfaehiger Wagen nach Anspruch 6, dadurch gekennzeichhet, dass die vordere Flaeche (3a) an den Pufferteilen (2) mit kegelfoermigen Noppen (9) versehen ist 8) Rolltreppenfaehiger Wagen nach Anspruch 1 bis 7, dadurch gekennzeichnet, dass das Fahrgestell (5) im Bereich der Hinterraeder (10) Seitenfuehrungsteile (11) aufweist 9) Rolltreppenfaehiger Wagen nach anspruch 8, dadurch gekennzeich net, dass die Seitenfuehrungsteile (11) die Halterung fuer die Hinterraeder (10) bilden 10) Rolltreppenfaehiger Wagen nach anspruch 8 oder 9,dadurch gekennzeichnet, dass an den freien Enden der Seitenfuehrungstelle (11) die Pufferteile (2) angeordnet sind 11) Rolltreppenfaehiger Wagen nach anspruch 1 bis 10, dadurch gekennzeichnet, dass oberhalb der Hinterraeder (10) je ein gegen die Laufflaeche andrueckbarer Buegel (12) angeordnet ist 12) Rolltreppenfaehiger Wagen nach Anspruch 11, dadurch gekennzeichnet, dass der Buegel (12) an Fuehrungsteilen (11) anhgelenkt ist 13) Rolltreppenfaehiger Wagen nach Anspruch 1 bis 12, dadurch ge lkennzeichnet, dass als Transportwagen an der Rueckseite im Bereich der Hinterraeder (10) am Fahrgestell (5) ein Rahmenbock (13) mit Bedienungsgriff (14) aufragt und zusammen mit dem Ladegestell(15) des Fahrgestells (5) sowie einem im Bereich der Frontseite aufra– genden Rahmengestell (16) den Ladebereich des Wagens (4) in Laengsrichtung und nach unten begrenzt und dass ein im Abstand vom bade– gestell (15) mittig zwischen Rahmengestell (16) und Rahmenbock 1(13) gefuehrter Buegel (17) den Ladebereich nach oben begrenzt 14) Rolltreppenfaehiger Wagen nach aspruch 13, dadurch gekenn– zeichnet, dass der sich zwischen Rahmenbock (13) und Rahmegngestell (16) erstreckende Abschnitt des Buegels (17) zur Frontseite des Wagens (4) hin geneigt angeordnet ist 15) Rolltreppenfaehiger Wagen nach Anspruch 13 und 14, dadurch gekennzeichnet, dass der obere rbschnitt des Rahmengestells (16) als eine gegen Federbelastung zwischen mit dem Buegel (17) gebildeten Anschlaegen schwenkbare Elappe (18) ausgebildet ist. The underside of the shopping trolley has brake strips running lengthwise along each side. The strips have semicircular grooves which grip the edges of the stair treads on the escalator and prevent the trolley from moving. The rear wheels have a padded brake wedge extending rearwards to operate a flexible mudguard brake on the rear wheels if the trolley is tilted to rest with its rear wedges on the treads. The front wheel has an angled deflector in front of it to operate a front wheel brake is tilted downwards on the escalator. The trolley is securely held on the escalator for moving up or down, no matter how much is loaded in it.

0) US2707926A – THREAD TENSIONING DEVICES AND MECHANISMS FOR AC...

144) Family number: 20071889 (US2707926A) © PatBase

Title: THREAD TENSIONING DEVICES AND MECHANISMS FOR ACTUATING THE SAME

Priority: GB19520021705 19520829 US19520273701 19520227

Family:

Publication number	Publication date	Application number	Application date
DE954208 A	19561213	DE1953U002030	19530207
DE954208 C	00000000		00000000
GB723595 A	19550209	GB19520021705	19520829
US2707926 A	19550510	US19520273701	19520227

Probable Assignee: UNITED SHOE MACHINERY CORP

Assignee(s):(std)**:** BRITISH UNITED SHOE MACHINERY ; UNITED SHOE MACHINERY CORP

Assignee(s): BRITISH UNITED SHOE MACHINERY CO LTD

Inventor(s):(std)**:** HAAS OTTO R ; HAAS OTTO RUDOLPH

International class (IPC 8–9)**:** D05B47/00 (Advanced/Invention)

International class (IPC 1–7)**:** D05B15/02 D05B49/06

CPC: D05B47/00

European class: D05B47/00

US class: 112/59

Classification Explorer

Cited documents: US487214 A,

Forward Citations: US9410275, US3088426, US3068815, US3055323, US2015013583,

Abstract:
Source: GB723595A 723,595. Sewing–machines. BRITISH UNITED SHOE MACHINERY CO., Ltd. (United Shoe Machinery Corporation). Aug. 28, 1953 [Aug. 29, 1952], No. 21705/52. Addition to 630,639. Class 112. In a thread–tensioning device according to the parent Specification, the braking band has an end portion extending more or less tangentially from its turns to be engaged by the member which causes it to grip the brake drum, and the latter member, while thus engaging the end portion of the band, exerts a frictional force lengthwise of it in a direction to assist in the required effect. Modified means are used for holding and adjusting the other end of the band, and provision is made for the application of only a reduced tension during the first stitch–forming cycle on starting (the tension being substantially removed when the machine is at rest) to avoid the possibility of pulling the thread out of the thread–end holder; the full tension is restored during the second cycle. In the form shown in Fig. 5 the brake band 20 surrounding the brake drum 17, which is secured to a spindle 16 rotating in needlebearings under the action of the thread passing over a wheel on the spindle, has one end 43 adjustably secured by means described below and the other end 19 extending tangentially into engagement with a roller 22 carried by the take–up lever 8. The arrangement is such that as the take–up lever moves to set a stitch it deflects the end 19 of the brake band to the left and at the same time exerts a frictional force drawing it downwards, both these actions serving to tighten the band on the drum to increase the thread tension; the second action ensures that the first turn of the band engages the drum to ensure smooth and correct action. When the take–up moves to give up thread the reverse effect occurs, the end of the band being lifted frictionally to disengage the first turn from the drum. The other end 43 of the band is guided in a fork 50 of a member 44 pivotally mounted on one of the bearings of the drum spindle, a screw 52, with lock–nut, being provided for adjustment of the band whereby the thread tension is adjusted. The member 44 is normally held in a position to tighten the brake band by a lever 60 engaging under the end of an arm 56 of the member 44 under the action of a spring 70: when the machine is stopped, the lever 60 is tilted to the position shown by a rod 82 to relieve the stress in the brake band and remove the tension in the thread. In the arrangement shown in Fig. 8 in the position in which the brake band is slackened, the member 84 engaging the end 43 of the band rests on a lever 90 spring–pressed clockwise and connected by a link 116 with a pivoted arm 114 in engagement with a second arm 110 which is moved anti–clockwise when the machine stops and which thus lifts the. arms 114 to the position shown. When the machine is started, the arm 114 is lowered by a spring 126 until stopped by a latch 118 engaging a nose 115 on the arm 114; in this position the member 90 engages the incline of a cam projection 85 on the member 84 so as to tighten the brake band enough to apply a tension less than normal to the thread. On its return from setting the first stitch, the take–up lever engages a nose 124 to draw the latch 115 clear of 114, so that the arm 114 can fall further and restore full tension to the thread by moving the member 90 right under the projection 85. Specification 656,765 also is referred to.

145) Family number: 50263346 (US2011320040A) © PatBase

Title: METHOD FOR ADJUSTING CONCRETE RHEOLOGY BASED UPON NOMINAL DOSE–RESPONSE PROFILE

Priority: US20100821451 20100623 WO2011US35851 20110510

Family:

Publication number	Publication date	Application number	Application date
AU2011269743 AA	20111229	AU20110269743	20110510
AU2011269743 BB	20141030	AU20110269743	20110510
AU2011269743 BI	20141127	AU20110269743	20110510
BR112012033266 A2	20161122	BR20121133266	20110510
CA2802367 AA	20121211	CA20112802367	20110510
CN103180710 A	20130626	CN201180040834	20110510
CN103180710 B	20150408	CN201180040834	20110510
CO6670528 A2	20130515	CO20130011483	20130122
EP2585809 A1	20130501	EP20110798553	20110510
EP2585809 A4	20170503	EP20110798553	20110510
HK1186772 A1	20160219	HK20130114198	20131223
IN00239DN2013 A	20140912	IN2013DN00239	20130109
JP2013531241 T2	20130801	JP20130516574T	20110510
JP5795062 B2	20151014	JP20130516574T	20110510
KR20140002590 A	20140108	KR20137000197	20110510
MX2012014931 A1	20130318	MX20120014931	20110510
TH129129 A	20131114	TH20121006587	20110510
US2011320040 AA	20111229	US20100821451	20100623
US8311678 BB	20121113	US20100821451	20100623
WO11162878 A1	20111229	WO2011US35851	20110510

Probable Assignee: VERIFI LLC

Assignee(s):(std): GR 2008 LLC ; KOEHLER ERIC ; ROBERTS MARK F ; VERDINO STEVE ; VERIFI LLC ; COOLEY ROY J

Assignee(s): DEUTSCHE BANK NEW YORK BRANCH COLLATERAL AGENT AG AS

Inventor(s):(std): COOLEY ROY J ; KOEHLER ERIC ; ROBERTS MARK F ; ROBERTS MARKS F ; VERDINO STEVE

Inventor(s): ROY J COOLEY ; STEVE VERDINO ; MARK F ROBERTS ; MARKS F ROBERTS ; ERIC KOEHLER

Agent(s): PHILLIPS ORMONDE FITZPATRICK; SMART AND BIGGAR; LUZ CLEMENCIA DE PAEZ; BENSON JOHN EVERETT; CRAIG K; STEPHEN P; LEMACK KEVIN S ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B01F15/00 B28C5/18 B28C5/42 B28C7/02 B28C7/04 C04B24/18 C04B24/22 C04B24/26 C04B24/30 C04B28/02 C04B40/00 G01N11/00 G01N11/14 G01N33/38 G05B21/00 G05D11/02 G05D11/16 G05D21/02 G05D7/00 (Advanced/Invention); G01N11/00 G01N33/38 (Core/Invention); G01N (Subclass/Invention)

CPC: G05D21/02 B28C7/026 G05D24/02 C04B40/0032

European class: C04B40/00D1 G05D24/02

US class: 366/135 366/142 366/54 366/8 700/265 700/265P 700/285 73/54.03 73/54.28

Classification Explorer

Cited documents: WO09144523 A2, WO09126138 A1, WO09126138, WO07060272 A2, US8118473 BB, US8020431 BB, US7624625 BB, US7386368 BB, US7384180 BB, US7246009 BB, US6997045 BB, US6611755 BA, US6484079 BB, US6227039 BA, US6224250 BA, US6042259 A, US6042258 A, US5948970 A, US5895116 A, US5752768 A, US5713663 A, US5114239 A, US4900154 A, US4544275 A, US4356723 A, US4318177 A, US4008093 A, US2012016523 AA, US2011029134 AA, US2011029134, US2010143696 AA, US2009171595 AA, US2009158969 AA, US2009158960 AA, US2009037026 AA, US2008316856 AA, US2008295741 AA, US2008092957 AA, US2008066653 AA, US2008027685 AA, US2008027584 AA, US2008027583 AA, US2007185636 AA, US2007171764 AA, US2006287773 AA, US2005138991 AA, US2005132782 AA, US2003172850 AA, US2002015354 AA, US0029134, JP4248443 A2, JP4248443, JP2000193579 A2, JP2000193579, JP11189450 A2, JP11189450, JP11042630 A2, JP11042630, JP04248443, GB2432675 A1, GB2426347 A1, GB2392502 A1, GB2144240 A1, ES2281267 AA, EP1961538 A2, EP0126573 A1, CN1652908 A,

Forward Citations: WO14062507, WO13144528, WO13089663, WO13089663, US9550312, US9511510, US9492945, US9466203, US9463580, US9388072, US9376345, US9108883, US8858061, US8764273, US8746954, US8491717, US2014107844, US2013272084, US2011077778, FR2988847, EP3057749,

Abstract:
Source: US2011320040A The invention relates to a method for adjusting concrete rheology requiring only that load size and target rheology value be selected initially rather than requiring inputs into and consultation of a lookup table of parameters such as water and hydration levels, mix components, temperature, humidity, aggregate components, and others. Dosage of particular rheology−modifying agent or combination of rheology−modifying agents is calculated based on a percentage of a nominal dose calculated with reference to a nominal dose response ("NDR") curve or profile. The NDR profile is based on a correlation between a rheology value (e.g., slump, slump flow, yield stress) and the rheology−modifying agent(s) dose required to change rheology value by one unit (e.g., slump change from 2 to 3 inches) such that exemplary methods can employ corrective dosing based on the NDR and the measured deviation by the system.

0) KR20170075681A – THE VARIOUS FLUID DISTRIBUTION ROTATING BODY IN...

146) Family number: 66266269 (KR20170075681A) © PatBase

Title:	The various fluid distribution rotating body in contact with the fluid to sharply as the front side of the blade (Machine translation)
Priority:	KR20170073257 20170601

Family:

Publication number	Publication date	Application number	Application date
KR20170075681 A	20170703	KR20170073257	20170601

Probable Assignee:	GIMGYEONGJUN
Assignee(s):	GIMGYEONGJUN
International class (IPC 8–9):	B62D35/00 B63H1/26 B64C27/467 B64C5/04 (Advanced/Invention)
CPC:	B62D35/00 B63H1/26 B64C27/467 B64C5/04

Classification Explorer

Abstract:
Source: KR20170075681A In company that manufactured objects should be shipped, it is why even without knowing it. He must know where the fundamental reason should come from. In one example, we use the wrong. In general passes is a vehicle such as a bus or a different passenger vehicle wheels are when I was a whimper, there is a difference. The first condition is to create a vehicle wheel zooms up to the stratosphere, there is a need to know. According to the weight of the vehicle is the difference of the intensity impinging on the wheel rim in the road surface it can be seen that. Vehicle weight, less weight than cars and buses, leaving the vehicle is operated, the roar from generating the sejoing wheels are smaller than a car, but when the contrary to occur a sound that occurs in the bus passes are made more, larger the wheel roar cars. The reason is that the vehicle weight is less out or the front passenger cars is now hitting upside–down to the ground, the air and free up, relative to the weight of the weight of the car in his car wheel relative to the intensity of the sound to hit the road surface size can be seen that it would be more significantly. Car bus as a vehicle, such as when the weight is more effective than air is not good, it can be seen that. Of course, the front glass of the vehicle bus, such as the effect to lower the air. Further they think the human to gravitational acceleration of air. Only the air vehicle proceeds without considering gravity it encountered in front of vehicles such as cars, buses and dispersed than the air, but might occur less noise, to the contrary, the roar cars bus as a vehicle wheels are greater than the sounds that occur when proceed. That is, appearance is not in the car. In cars so far in such a manner as to distribute air to the front glass, and distribute the air it is not up. Dispersing the front passenger vehicle proceed, upside–down, up, to distribute the windshield of the vehicle than the upper surface of the shape to the front further out forward to the air of the air encountered in a dispersion, it is possible to reduce the weight of the gravity. Now, as a vehicle fuel economy but the lower speeds, in accordance with the vehicle speed by the weight of the vehicle fuel consumption is lowered rather prevents the accumulation of snow in winter, preventing the vehicle windshield. The speed at which the vehicle is proceeding normally has a downward according to further reduce vehicle weight as dispersing, rather as also better fuel economy. Thus, experts are more cars exterior shape of cars in weight to further reduce the vehicle speed On the road had said comb. In addition, the asphalt road surface is in contact with the wheels of the vehicle area is greater than the force to more wheels that occur in the vehicle, it is not transmitted to the side of the tire and the road is how strongly the contact force of the engine, depending on the further well passed the wheels. So far behind the front glass shape as vending cars it is not enough to be laid in front of the windshield, and make laid. In addition to the US, there are many things that are in reverse. For example, to distribute the passenger cars spoiler is available now as the front fairing so worried vehicles it is not rounded. As shown front portion to distribute the air knife blade and have greater effect. In addition, as an airplane wing. The front part of dispersing the air will be sure to have sharply. Two years now, an airplane wing" the reasons that could be rounded birds such as swallows, and that he could not help thinking of shape and mimic. Wings of birds is not a strong material, such as a strength is weak hairs from weak flesh is distributed to the force of the air in the streamlined would automatically changes that we distribute air to a rigid material such as metal, it is not enough to forward the preserves in the fairing. And pointed toward the front of the knife blade made as described above. Moreover helicopter loud gareumyeo the air, it can be seen that. Now with air to ground the wings, which means that the loud blow to the next. The helicopter also like wings as arc through the air toward the front part so as to be among the most sharply as soon as the blade reduces fuel consumption and do. In addition, screw the vessel through water. So as now before contacting the water could be rounded so that the cross–section of the screw, as shown in the front side of the sharp knife blade must have sharply, engine fuel consumption is less. [Index terms; dispersing effect. Whimper. Fluid. The cross–sectional area.

0) GB712106A – PERAMBULATOR OR LIKE HAND–PROPELLED VEHICLE CON...

147) Family number: 19953118 (GB712106A) © PatBase

Title: Perambulator or like hand–propelled vehicle convertible for use as a trailer or sidecar for a velocipede

Priority: GB19510010973 19510510

Family:

Publication number	Publication date	Application number	Application date
GB712106 A	19540721	GB19510010973	19510510

Probable Assignee: NICHOLAS HOLMAN

Assignee(s):(std)**:** NICHOLAS HOLMAN

International class (IPC 8–9)**:** B62B7/12 (Advanced/Invention)

International class (IPC 1–7)**:** B62B7/12

CPC: B62B7/12 B62B7/126

European class: B62B7/12 B62B7/12T

Classification Explorer

Forward Citations: WO14154903, US9669859, FR3003801, CN105189251,

Abstract:
Source: GB712106A 712,106. Perambulators. HOLMAN, N. Aug. 11, 1952 [May 10, 1951; Oct. 22, 1951], Nos. 10973/51 and 24532/51. Class 108(1) A perambulator has a–body 1 resiliently supported on a pair of road wheels 4 and is provided with a handle 3 pivoted at 24 to the body 1 and carrying at its lower end an axle 27 having road wheels 5. With the handle in the position shown the axle 27 is retained by spring–loaded catches engaging brackets 25 and the handle may be used for propelling the vehicle and when the handle is rotated on the pivots 24 until it engages the stops 18 a bracket 33 secured to the axle 27 may be attached to a towing connection on a bicycle.

0) WO02092366A1 – MOTOR OPERATED SNOW CHAIN SYSTEM SYSTEME DE CH...

148) Family number: 24676599 (WO02092366A1) © PatBase

Title: MOTOR OPERATED SNOW CHAIN SYSTEM

Priority: KR20010014315 20010516 KR20010014315U 20010516

Family:

Publication number	Publication date	Application number	Application date
KR200240529 Y1	20011015	KR20010014315U	20010516
WO02092366 A1	20021121	WO2002KR00877	20020510

Probable Assignee: MOON YOON HO

Assignee(s):(std)**:** MOON YOON HO ; YOON HYUN SON

Inventor(s):(std)**:** YOON HYUN SON

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KZ LC LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VN YU ZA ZM ZW

International class (IPC 8–9): B60C27/14 (Advanced/Invention); B60C27/14 (Advanced/Non–invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/14

CPC: B60C27/14

European class: B60C27/14

Classification Explorer

Cited documents: US4338988 A, KR970008511 U, JP9193632 A2, JP59172609 U1,

Abstract:
The object of this invention is to provide a motor–operated snow chain system for automobiles. This chain system is installed at a wheel of an automobile using the wheel locking bolts (16), and consists of a chain (1), a motor (11), an RF receiver (12) and a battery (13). The chain system is radio–controlled by a driver to wrap or remove the chain (1) on or from the tread of a tire to give increased traction on snow or a steep slope. That is, when it is desired to increase traction of the tires while driving the automobile on snow or a steep slope, the driver sitting in the driver's seat radio–controls the chain system without stopping the automobile. In such a case, the chain (1) of the system is automatically wrapped around the tread of the tire. The driver thus easily and quickly uses the chain system when necessary.

0) WO8702099A1 – DEVICE FOR CONVERTING WIND–PRODUCED ROTATION EN...

149) Family number: 5622820 (WO8702099A1) © PatBase

Title: DEVICE FOR CONVERTING WIND–PRODUCED ROTATION ENERGY INTO ELECTRICAL ENERGY

Priority: DE19833300049 19830103 DE19843412372 19840403 WO1985DE00339 19850927

Family:

Publication number	Publication date	Application number	Application date
DE3300049 A1	19830714	DE19833300049	19830103
DE3300049 C2	19870514	DE19833300049	19830103
DE3412372 A1	19851010	DE19843412372	19840403
EP0238486 A1	19870930	EP19850904959	19850927
WO8702099 A1	19870409	WO1985DE00339	19850927

Probable Assignee: REIMANN WILHELM DR 7750 KONSTANZ DE

Assignee(s):(std)**:** REIMANN WILHELM ; REIMANN WILHELM DR

Assignee(s): REIMANN WILHELM DR 7750 KONSTANZ DE

Inventor(s):(std)**:** REIMANN WILHELM DR ; REIMANN WILHELM

Designated states: AT BE CH FR GB IT JP LI LU NL SE US

International class (IPC 8–9)**:** F03D3/00 F03D3/06 (Advanced/Invention); F03D3/00 (Core/Invention)

International class (IPC 1–7)**:** F03D3/00 F03D3/02

CPC: F03D3/00 F03D3/065 Y02E10/74

European class: F03D3/00 F03D3/06E4 Y02E10/74

Classification Explorer

Cited documents: US3941504 A, US1430406 A, GB211766 A, FR1055052 A, DE3300049 A1, DE3117875 A1, DE2915780 A1,

Forward Citations: WO8702099, WO06107225, US5860663, US5634651, US5037268, DE3928538, DE19835958, DE102012203138, DE102012014627, DE102011113280, DE102011113280,

Abstract:
A device for converting wind–produced rotation energy into electrical energy in which a rotor turns around a vertical axis, with blades arranged in the rotation plane. Each hollow blade (2) runs in a recess (5) like a hollow shell, in which a gyrowheel (6) rotates around a vertical axis (C).

0) JP2099411A – AUTOMATIC SPIKES TELESCOPICALLY OPERABLE DURING...

150) Family number: 4388742 (JP2099411A) © PatBase

Title: AUTOMATIC SPIKES TELESCOPICALLY OPERABLE DURING TRAVEL

Priority: JP19880250353 19881004

Family:

Publication number	Publication date	Application number	Application date
JP2099411 A2	19900411	JP19880250353	19881004
JP2963999 B2	19991018	JP19880250353	19881004

Probable Assignee: ISE HIROSHI

Assignee(s):(std)**:** ISE HIROSHI

Inventor(s):(std)**:** ISE HIROSHI

International class (IPC 8–9): B60C27/00 B60C27/04 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/00

CPC: B60C27/045

European class: B60C27/04B

Classification Explorer

Cited documents: JP62125901 A2, JP60023401 U1, JP60023401 U, JP56028003 A2,

Abstract:
Source: JP2099411A PURPOSE:To extend automotive spikes when a road is covered with snow during travel of a car and to retract it when the snow on the road is eliminated by operating a device capable of telescoping the pistons with claw from and into the periphery of a wheel during travel of a car by increasing or decreasing the hydraulic oil quantity remotely. CONSTITUTION:A rotary wheel 3 is closely fitted rotatably in a stationary wheel 1 and a hydraulic oil groove wheel 4 supplying hydraulic oil through a pressure oil feed pipe 2 is formed between both wheels 1 and 3. Multiple cylinders 5 connected to the hydraulic oil groove wheel 4 are formed in the rotary wheel in radial direction at equal angular interval and pistons 6 with claw are provided in these cylinders. Each piston 6 with claw is telescoped in the cylinder 5 hydraulically and a claw at the top of the piston is so provided that it extends from and retracted into the outer periphery of a wheel 7. The stationary wheel 1 is secured to an axle cover 8 and the rotary wheel 3 is secure to a drum 9.

0) MX2008005969A – ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRIC...

151) Family number: 44689583 (MX2008005969A) © PatBase

Title: ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRICKS, BLOCKS, THERMOFORMED–MUD BRICKS.

Priority: MX20080005969 20080508

Family:

Publication number	Publication date	Application number	Application date
MX2008005969 A1	20091109	MX20080005969	20080508

Probable Assignee: SOTO MARTIN ALFREDO ALVAREZ

Assignee(s):(std)**:** SOTO MARTIN ALFREDO ALVAREZ

Assignee(s): MARTIN ALFREDO ALVAREZ SOTO

Inventor(s):(std)**:** GALLEGOS MANUELA SOTO ; REYES MARIA DE LA LUZ MATANCILLAS ; SOTO MARTIN ALFREDO ALVAREZ

Inventor(s): MANUELA SOTO GALLEGOS ; MARIA DE LA LUZ MATANCILLAS REYES ; MARTIN ALFREDO ALVAREZ SOTO

Abstract:
ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRICKS, BLOCKS AND BRICKS, WHICH CONSISTS OF A MIXER INTEGRAL WITH A DRY SAND HEATER, A THERMOFORMING MANUFACTURING MODULE INCLUDING ITS OWN UNITARY CARRIER, WHICH HAS THE REQUIRED MECHANISM FOR MANUFACTURING BRICKS BY THERMOFORMING USING COMPACTING HEATED MUD, AND A STACKING ROTATING MECHANISM, THE INVENTION ALSO COMPRISING CARTS FOR TRANSPORTING THE FINISHED PRODUCT THROUGH A LINEAR COOKER, A COOKER INTEGRAL WITH A VAPORISER (2), A METALLIC–CONSTRUCTION STYLISED TANK, A FILTER FOR RECOVERING POLLUTING SUBSTANCES INCLUDING A CONDENSER ALSO IN A METALLIC CONSTRUCTION. THE INVENTION MAY USE A THERMOFORMING MANUFACTURING MACHINE INTEGRAL WITH THE AFOREMENTIONED ELEMENTS, WHICH HAS A PLURALITY OF MOULDINGS SO AS TO ACHIEVE A HIGH PRODUCTION; THE MACHINE HAS A DISC SHAPE, WHEREIN THE UPPER PORTION THEREOF HAS A HALF SPHERE SHAPE WHERE THE WHOLE ESSENTIAL MECHANISM ARE HOUSED THEREIN SO AS TO CARRY OUT THE AFORESAID MANUFACTURE PROCESS, THE THERMO FORMING MANUFACTURING MACHINE BEING BUILT IN SUCH A MANNER THAT THE COMPONENTS THEREOF ROTATE AROUND A CORE, ALSO INCLUDING A PLURALITY OF GUIDES OR NOTCHES FOR SYNCHRONISING THE DIFFERENT INNER MECHANISMS; THE DISC FURTHER ACTS AS A HOUSING OF OTHER MECHANISMS THAT ARE ATTACHED THERETO IN DIFFERENT FORMS AND WHICH ARE REQUIRED FOR ACHIEVING A HIGH PRODUCTION.

152) Family number: 20965845 (GB546604A) © PatBase

Title: IMPROVEMENTS IN OR RELATING TO STATISTICAL MACHINES

Family:

Publication number	Publication date	Application number	Application date
CH222082 A	19420630		19390902
GB546604 A	19420721	GB19410004819	19390816
GB546605 A	19420721	GB19410005173	19390816
NL66842 C	00000000		00000000

Probable Assignee: REMINGTON RAND INC

Assignee(s):(std)**:** REMINGTON RAND INC

Inventor(s):(std)**:** RAND INC REMINGTON

Inventor(s): INC REMINGTON RAND

International class (IPC 1–7)**:** G06F15/04 G06F7/00 G06F7/04 G06K13/07 G06K15/16

Abstract:
Source: GB546604A 546,604. Statistical machines; perforating cards. REMINGTON RAND, Inc. Aug. 16, 1939, No. 4819/41. Convention date, Sept. 3, 1938. Divided out of 546,590. Drawings to Specification. [Class 31 (ii)] A machine for sensing master and detail cards fed to the machine comprises in combination mechanism for comparing perforated patterns in preselected portions of such cards, punch mechanism for transferring additional perforations from the master cards to the detail cards and a punch control mechanism operable under the control of the comparing mechanism to render the punch mechanism ineffective for transferring additional perforation patterns when the patterns in the preselected portions of the master and detail cards are identical. The card feeding mechanism generally may be similar to that described in Specification 510,910 and the driving and c. mechanism similar to that described in U.S.A. Specification 2,044,119. The' detailed apparatus described is identical with that set out in Specification 546,590; Specifications 546,602, 546,603 and 546,605, [all in Group XIX], also are referred to.

0) US2008161968A – BT' SMART MACHINE (BTSM)

153) Family number: 41979678 (US2008161968A) © PatBase

Title: BT' SMART MACHINE (BTSM)

Priority: US20070618927 20070101

Family:

Publication number	Publication date	Application number	Application date
US2008161968 AA	20080703	US20070618927	20070101

Probable Assignee: ADEGBILE BABATUNDE OLANIPEKUN

Assignee(s):(std)**:** ADEGBILE BABATUNDE OLANIPEKUN

Inventor(s):(std)**:** ADEGBILE BABATUNDE OLANIPEKUN

Agent(s): BABATUNDE OLANIPEKUN ADEGBILE

International class (IPC 8–9)**:** A01D34/00 A47L9/00 B62D55/18 E01H5/00 F03G6/00 G05D3/00 G06F19/00 G08B13/14 H01R11/00 (Advanced/Invention); A01D34/00 A47L9/00 B62D55/18 E01H5/00 F03G6/00 G05D3/00 G06F19/00 G08B13/14 H01R11/00 (Core/Invention)

CPC: A01D34/008 A01D34/82 A01D42/00 B62D51/04 E01H1/00 G08B13/1427 G08B21/0269 Y02B10/20 Y02E10/46 Y02P60/12

European class: A01D34/00D2 A01D34/82 A01D42/00 B62D51/04 E01H1/00 G08B13/14D G08B21/02A21 Y02B10/20 Y02E10/46

US class: 15/300.1 15/300.100S 290/1.00RS 290/1R 305/185 305/185S 340/571 340/571S 37/260 37/260S 439/504 439/504S 56/229 56/229S 700/245 700/245P 701/24 701/24S 901/1 901/1S

Classification Explorer

Cited documents: US7239944 BB, US6877764 BB, US6611738 BB, US6425231 BA, US6396252 BA, US6199000 BA, US6195969 BA, US5787545 A, US5461292 A, US5435118 A, US4996829 A, US4777785 A, US4601519 A, US3797213 A, US3762739 A, US2977694 A, US2009030569 AA, US2007294991 AA, US2007144646 AA, US2007129849 AA, US2004134175 AA, US2004007402 AA,

Forward Citations: WO10077198, US8857137, US2015230402, EP2737786, CN103125200,

Abstract:
Source: US2008161968A A unique piece of engineering device "BT' Smart Machine" (BTSM) is described with the capability of lawn mowing, leave blowing/vacuuming, snow blowing, and general purpose blowing/vacuuming with other extra functionalities such as vehicle jump starter, heavy duty air compressor, vertical trolley, horizontal trolley, and outlets for AC and DC devices. BTSM' uniqueness lies in the fact that it can be run in manual (semi–automatic mode) or automatic mode (hands free mode). In manual mode (semi–automatic mode) BTSM anticipates and helps you along the way while in full–automatic mode BTSM does the work for you while you are home away from home or simply use that time to do something else and with a minimum of 10 to 12 hr uninhibited rechargeable battery life, BTSM has more than enough power to traverse your entire compound. In addition to all that, BTSM also runs off of solar energy which further maximizes battery life.

0) US2001055671A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

154) Family number: 30108435 (US2001055671A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US19990128339P 19990408 US19990368705 19990805 WO2000US05974 20000306 US20010908387 20010718 US20030409067 20030408

Family:

Publication number	Publication date	Application number	Application date
DE60039859 D1	20080925	DE20006039859	20000306
EP1171513 A1	20020116	EP20000917782	20000306
EP1171513 B1	20080813	EP20000917782	20000306
JP2002542325 T2	20021210	JP20000611600T	20000306
US2001055671 AA	20011227	US20010908387	20010718
US2003207096 AA	20031106	US20030409067	20030408
US6572956 BA	20030603	US19990368705	19990805
US6607814 BB	20030819	US20010908387	20010718
US7273650 BB	20070925	US20030409067	20030408
WO0061664 A1	20001019	WO2000US05974	20000306

Probable Assignee: SABIC GLOBAL TECHNOLOGIES BV

Assignee(s):(std): GEN ELECTRIC

Assignee(s): GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; HOEFFLIN FRANK AXEL ; OLSON DANIEL ROBERT ; PICKETT JAMES EDWARD ; WEBB JIMMY LYNN ; WANG HUA ; SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; CARTER RANDALL LEE ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std): CARTER RANDALL LEE ; HOEFFLIN FRANK ALEX ; HOEFFLIN FRANK AXEL ; LI XIANGYANG ; OLSON DANIEL ROBERT ; PICKETT JAMES EDWARD ; RICE STEVEN THOMAS ; SURIANO JOSEPH ANTHONY ; WANG HUA ; WEBB JIMMY LYNN

Agent(s): CARPINTERO LOPEZ FRANCISCO ET AL; CANTOR COLBURN LLP

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC NL PT SE

International class (IPC 8–9): B32B27/00 B32B27/08 B32B27/36 B32B9/00 C08J7/04 C08L53/00 C09D167/03 G11B5/64 (Advanced/Invention); F02B61/04 (Advanced/Non–invention); B32B27/00 B32B27/08 B32B27/36 B32B9/00 C08J7/00 C08L53/00 C09D167/02 G11B5/64 (Core/Invention); F02B61/00 (Core/Non–invention)

International class (IPC 1–7): B32B27/08 B32B27/36 B32B3/00 B32B7/02 C08J7/04 C08L67/02 C08L69/00 C09D167/03

CPC: Y10T428/1429 Y10T428/24355 Y10T428/24802 Y10T428/24942 C08J7/047 B32B27/08 C08J2467/00 F02B61/045 Y10T428/31504 Y10T428/31507 Y10T428/31565 Y02P20/582

European class: B32B27/08 C08J7/04L M08J467/00 R02B61/04B

US class: 428/141 428/195 428/195.1 428/195.100P 428/212 428/212P 428/40.7 428/407 428/411.1 428/412 428/423.7 428/690 525/439 525/451 525/461 525/92E 528/176 528/196 528/198

Classification Explorer

Cited documents: WO0026275 A1, US6607814 BB, US6572956 BA, US6417253 BA, US6414058 BB, US6410620 BB, US6306507 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6245118 BA, US6228910 BA, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5846659 A, US5552463 A, US5510182 A, US5321114 A, US5318850 A, US5064704 A, US5030505 A, US4992322 A, US4931364 A, US4643937 A, US4576842 A, US4503121 A, US4495325 A, US4414230 A, US4334053 A, US4281099 A, US4127560 A, US3506470 A, US3503779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, JP7081019 A2, JP61248741 A2, JP6122756 A2, JP58116148 A2, JP58030545 U1, JP58030545 U, JP2000190415 A2, JP199841, JP1201326 A2, JP1199841, JP1099841 A2, EP0733470 A1,

Forward Citations:

WO17031298, WO17031294, WO13165724, WO12135584, WO12049264, WO11039301, WO11039292, WO11009772, WO09097209, WO09097209, WO07075350, WO07075350, WO06019799, WO06019799, WO06012161, WO05037545, WO05037545, WO05000582, WO04110754, WO04085102, WO04085102, WO04074377, WO04065122, WO03047857, USRE40508, US9614113, US9604251, US9568653, US9314938, US9254506, US9034949, US8841360, US8691340, US8691127, US8628859, US8525191, US8497324, US8481630, US8481624, US8350275, US8263691, US8057903, US7838602, US7829996, US7829632, US7790292, US7754801, US7691950, US7691304, US7687583, US7686998, US7686997, US7621989, US7605221, US7524447, US7514147, US7452944, US7410700, US7326764, US7323536, US7323535, US7318958, US7273917, US7273650, US7270882, US7169859, US7169615, US7153576, US7135538, US7135538, US7109274, US7109274, US7094364, US7060217, US6984709, US6916528, US6844071, US6593406, US6538065, US6417253, US6414058, US6410620, US2012121832, US2012070676, US2011143058, US2010089637, US2010015456, US2010009207, US2009266991, US2008299354, US2008269400, US2008269399, US2008269386, US2008182094, US2008149165, US2008119618, US2008119597, US2008119596, US2007231576, US2007197700, US2007155886, US2007129492, US2007122627, US2007116959, US2007045893, US2007027271, US2007027268, US2006264582, US2006264581, US2006264580, US2006169144, US2006148984, US2006100411, US2006039096, US2006019099, US2006017193, US2006004152, US2005288406, US2005266232, US2005260369, US2005196594, US2005159577, US2005158561, US2005158554, US2005112768, US2005110978, US2005109984, US2005109983, US2005003208, US2004264444, US2004253428, US2004250944, US2004175593, US2004170788, US2004168622, US2004166323, US2004142176, US2004122202, US2003207096, US2003198813, US2003175488, TWI399290, JP4777252, JP2007523765, JP2007508963, JP2006522696, EP1820193, EP1349882, EP1316419, CN102985256, CN102712177, CN102548761, CN102548761, AU2009225641,

Abstract:
Source: US2001055671A Substantially solvent−free multilayer articles characterized by excellent color retention and gloss retention, solvent resistance and recyclability comprise a substrate layer comprising a first material selected from the group consisting of a metal, ceramic, glass, a celluosic material, a thermoset resin, and a thermoplastic resin, and a resinous coating layer which comprises at least one auxiliary color stabilizer additive and an arylate polymer comprising ester structural units derived from a resorcinol or alkylresorcinol isophthalate−terephthalate. An intermediate layer may also be present.

0) KR20060100783A – AUTO OILPRESSURE CYLINDER SPIKE CHAIN OF CAR

155) Family number: 34149050 (KR20060100783A) © PatBase

Title: AUTO OILPRESSURE CYLINDER SPIKE CHAIN OF CAR

Priority: KR20050022589 20050318

Family:

Publication number	Publication date	Application number	Application date
KR20060100783 A	20060921	KR20050022589	20050318

Probable Assignee: LEE YEONG JAE

Assignee(s):(std)**:** LEE YEONG JAE ; LEE YOUNG JAE

Inventor(s):(std)**:** LEE YOUNG JAE

International class (IPC 8–9)**:** B60C27/14 B60C27/20 (Advanced/Invention); B60C27/14 B60C27/20 (Advanced/Non–invention); B60C27/00 (Core/Invention)

CPC: B60C27/14 B60C27/20 B60C2200/04

Classification Explorer

Abstract:
Source: KR20060100783A In the present invention is equipped with a hydraulic equipment of vehicle axle of the drive shaft and the lower end of the (d) [Fig. 1] spike at the front end of the cylinder of the hydraulic oil pressure of Supply–return pipeline to help and 3])) [Fig. 1] (see FIG disc rotor disc rotor (see Fig. 4 to couple the coupling (coupling) of the disk rotor and so that the hydraulic pressure is distributed through the spike of Supply–return (see Fig 7]) wheel in the cylinder connection, 8]) spike in the core of the present invention is connected to the cylinder (see Fig disk rotor and coupling and disc rotor wheel wheel in order to smoothly connected to alignment of phase separation, 6]) assembly ketone (see Fig. 3 234–240 in the tire 7,11,12]) spike 200 of Fig. 6) (Fig. 3, inserted into the insertion groove of the first cylinder assembly and tire after inserting the spike spike cylinder couplings disc in the disc rotor and connected to the rotor disc rotor (in the spike–cylinder connection portion and each of the tire (see Fig 1,5,6]) spike cylinder after connecting the coupling point 200 of Fig. 6 in accordance with the wheel and 200 of Fig. 6 (2) (1) (see Fig. [wheel to be assembled in order after fixing the fixing bolt unit in the interior of each of the wheels by operation of a hydraulic mounted on the cylinder, so that the projecting automatically in case of rain or snow spike or even when road conditions caused him to meet road icing To safe driving by a simple operation of the driver to be invention was also used as the hydraulic jockey ever flat tire.

0) US2258120A – SORTING MACHINE FOR RECORDS

156) Family number: 30955058 (US2258120A) © PatBase

Title: SORTING MACHINE FOR RECORDS

Priority: US19390274756 19390520 GB19390015350 19390523

Family:

Publication number	Publication date	Application number	Application date
GB529844 A	19401129	GB19390015350	19390523
US2258120 A	19411007	US19390274756	19390520

Probable Assignee: DEUTSEHE HELLERITH MASCH G

Assignee(s):(std)**:** BRITISH TABULATING MACH CO LTD ; DEUTSEHE HELLERITH MASCH G ; DEUTSEHE HELLERITH MASCHINEN G

Assignee(s): DEUTSEHE HELLERITH MASCHINEN GESELLSCHAFT M B H ; DEUTSEHE HELLERITH MASCH GES MBH ; BRITISH TABULATING MACHINE CO LTD

Inventor(s):(std)**:** MICHAEL MAUL

Inventor(s): MAUL MICHAEL

US class: 209/554

Classification Explorer

Forward Citations: US3007572, US2803404,

Abstract:
Source: GB529844A 529,844. Record–card–controlled statistical machines. BRITISH TABULATING MACHINE CO., Ltd. (Deutsche Hollerith Maschinen Ges.). May 23, 1939, No. 15350. [Class 106 (i)] Sorting cards.–In a machine for sorting code cards, the card column on which sorting is effective is selected by a column–selector 32a, 53, which, when sorting of the cards on that column is completed, is automatically adjusted to the next column by a special last card, the cards being fed transversely of the columns, whereby the time in the cycle at which the selected column is read is according to the setting of the selector. The special card also auto–transfers the control from one designation to the next in the one column, the cards from the reject box after each designation sorting being re–inserted by hand in the supply magazine. Fig. 1 shows a code card with upper and lower card fields punched according to the code of Fig. 2; the combination " S " is punched in each column of the special card. The cards are fed through the machine in a direction at right angles to the line of the columns. The reading means consist of four wire brushes 10 to read the four hole positions of a column simultaneously and this set of brushes is adjusted laterally along the rod 17 to read the upper or lower card field. The cards are fed from the supply magazine by picker 12 and three pairs of rollers 13 to a " selected " pocket A or the " reject " pocket R under control of the sorting magnet 15. The code readings are decoded in known manner by four magnets 60 controlling ladder circuits 61a and ten lines 81 connected to studs 81a, of which line 81–S corresponds to the holecombination S for the special card; the latter is placed on top of the cards in the supply magazine. The column–selecting device consists of a wheel 35 continuously driven from the card–feed mechanism and carrying contact means 34 which bridge a stationary contact ring 33 and an insulated conducting spot 32a carried on a stationary shaft 30. Time of bridging in the cycle will therefore depend upon the setting of the angular part 32a, the shaft 30 being adjustable. The pointer 53 carried with the part 32a, coacts with a scale 53a to show which of the fifteen card columns has been selected as the first column for sorting. Contact means 43 carried by the shaft 30 bridge a stationary contact ring 44 and a ring 40 which is conductive except for an insulating spot 42. This ring 40 is manually adjustable, for last column selection, by a pointer 41, so that if it is set at " 7 " as shown in Fig. 3, when after seven automatic adjustments from column " 14 " the pointer 53 reaches column " 7 " the spot 42 interrupts the holding circuit 87 of the motor and brings the machine to rest At each card run, the arm 21 on shaft 25 is moved automatically one stud to the next designation of the card column and an indicator shows the designation being dealt with. Circuits.–When start key 50 is closed, relay 65 closes contacts 88 to energize motor 11 and closes contacts 87 to give a holding circuit for relay 65 through stop key 52 and parts 44, 43, 40. Sorting proceeds for designation " O " column " 14," of the card and at the end of this first run, cards so punched are in box A all others in box R, and the last, special card S, has energized line 81–S. Magnet 23 actuates pawl 85 to move the shaft 25 and arm 21 one step to the " 1 " stud 81a. The cards from reject box R are replaced manually in the supply magazine and sorting proceeds on designation "1," column " 14." Such cards go into box A on top of the cards punched " O," column "14" and the rest into box R. At the end of ten such sortings for column " 14 " as arm 21 passes from stud " 9 " to stud " O," the insulated conductive end 83 bridges contact 26 to energize the relay 27 which then actuates pawl 29a to advance the shaft 30, together with parts 32a and 43, one step. The movement of part 32a alters the timing relatively to continuously rotated parts 35, 34 that circuit is now made as the brushes read column " 13." Ten more sortings occur on column " 13 " and then a further shift to column " 12 " and so on. After column " 7 " has been fully dealt with, the next timing adjustment of part 32a coincides with arm 43 reaching the insulated spot 42, so that the latter breaks the holding circuit 51b, 87, relay 65 is de–energized and opens contacts 88 to stop the motor 11. After selecting column " 14, " say, as the first column for sorting, if it is desired to start at, say, designation " 5 in column " 14," key 24 is closed the requisite length of time for magnet

23 to advance arm 21 to the number " 5 " stud 81a.

0) FI8067A – BARKNINGSMASKIN FOER MASSAVED

157) Family number: 39297566 (FI8067A) © PatBase

Title: Barkningsmaskin foer massaved

Family:

Publication number	Publication date	Application number	Application date
FI8067 A	19200517		00000000

Inventor(s):(std): OSKAR NYSTROEM FRANS

Inventor(s): NYSTROEM FRANS OSKAR

International class (IPC 8–9): B27L1/00 (Advanced/Invention); B27L1/00 (Core/Invention)

International class (IPC 1–7): B27L1/00

Classification Explorer

Abstract:
Source: FI8067A 1/ «4k 1/ ka– vtterUtnl af att klakWa« tiyok ass« Wttaa Ir rssgl«rssart mielet « fJMraal« latrdalag, kvftlkaa mtiiift |«r rlka fir I« «Utar Ml Hlntlter «m lyfitå «ill flljt «f klattern «jlmteWe percent 0(? Tyoenjohtaja Frans Oskar Bystroem, War kau e, líassapuiden kuorimlskone. Puheenaoleva kone on tarkoitettu massapuiden kuori– miseen ja on kuten oheelliset piirustukset osottavat paran– nus taehaen saakka samassa tarkoituksessa kaeytetyistae koneista» Sillae voidaan kuoria minkae paksuisia ja pituisia pilkkeitae tahansa. Sopivin pituus on kuitenkin 1 – S metriae. Piirustus 1. esittaeae koneen kahtena leikkauksena,kuv.l. vaakasuorana leikkauksena ja kuv« 2 osaksi paeaetykuvan leik– kauksena, joka on tehty teraekehraen ympaerillae olevan suojus – ?alpan halki. Piirustus II# on vaihtoehtoinen muoto syoettoelaitok– sesta vaakasuorana leikkauksena. Koneen muodostaa kaksi yhteiseen muta ja lus taan sovi– tettua laakeria 1, 2, joissa paeaeakseli 3 siihen kiinitet– tyine teraekehrineen 4 pyoeriiss Teraekehraen ympaerille on asetet– tu suojusvaippa 5 ja naemae molemmat muodostavat yhdessae tuho– tinlaitteen, jonka avulla puista irroitettu kuori kulkuetuu poisss Teraekehraen edeseae ja osaksi suo juova lp paan sulettuna on kohtisuorassa asennossa oleva silinterinmuotolnen kuorimls– poeytae 6, johon on tehty uurteen muotoiset aukot, joista terae– kehraeaen kiinnitetyt teraet 7 pistaevaet esiinss Kuorimispoeytae hoikin muotoisen akselia 8 kautta asettelulaltteen yhteydessae. Sopivaan asentoon teriin naehden on sijoitettu pilke laatikko 9, joka pilkkeiden syoettaemistae varten on varustettu juoksurullil– la 10 ja joustavilla ohjaajilla 11» Etumaisiksi ja siten helpoimmin saavutettaviksi ovat ohjaus– ja syoettoelaitteet sijoitetutss Paeaetarkoituksena taellae uudella rakenteella on: ettae sillae kuorittaessa saadaan mahdollisimman suuri saeaestoe aikaan, t.sss puista kuoritaan pois vain ne osat, jotka eivaet kelpaa massan valmistukseen ja se kaey mahdolliseksi sen kautta ettae kuo rimispoeytae 6 on siirtyvae akselin suuntaan ja kaeynnissae oi– Sw y – 2 – lessa helposti sovitat tavissa terien mukaan, josta on seurauksena, ettae lastun paksuutta tarpeen mukaan voidaan lisaetae tahi vaehentaeae. Taemae asettelu toimitetaan rattaalla 12, joka kierrepintelillae 13 on yhdistetty kannakkeeseen 14, joka viimeksimainittu kuulalaake– reilla 15,16 sulkee pysaehdysrenkaan, joka on knorimispoeydaen 6 yh– teydessae olevassa hoikin muotoisessa akselissa 8. Kuulalaakeri 18 on sijoitettu paeaeakeelin 3 tueksi. Kuorittavan puun syoettaemisen ja pyoerittaemisen toimittaa ko– neellisesti hammaarulla 19, jonka akseli 20 toisesta paeaestaeaen on yhdistetty kytkimeen 21, jonka vaelityksellae se saa pyoerivaen liik– keensae. Sen johdosta ettae hammasrulla–akseli muodostaa suoran kul– man pilkkeen akselia vaataan, tulee viimemainittu pyoeriessae kulke– maan eteenpaein. Kuta ohuempi pilke sitae suurempi on kulma ja siis nopeampi eteenpaein syoettoe ja vastakkaisessa tapauksessa hitaampi, mutta kun pyoerimisnopeus pysyy samanlaisena on siitae seurauksena ettae kuoriminen pintayksikkoeae kohti pysyy samanlaisena riippumatta puun paksuudesta. Laakeri 22, joka on tukena hammasrulla–akselille 20 on ta– pin 23 kautta yhteydessae liukupinnan 24 kanssa. Pienenpien sysaeyk– sien vastaanottamista varten on laakerin 22 ja liukupinnan 2 4 vae– li iné o vit et tu kierrejousi 25, Kun suurempia ja voimakkaimpia sy– saeyksiae sattuu siirtyvaet ne mainitun klerrjouBen kautta liukupin– taan 8, jonka alasivulla on hammastenko 26, jonka koeysiratas akse– lissa 28 olevan hammasrattaan 27 kautta siirtaeae sysaeyksen koeyteen 29, ja lopuksi vastaanpttaa sysaeyksen jousilaite 30, joka jaennitys– laitteella 31 voidaan jaennittaeae tarpeen mukaan. Taellae jaennitys" laitteella voidaan siten pilkkeen paine kuorlmapoeytaeae ja teraeae vas– ten samalla kertaa jaerjestaeaess vt. Uutta pilkettae koneeseen pantaessa kaeytetaeaen joko kaesin ra– tasta 32, joka on kiinnitetty koeysirattaan akseliin 28, tahi myoes– kin jalalla painetaan vipuvarta 33, joka vuorostaan kangen 34 kaut– ta vaikuttaa akseliin 3 5 sovitettuuijtltkBkytkimeen 36, jonka va– paana kulkevan puoliskon muodostaa hammasratas 37, Heti kun kytkeminen on tapahtunut, joutuu mainittu hammas– ratas pyoerimaeaen ja samalla myoeskin sitae vastassa tyoeskentelevae ham– masratas 27 koeysirattaan akselissa 28, Siitae on seurauksena, ettae jos joko kaesin tahi edellaeselitetyn kytkinlaitteen avulla pannaan <H' o and f – 3 – koeysipyoeraeaksell £8, ja sen yhteydessae oleva hammasratas 27 liik– keeseen, siirtyy liukupinta 24 ja sen yhteydessae oleva hammaerulla 19 8Ivalle,jaettaeen vapaan tilan pilkkeen sisaeaen panemista varten, jotta se niin pian kuin taemae on tapahtunut automaattisesti jousi– laitteen 30 vaikutuksesta palautuisi siihen asentoon, Jonka sisaeaen. pannun pilkkeen suuruus vaatiiss Eartlomaisten hanaa eratas vaihteiden 38, 39 vaelityksellae saa– vat sekae akseli 35 ettae ha**asrnl la–akseli 20 liikkeensae hihnan kaeyttaemaestae akselista 40, Kuten piirustuksessa on osotettu kaeyttaeae hihna Hkjr and skln paeaeaksella 3, mutta mikaeaen ei estae sitae suorastaan yhdistaemaestae saehkoemoottoriin varsinkin kun

sen klertoluku on 800 – 900 minuutissa» Piirustuksessa 2. osotettu vaihtoehtoinen muoto syoettoelaite teestae on periaatteessa yhtaelaeinen ai ka isemmin selitetyn kanssa, sillae poikkeuksella, ettae sitae ruuvi vaihteen 41 vaelityksellae suoras– taan kaeyttaeae paeaeakseli 3, sekae ettae hammaarulla 19, jo ia saa liik– keensae hammasvaihteiden 42, 43, 44 kautta, on sovitettu 30 degrees kulmaan vaakasuorassa tasossa olevaa vipuvartta 45 vastaan ja kohoaa ja laskeutuu tarpeen mukaan akselin 46 kanssa yhteydessae olevan vipu– varren 47 vaikutuksesta. Patenttivaatimukset, 1/ Kuorimiskone, ollen tunnusmerkkinae ettae kuorimapoeytae siirtyy laehemmaeksi tai kauemmaksi teraekehraeaen kUaenitetyietae teristae, joten tyoen kuluessa helposti voidaan jaerjestaeae kuori la stun paksuutta, 1 / «4k 1 / ka–vtterUtnl af att klakWa« tiyok a ss «Wttaa Ir r ss gl« r ss art minds «fJMraal« latrdalag, kvftlkaa mtiiift | «r rlka I fir« «Ml Utar Hlntlter« m lyfita «ill flljt« f klattern «jlmteWe percent 0 (? Foreman Frans Oskar Bystrom, War urban e liassapuiden kuorimlskone. speech, the machine is designed for a mass tree–bark–ing, and is as oheelliset drawings osottavat repent so far for the same purpose on the machinery» It may be peeled from the thickness and length of any pilkkeitae. most suitable length, however, 1 – D m. Drawing 1 illustrates the machine in two in section, kuv.l. a horizontal section and Fig «2 into an end view in section, which is made around the cap teraekehraen –? alpan crack. Drawing II, # is an alternative form of syoettoelaitok OF THE horizontal section. machine to form two common mud, and lus is arranged tettua the bearing 1, 2, which main shaft 3 of the ILs–tyine teraekehrineen 4 rotates ss Teraekehraen around is set into a shroud 5, and these two together form a destructive communication terminal that allows the trees disconnected from the shell kulkuetuu off ss Teraekehraen edeseae and into the direct line LP Paan melts is perpendicular to the silinterinmuotolnen kuorimls table 6, which has been slit–shaped openings, which the blade–I spin attached the blades protrude 7 ss Kuorimispoeytae of the sleeve–shaped shaft 8 via a connection asettelulaltteen. The appropriate position relative to the blades are positioned with a twinkle in box 9 of chopped firewood for the supply is equipped with a juoksurullil–Sat 10 and flexible pilots 11 "front and thus most easily achieved by the control and supply equipment located ss The main purpose of this new structure is: that it is peeled to maximize savings time, ie, ss the trees is peeled off only the parts that are unsuitable for mass production and it becomes possible through the death rimispoeytae 6 is a moving direction of the axis and on–going legal Sw y – 2 – Lessa easily fit a Lable blades depending on which has the effect the chip thickness can be added as needed to reduce the Tahi. This layout is supplied by a wheel 12, which kierrepintelillae 13 is connected to the support 14, the latter vectors ball bearings 15,16 closes the stop ring which is knorimispoeydaen 6 in connection with a sleeve–shaped shaft 8 Ball bearing 18 is disposed paeaeakeelin support 3. Peelable timber rotation to provide input and mechanically co–hammaarulla 19, whose shaft 20 is connected at one end to the coupling 21 through which it receives the rotary movement as a result. As a result, the toothed roller shaft forms a right angle with the axis of chopped vaataan, it is the latter rotates, passing forward. Twinkle someone thinner the higher the angle, and therefore a faster forward pass and in the opposite case, a slower, but when the rotation speed remains the same is a result of the fact that the shell surface of the unit remains the same regardless of the thickness of the wood. The bearing 22 which is supported by the tooth roller shaft 20 is a pin 23 connected through the sliding surface 24. Small Small intermittently Sien for receiving the bearing 22 and the slide surface 2 of the 4 VA–phenyl ine No vit do not base the coil spring 25, when bigger and more powerful myocardial saeyksiae happens to move them to the klerrjouBen through the sliding surfaces to 8, the underside of the rack and pinion 26, the cable car gel shaft 28 to the pinion 27 via the impetus to move the rope 29, and finally vastaanpttaa impetus for spring means 30 to the tension device 31 may be tensioned as necessary. In this tension, "the device can then be chopped wood and kuorlmapoeytaeae pressure against the blade at the same time hold ss vt. The new box and stack machine In implementing either manually limits of these 32, which is attached to the cable car to the shaft 28, or of the each leg is pressed the lever specifically 33 which in turn the rod 34 through the influence shaft May 3 sovitettuuijtltkBkytkimeen 36, which as the free running half to form a tooth sprocket 37, as soon as Connecting has been made, will have said tooth–sprocket to rotate and at the same time also the confronting working pinion 27 cable car shaft 28, As a result, if either manually Tahiti edellaeselitetyn switch device to be <H 'o and f – 3 – koeysipyoeraeaksell £ 8, and is attached to the pinion 27 circulation, moves the sliding surface 24 and an adjacent hammaerulla 19 8Ivalle, leaving a free space of chopped wood for insertion of order it as soon as this is done automatically by spring device 30, the effect restore the position into which the.Magnitude requires a pan of chopped ss Eartlomaisten tap eratas gears 38, 39 are given the means and the shaft 35 that ha ** asrnl la–axis movement of the belt 20 from using the shaft 40, as in the drawing is used as a belt osotettu Hkjr and skln paeaeaksella 3, but there is no prevent it actually joined by an electric motor, especially when the klertoluku of 800 – 900 minutes "In the drawing, 2 osotettu alternative form of feed device tea is basically equal al avg isemmin described with the exception that the screw gear 41 through in direct to use the main shaft 3, and that hammaarulla 19, which ia receives its movement the gears 42, 43, 44, 30 are arranged at an angle to the horizontal plane against the lever arm 45 and is raised and lowered as necessary in connection with the shaft 46 of the lever arm 47 the impact. The claims, 1 / peeling machines, being the badge of the kuorimapoeytae moves closer to or farther away from teraekehraeaen kUaenitetyietae the blades, so the work can easily be arranged within the shell thickness of the stun la,

158) Family number: 17992539 (DE19502143A1) © PatBase

Title: Motor vehicle wheel–grip aid

Priority: DE19951002143 19950125 DE19961001150 19960115

Family:

Publication number	Publication date	Application number	Application date
DE19502143 A1	19960808	DE19951002143	19950125
DE19601150 A1	19970717	DE19961001150	19960115

Probable Assignee: KRIEGLER FRANZ

Assignee(s):(std): KRIEGLER FRANZ

Assignee(s): KRIEGLER FRANZ 22885 BARSBUETTEL DE

Inventor(s):(std): KRIEGLER FRANZ

Inventor(s): KRIEGLER FRANZ 22885 BARSBUETTEL DE

International class (IPC 8–9): B60B39/00 B60C27/04 B60T8/171 (Advanced/Invention)

International class (IPC 1–7): B60B15/10 B60B39/00 B60C27/00

CPC: B60B39/00 B60C27/045 B60T8/171

European class: B60B39/00 B60C27/04B B60T8/00B2 B60T8/171

Classification Explorer

Cited documents: US3482617, US3018837, US2456438, US1209062, DE931930, DE683247, DE4324747, DE4010212, DE3815684, DE3509967, DE3438225, DE3316637, DE3106590, DE2905242, DE2800709, DE2750111, DE2040448, DE1028443,

Abstract:
Source: DE19502143A1 The grip chain (15) is made of interlocking elements which slide into each other to reduce the chain length. The chain is stored on the side of the wheel and is attached to flexible mountings (42) which are wound on servo drives (3) on the side of the wheel. When extra grip is required the servo drives are activated to move the chain onto the wheel tread. A simple design uses flexible steel tape supports wound onto servo driven drums. Another flexible support is obtained from a chain of ball shaped elements guided in a flexible guide. The servo drives include sprocket wheels engaging the support contour e.g. slits in the steel tapes. The control system includes position control switches to regulate the end positions of the drives, as well as centrifugal switches.

159) Family number: 1927816 (DE2300953A1) © PatBase

Title: AUTOMATISCHE WAGENHEBE– UND RADLOESUNGSBZW. BEFESTIGUNGS–EINRICHTUNG AUTOMATIC CAR LIFTING AND RADLOESUNGSBZW. EQUIPMENT MOUNTING (Machine translation)

Priority: DE19732300953 19730110

Family:

Publication number	Publication date	Application number	Application date
DE2300953 A1	19741010	DE19732300953	19730110

Probable Assignee: PAGLIARAA ANTONIO

Assignee(s):(std)**:** PAGLIARAA ANTONIO

Assignee(s): PAGLIARAA ANTONIO 6000 FRANKFURT

Inventor(s):(std)**:** PAGLIARAA ANTONIO FRANKFURT

Inventor(s): PAGLIARAA ANTONIO 6000 FRANKFURT

International class (IPC 8–9): B60S9/04 (Advanced/Invention); B60S9/00 (Core/Invention)

International class (IPC 1–7): B60B29/00 B60S9/04 B60S9/06

CPC: B60S9/04

European class: B60S9/04

Classification Explorer

Abstract:
Source: DE2300953A1 ssssWARNUNGssss Anfang CLMS Feld konnte Ende DESC uberlappen ssss Das Zahnrad 15 steht im Eingriff mit der Zahnstange des Wagenhebers 20 der in einer Fuehrung 21 gleitet, die an geeigneter Stelle des Wagens befestigt ist Der Antrieb erfolgt ueber einen kleinen Elektromotor 19S dessen Kabel 22 zu einem vorgesehenen Schaltknopf am Armaturenbrett des Wagens fuehrt.

Machine translation: SsssWARNUNGssss beginning CLMS could box end DESC overlap ssss The gear 15 is engaged with the rack of the jack 20 of the slides in a guide 21 which is fixed at an appropriate point of the car is driven by a small electric motor 19S its cable 22 to a provided power button on the dashboard of the car leads.

0) US2696286A – APPARATUS FOR JUSTIFYING TYPEWRITTEN MATERIAL

160) Family number: 19815633 (US2696286A) © PatBase

Title: APPARATUS FOR JUSTIFYING TYPEWRITTEN MATERIAL

Priority: 19500317 US19510215748 19510315

Family:

Publication number	Publication date	Application number	Application date
CH300044 A	19540715		19510313
FR1025549 A	19530416		19500317
GB715115 A	19540908	GB19510003668	19510215
US2696286 A	19541207	US19510215748	19510315

Probable Assignee: LEGLISE PIERRE

Assignee(s):(std)**:** LEGLISE PIERRE ; PIERRE LEGLISE

Inventor(s):(std)**:** LEGLISE PIERRE ; PIERRE LEGLISE

International class (IPC 8–9)**:** B41J19/64 (Advanced/Invention); B41J19/60 (Core/Invention)

International class (IPC 1–7)**:** B41J19/64

CPC: B41J19/64

European class: B41J19/64

US class: 400/11 400/15

Classification Explorer

Cited documents: US2418474 A, US2263642 A, US2233092 A, US2215119 A, US2162565 A, US2142561 A, US2111410 A, US1457853 A,

Forward Citations: US3272306, US2907437, US2852121, US2834448,

Abstract:
Source: GB715115A 715,115. Typewriters c. LEGLISE, P. Feb. 15, 1951 [March 17, 1950], No. 3668/51. Class 100 (4) In an end–of–line justifying typewriter wherein the first part of the line is typed in the usual manner and justification is effected in a terminal segment (comprising e.g. 20 normal letter spaces) by contraction or expansion of the text, a first member, longitudinally adjustable and fixed to the frame of the machine, is engaged by a second member, carried by the escapement rack or the carriage of the machine, when the escapement rack reaches a predetermined position, to cause either, both the platen and carnage or the platen only to have a differential sliding motion of pre–selected amplitude and direction in relation to the escapement rack of said machine and causing the justification on the terminal segment. In the embodiments described, texts comprising 16–24 character spaces c. are justified into a normal 20 letter–space terminal segment by giving a movement to the platen 21 relative to that of the escapement held rack Cr. The platen carriage Ch may be integral with either the platen or the rack in any of the various embodiments so that justifying mechanisms to be described may be fitted either on the carriage plus platen assembly or on the carriage plus rack block causing relative movements to the rack or platen respectively. In an example described with regard to Figs. 8 and 9 the first member in the form of a rectilinear guide 57 pivoted at 58 on a piece 68, is slidably adjusted and locked by a latch 63–64, on a margin stop rack 69 so that the commencement 58 of the guide 57 is coincident with the commencement of the terminal segment. The second member is in the form of a touching–rod 32 displaced according to the inclination of the guide 57. The rod 32 carries a slider 30 having an oblique slot 29 in which travels a pin 28 fixed to an arm 26. The end of the arm 26 carries a catch–pin 25 engaging in a groove 24 of the platen 21 so that as the touching rod 32 is displaced the action of the slot 29 on the pin 28 will effect a leftward or rightward movement of the platen 21 according to whether the guide 57 inclines upwardly or downwardly. The parts 29–30 forming the transmission means may be fixed to (a) the escapement rack, (b) the platen plus carriage block with suitable connection of the arm to the rack or (c) to carriage plus rack block. The inclination of the guide, which may also take the form of a grooved or slotted rod, is set according to the amount of contraction or extension required, by locating a catch 60a in one of the notches 62 in an arc 61 attached to the piece 68. The notches marked +IV to –IV correspond to whether the terminal text has to be increased or decreased by four character spaces. The positions of the notches are determined in the manner indicated on Fig. 23 (not shown). The manner in which the touching rod 32 transmits its displacements to effect displacements of the platen relative to the rack may be arranged (a) as shown in Fig. 11, in which the gear wheels 35–37 may be of fixed ratio to give equal, greater or less movements to the arm 26, (b) by slotted bell–crank mechanisms, (c) by a helically grooved sleeve arrangement, or (d) by a simple lever action. The means for adjusting the relative movement between the platen plus carriage assembly and the rack, instead of being part of the first member or rectilinear guide 57 attached to the margin stop rack, may be incorporated in the second member with the guide 57 fixed at a constant inclination. Fig. 24 shows one

example in which the pin 28 of the touching rod 32 reciprocates in a slot 29 in a disc 37 carried by a slider 30 moving in a frame 31. The disc 37 can be rotated to vary the inclination of the slot. The slot may also be formed on a rotatable arm which can be located in notches in a sector integral with the arm 26. The arm 26 and sector may be mounted on (a) the platen 21, (b) the carriage plus platen assembly, (c) carriage pius rack block or, (d) the rack, and the touching rod and the frame 31 carried on the corresponding relatively moving system viz carriage plus rack block, rack, platen or carriage plus platen assembly respectively. In the second type of justifier described with reference to Figs. 42–61 of which Figs. 51 and 58 only are shown, the justifying means comprises a justifying lever L which is pivotally mounted at 0 on (a) carriage plus rack block, (b) the rack, (c) the platen or (d) platen plus carriage assembly. This lever L contacts an actuating stop B adjustable along the margin stop rack 69 so that the lever L is engaged at the commencement of the terminal segment. When letter–spacing now occurs the lever L pivots, and in the embodiment shown in Fig. 51, in which the lever L is mounted on the rack Cr, a groove or slot G engages a pin member A adjustably mounted on a notched rod T fixed to the carriage. According to whether the pin member A is above or below the pivot of the lever L, contraction or extension movement is imparted to the carriage relative to the rack. The pin member A may be mounted on a slider C to which is attached a flat spring l engaging the notches +IV to –IV; alternatively, the pin A may be formed at the end of a flat bar and slide in a slot in the rod T. In such embodiments (Figs. 53–57 not shown) the spring l is mounted on the rod T and urges the flat bar, which is notched with the adjustment settings IV to –IV, into a locating pin on the rod T. Further, the lever L and the rod T may be formed of channel section, Fig. 58, with the pin A adjustable by a rod T^1. The pivot 0 for the lever L is mounted by four screws and blocks u; to the back of the channel, and the boss h of the pivot is located in a bearing hole D^1 in the rack Cr. In a third type of justifying mechanism described with reference to Figs. 62 to 81, of which Figs. 67, 79 and 81 only are shown, the justifying lever L is pivotally fixed to a slider C, Fig. 81, adjustable along the margin stop rack 69 and the relative movement between the carriage rack Cr and the platen carriage Ch is derived by the engagement of the rack Cr and carriage Ch at different points of the lever L. Up to the commencement of the terminal segment, the rack and platen are locked together by a locking–pin e, Fig. 67, on a rocking–bar pivoted (e.g. in the embodiment shown in Figs. 79, 81) on the rack Cr. When the rod T, slidably adjustable on the platen plus carriage assembly, approaches the commencement of the terminal segment the pin e is depressed and a back–support finger d rises to engage the rear of the lever L so that when the point P on the rod T, which is part of the carriage assembly, now moves the finger d, the rack Cr will move to a different extent. With the rod T slidingly set in a guide g to engage notch –IV the lever L moves from a line passing through a point marked "zero" on the axis X–X to a line O–M; it will be seen that while the point P associated with the carriage Ch travels horizontally from zero letter space (point S) to 19+P, the finger d associated with the rack Cr travels only from zero to 15+P. The increment y in this and previously described embodiments indicates the actual position in which printing takes place when using escapement mechanisms in which letter spacing is split into two movements, one before, and one after printing. The rod T has flanges T1 and T2 which ensure that the pin e is depressed for each adjustment in the guide g and whilst it moves relatively to the rod T during justification. The positions of the rod T and the finger d may be interchanged as in the embodiments relating to the two types previously referred to.

0) FI5916A – APPARAT FOER FOEREVISNING AV LEVANDE BILDER

161) Family number: 39295786 (FI5916A) © PatBase

Title: Apparat foer foerevisning av levande bilder

Family:

Publication number	Publication date	Application number	Application date
FI5916 A	19141008		00000000

Probable Assignee: AD DISPLAY MACHINE CORP

Assignee(s):(std)**:** AD DISPLAY MACHINE CORP

Inventor(s):(std)**:** AUSTIN S B ; TILLEY J F

International class (IPC 8–9): G03B25/00 (Advanced/Invention); G03B25/00 (Core/Invention)

International class (IPC 1–7): G03B25/00

Classification Explorer

Abstract:
Source: FI5916A 1 ... katkaisija 55, kuv. 2, Johon vaikuttaa osaksi Jousi, osaksi saatavassa hammaspyoeraessae 32 oleva nasta. Eteenpaein, X and KIXXiÿ'tapahtuvassa liikkeessae, Jolloin kuvalasln eri osat ovat tMkArrf' paljastwat esitettaeviksi taittokaiterin kirkkaiden pintojen lapl, on lamppu sytytetty,mutta kun paeinvastainen liike tapahtuu, on lamppu sam– mutettu. . Sitaepaitsi voidaan kaeyttaeae katkaisijavartta vastustusnavan kytkemis– tae varten moottorin virtapiiriin Ja siitae erille, niin ettae kone kulkee hitaammin kun kuvaa esitetaeaen, mutta saa suuremman nopeuden, kun luisti siirretaeaen pois Ja uusi saatetaan asemilleen. Sen sijaan ettae poeytae pidetaeaen liikkeessae pienen telkirattaan 37 avulla, kuten osoitetaan kuvissa 1 ja 2, saattaa sen reuna olla varus– tettu hampailla tai syvennyksillae 37a /osoitettu pilkutetuilla viivoil– la kuvassa 23/, Joihin vaikuttaa telkihaka 36a varressa 38, jonon tanko– niveleen avulla vaikuttaa viputanko 59, mikae kannattaa pilkutetuilla viivoilla osoitettua vartta 60, johon taas saattaa vaikuttaa kampitapin– varressa 19 oleva tela 33ss ijawn Viputanko 59 saattaa kiertyae nastan 61 ympaeri Ja siilien saattaa vai– ss kuttaa Jousi 62. Siirtaemaellae tankonivei aukkoon 63 Ja Jousi aukkoon 64 aikaansaadaan ettae telkihakavarsi 58 ottaa ainoastaan joka toisen poey– daessae olevan hampaan multaansa, minkae kautta Joka toinen eikae Jokainen poeytaeaen sovitettu luisti siirtyy eteenpaein esitettaevaeksi. Telklhaka 36a aikaansaa kllnnilukltsemisen, kun se sattuu pysaekeruuviln 64. Telklpyaeraeae varten asetetun suojustimen, kuv. 1 Ja 2, avulla voi– daan telklhaka 36 saattaa vaikuttamaan siten, ettae kukin tai Joka toi– nen luisti poeydaessae Joutuu kaesittelyn alaiseksi, kuten yllae on seli– tetty. Kuvassa 23 on osoitettu kilntonalsessa jalustassa oleva suojalai– te 65, Joka on vallan poeydaen 14 alla, Ja tukee telaa 16a niin ettae, Jos laite asetetaan kaltevaan asentoon, mikae on tavallista elaevien ku– vien teaterissa, luistit eivaet luisu ulos, kun ne saapuvat poeydaen alem– paan puoliskoon. 66 osoittaa vartta, Joka vaikuttaa teloihin 16a niis– sae luistlssa, mitkae mahdollisesti ovat siirtyneet, Ja vie ne jaelleen asemilleenss Ne laitteen laadintamuodot, Joissa luistit kaeaennetaeaen asemilleen, ja joissa kaeytetaeaen yhteistae taittokalterla, ovat esitetyt ainoastaan mah– dollisuuksina, samalla kun kuvissa I0–20 osoitettu muoto, jossa kuvale– vy ja taittokalterl ovat sovitetut kehystaeaen, mikae muodostaa kokonaisuu– den selitettyyn laitteesen naehden semmoisen luistin vaikutuksen alai– sek3lsaattamlsta varten, on paras laadintamuoto keksinnoestae Ja kokeissa osoittautunut sopivimmaksi ja kaeytaennoellisimmaeksi. Patenttivaatimus. 1. laite kinematografisen kuvavaikutuksen aikaansaamista varten yhdistettyjen luistien avulla, joihin kuhunkin kuuluu laepikuultava kuva– levy ja taittokalterl, tunnettu laitteista, mitkae automaattisesti vievaet luistit yhden kerrallaan valalstuspaikkaan ja siltae pois, sekae laitteis– ta, jotka automaattisesti saattavat kunkin luistin vaikutuksen alaisek– si, silloin kun taemae on valaistuskohdassa, niin ettae se synnyttaeae kine– matograflsen vaikutuksen. ... 1 circuit breaker 55, Fig. 2, which depends on into the spring, into accessible on the gear wheel 32, a pin. Forward, and the X KIXXiy'tapahtuvassa motion, In the various components of the kuvalasln tMkArrf 'paljastwat presented to an overseer diverting the surfaces of bright LAPL, the lamp is switched on, but when the opposite movement occurs, the lamp is switched off.. Besides, the resistance can be used katkaisijavartta hub coupling of the motor circuit and it heats, so that the machine runs slower when displaying an image, but not a higher speed when the slide is moved out of their stations and the new may be. Instead of a table kept in motion by low telkirattaan 37, as shown in figures 1 and 2, may be its periphery be provided with teeth or recesses 37a / addressed primed by the solid line configuration in Figure 23 /, which are affected by telkihaka 36a of the arm 38, the queue rod joint control interacts with an arm 59, which is worth primed lines assigned to the arm 60, which in turn may be affected by a crank–arm 19 of the roller 33 ss ijawn lever rod 59 may pivot pin 61 around and hedgehogs may or–ss affect spring 62 moving tankonivei into the opening 63 and the spring opening 64 is achieved by the telkihakavarsi 58 to take only every other feeding table of the tooth mold trap, through which every second and every table with a slider moves forward presentation. Telklhaka 36a provides a kllnnilukltsemisen when it happens to pysaekeruuviln 64 Telklpyaeraeae set for the shielding, Fig. 1 and 2, allows for the telklhaka 36 may influence, such that each or every second slide table He has to treatment; as described above is explained. Figure 23 has been shown to kilntonalsessa the base of the suojalai–te 65, which has a power table 14 below, and supports the roller 16a so that, if the device is placed in an inclined position, which is typical of living as shown in FIGS teater in, pads do not slip out when they arrive at the table lower halves. 66 shows the arm, which appeared in the rollers 16a niis–SA

luistlssa, which may have been transferred to, and takes them back their stations ss The device preparation of forms in which the slides turned to their stations, and with a common taittokalterla, are presented only for opportunities, while the images I0 –20 addressed to the form in which the kuvale plate and taittokalterl are made up of a framework, which forms the overall described the device via a relation to such a one skate under the influence of sek3lsaattamlsta, is the best form of preparation of the invention and the tests proved to be the most appropriate and practical. The claims. 1 device kinematografisen image effect in order to obtain a combined slides through each including a transparent image plate and taittokalterl, characterized in equipment which automatically take up the slides one at a time valalstuspaikkaan in and out of and apparatus used for automatically may each slide influence of alaisek–si, when it is lighting section, so that it generates matograflsen the influence kinetics.

162) Family number: 507528 (DE2025520B2) © PatBase

Title: AUTOMATIC FITTING SNOW TRACK FOR TYRE – WITH AUTOMATIC CLAMPS TO FIT LEADING EDGE OF TRACK TO TYRE

Priority: DE19702013379 19700320 DE19702025520 19700526

Family:

Publication number	Publication date	Application number	Application date
DE2013379 A1	19711209	DE19702013379	19700320
DE2013379 B2	19731115	DE19702013379	19700320
DE2013379 C3	19740606	DE19702013379	19700320
DE2025520 A1	19720203	DE19702025520	19700526
DE2025520 B2	19751113	DE19702025520	19700526
DE2025520 C3	19760616	DE19702025520	19700526

Probable Assignee: BLOD THEODOR

Assignee(s):(std)**:** BLOD THEODOR

Assignee(s): BLOD THEODOR 7740 TRIBERG

Inventor(s):(std)**:** BLOD THEODOR

Inventor(s): BLOD THEODOR 7740 TRIBERG

International class (IPC 8–9)**:** B60C27/14 B60C27/16 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60C27/06 B60C27/14 B60C27/16 B60C27/20

CPC: B60C27/145 B60C27/16 B60C27/20

European class: B60C27/14F B60C27/16 B60C27/20

Classification Explorer

Forward Citations: WO15164099, WO10049558, US4224972, ES2343344, DE19802543, DE102011008411, CN103317984,

Abstract:
Source: DE2025520B2 The snow tack is made up of an elastic band to encircle the tyre, with a pattern of grip teeth fitted to the band. The track is normally housed in a special container on the car and is released by a dashboard control. This feeds the track towards the tyre, which is rotating slowly. The leading edge of the track is fitted with hinged clamps which grip the tyre by swinging into an upwards position i.e. towards the hub. A special coupling pad is fitted to the rear of the band, extending over the leading edge so that the trailing edge is automatically clipped in place. Extra security can be obtained by fitting a clamp after the track is in place.

0) DE102010030572A1 – HYBRID DRIVE FOR MOTOR CAR IN CITY TRAFFIC, HAS...

163) Family number: 50263211 (DE102010030572A1) © PatBase

Title: HYBRID DRIVE FOR MOTOR CAR IN CITY TRAFFIC, HAS INPUT SHAFTS ROTATABLY ARRANGED IN ONE OF SWITCHABLE IDLE GEARS VIA RESPECTIVE GEAR SWITCHING DEVICE AND INPUT WHEEL SET PLANE PROVIDED WITH NON–SWITCHABLE INTERMEDIATE GEARS

Priority: DE201010030572 20100628

Family:

Publication number	Publication date	Application number	Application date
DE102010030572 A1	20111229	DE201010030572	20100628

Probable Assignee: ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s):(std): ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s): ZF FRIEDRICHSHAFEN AG

Inventor(s):(std): KALTENBACH JOHANNES DR

Inventor(s): KALTENBACH JOHANNES

International class (IPC 8–9): B60K6/36 B60K6/38 B60K6/547 (Advanced/Invention)

CPC: B60K6/36 B60K6/48 B60K6/547 F16H3/093 F16H2003/0938 F16H2200/0052 F16H2200/0056 Y02T10/6221

European class: B60K6/36 B60K6/48 B60K6/547 F16H3/093 R16H200/00W6 R16H200/00W7 R16H3/093G Y02T10/62F4

Classification Explorer

Cited documents: WO08138387 A1, DE10133695,

Forward Citations: US9358873, GB2495160, DE102015221780, DE102015016976,

Abstract:
The drive has an automated gear box including transmission input shafts (W–1, W–3) and a transmission output shaft (W–2) axially arranged parallel to each other. Switchable idle gears (z12–z15, z31–z34) and association of gear switching devices (S1–S4) are arranged on the input shafts. The input shafts are coupled together on an input side of an input wheel set plane (Z1). The input shafts are rotatably arranged in one of the switchable idle gears via the respective gear switching device. The input wheel set plane is provided with non–switchable intermediate gears (z21, z21a).

0) US6619177B – DEVICE; ESPECIALLY FOR CLEARING OF LAND MINES

164) Family number: 15299850 (US6619177B) © PatBase

Title: Device; especially for clearing of land mines

Priority: NO19990004232 19990901 WO2000NO00281 20000829

Family:

Publication number	Publication date	Application number	Application date
AT300722 E	20050815	AT20000959040T	20000829
AU200070429 A5	20010326	AU20000070429D	20000829
CA2383903 AA	20020227	CA20002383903	20000829
DE60021584 D1	20050901	DE20006021584	20000829
EP1208346 A1	20020529	EP20000959040	20000829
EP1208346 B1	20050727	EP20000959040	20000829
NO311194 B1	20011022	NO19990004232	19990901
NO994232 A	20010302	NO19990004232	19990901
NO994232 A0	19990901	NO19990004232	19990901
TR200200555 T2	20020722	TR20020000555T	20000829
US6619177 BA	20030916	US20020069924	20020613
WO0116549 A1	20010308	WO2000NO00281	20000829
ZA200201551 A	20030430	ZA20020001551	20020225

Probable Assignee: NORWEGIAN DEMINING CONSORTIUM AS

Assignee(s):(std)**:** ASPLI DAG ; HANSEN TORMOD ; MIDDLEMASS BARRY ; NORWEGIAN DEMINING CONSORTIUM ; NORWEGIAN DEMINING CONSORTIUM AS

Assignee(s): NORWEGIAN DEMINING CONSORTIUM AS FOSSEVEIEN ; NORWEGIAN DEMINING CONSORTIUM AS TISTEDAL

Inventor(s):(std)**:** ASPLI DAG ; BARRY MIDDLEMASS ; DAG ASPLI ; HANSEN TORMOD ; MIDDLEMASS BARRY ; MIDLEMASS BARRY ; TORMOD HANSEN

Agent(s): BERESKIN AND PARR; BERESKIN AND PARR LLP SENCRL SRL

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CR CU CY CZ DE DK DM DZ EE ES FI FR GA GB GD GE GH GM GN GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW

International class (IPC 8–9): F41H11/12 F41H11/16 F41H11/18 (Advanced/Invention)

International class (IPC 1–7): F41H11/12 F41H11/16

CPC: F41H11/18

European class: F41H11/18

US class: 89/1.11 89/1.13

Classification Explorer

Cited documents: WO9814748 A1, WO9311402 A1, US6148926 A, US5007325 A, US4987819 A, US4765221 A, US2496423 A, US2489564 A, US2425357 A, GB2170158 A1, GB2126958 A1, EP0640808 A1, DE3127856 A1,

Forward Citations: WO12170510, WO12170510, WO12101465, WO10103321, US9522623, US9488450, US9200423, US9061626, US8899137, US8474161, US7730822, US7565941, US7393045, US6892622, US2013240280, US2010275472, US2008156219, US2006272491, US2005235815, US2004050558, EP1424534, EP1351031, DE10255254,

Abstract:
Source: US6619177B An apparatus, especially for clearing landmines, wherein there is arranged on a carrier

machine (1) a flail unit (11) connected to an engine to power a flail rotor (12) equipped with chains and weights, which unit (11) comprises two flail arms (13) which at a first end support the flail rotor (12) and at a second end are made in the form of a frame (14), where the arms (13) are pivotally supported at a pivot point (17), so that when the flail rotor (12) is in operation the unit (11) will be maintained in a floating position relative to the surface of the terrain, which apparatus is equipped with a protective shield (15) between the flail rotor (12) and the carrier machine (1). The impacts of the chains and weights against the ground provide an uplift equal to the weight of the flail rotor (12), including the flail arms (13) up to the support point (17), and the protective shield (15) is arranged on the flail unit (11), preferably on the flail frame (14), so that it floats therewith and is thus capable of bending backwards when the unit (11) is raised or lowered as a consequence of, e.g., a detonation.

0) US2615551A – PAPER FEEDING DEVICE

165) Family number: 31345233 (US2615551A) © PatBase

Title: Paper feeding device

Priority: US19450609854 19450809 US19500149163 19500311

Family:

Publication number	Publication date	Application number	Application date
BE467127 A	00000000		00000000
CH261387 A	19490515		19460708
DE974970 A	19610629	DE1950I002117	19500924
FR941718 A	19490119		19460816
GB618267 A	19490218	GB19460022863	19460731
NL70894 C	00000000		00000000
US2531885 A	19501128	US19450609854	19450809
US2615551 A	19521028	US19500149163	19500311
US2734610 A	19560214		00000000

Probable Assignee: IBM

Assignee(s):(std): IBM ; IBM DEUTSCHLAND ; BRITISH TABULATING MACH CO LTD

Assignee(s): BRITISH TABULATING MACHINE CO LTD ; IBM DEUTSCHLAND INT BUERO MASCH GES ; IBM DEUTSCHLAND INT BUERO MASCH GES M B H ; IBM DEUTSCHLAND INT BUERO MASCH GES MBH ; INT BUSINESS MACHINES CORP

Inventor(s):(std): MACHINES CORPORATION INTERNATI ; MACHINES INTERNATI CORP ; MILLS ALBERT W ; MILLS ALBERT WASHINGTON ; RABENDA EDWARD J ; RABENDA EDWARD JOHN ; FURMAN FRANK J ; FURMAN FRANK JOHN

Inventor(s): INT BUSINESS MACHINES CORP ; CORPORATION INTERNATIONAL BUSINESS MACHINES

International class (IPC 1–7): B41J11/44 G06K15/16

US class: 192/145 192/40 192/48.2 192/82R 226/9 235/433 235/437 235/445 400/582 400/583.1

Classification Explorer

Cited documents: US636721 A, US558221 A, US2379828 A, US2369441 A, US2348059 A, US2328653 A, US2314258 A, US2310418 A, US2243474 A, US2222913 A, US2174457 A, US2153182 A, US2138646 A, US2003329 A, US1591081 A, US1508095 A, FR880929 A, FR847887 A, DE747603 A, DE709955 A, DE700298 A, DE622817 A, DE614519 A, DE518688 A,

Forward Citations: US3511353, US3318523, US3275804, US3191740, US3159263, US3042178, US3019881, US2983355, US2981396, US2969729, US2951699, US2889110, US2884852, US2863549, US2848535, US2820187, US2790528, US2684746, US2672287, US2620977, US2580861, DE973172, DE929335, DE1234429, DE1172883, DE1099243,

Abstract:
Source: GB618267A 618,267. Typewriters and c. BRITISH TABULATING MACHINE CO., Ltd. July 31, 1946, No. 22863. Convention date, Aug. 9, 1945. [Class 100(iv)] [Also in Group XIX] A machine in which record cards control the printing of data on a record strip comprises an endless perforated tape moving synchronously with and controlling the feeding of the record strip, the sensing of a succession of data on the perforated tape controlling means for feeding the record strip predetermined distances. The tape TP, Fig. 3, has perforations lt– 9t which are sensed electrically and, in co–operation with special perforations in the grouped control cards, control the feeding of the record strip; the tape is gummed at A so that it can be formed into a continuous loop TP, Fig. 16, for passing round a feeding roller 231 which has pins 232 co–operating with perforations 30 in the tape. The tape control mechanism is located at the right of the platen P, Fig. 17. It is driven by a continuously–running electric motor, the mainshaft of which carries a worm 59, Fig. 10, driving a gear 60 fixed to a shaft 63. Either of two gear trains 61, 67 or 64, 68 for high and low speed feeding respectively, are adapted to continue the drive through a clutch 103, 104 or a clutch 94, 99 to gears 107 or 108, Fig. 17, fixed to a shaft 110 carrying also a stopping disc 109, Fig. 9. The selection and operation of the clutches are controlled by relays LS and HS, Fig. 9. Energisation of magnet LS rocks a threearmed member 176 clockwise, lifting a hook 177 out of engagement with the stopping disc 109 and pressing down a T–member 181, Fig. 14, which, through an interposer 182. depresses a lug 186 on an arm 188 carrying a cam disc 200 which forces the clutch member 94, Fig. 10, into engagement with member

99 and so completes the slow−speed drive. If magnet HS, Fig. 9, is energized first, however, an arm 205 is rocked counterclockwise about a pivot 206 moving interposers 182, 183 Fig, 14, relative to the T−member 181 so that subsequent depression of the latter causes movement of the cam disc 201 to operate the clutch mechanism 103, 104, Fig. 10, for the highspeed drive. The longitudinal movement of interposer 182, Fig. 14, following energization of relay HS is transmitted by an insulated button 215, Fig. 9, to close contacts 216 to cause energization of relay LS. The drive to gears 107, 108, Fig. 17, is continued to integral gears 161, 162 comprising clutch teeth 167 adapted to engage similar teeth 168 on a disc 159 which is mounted on a sleeve 158 slidable along shaft 113 under the control of an arm 172 engaging between flanges 173 on the sleeve. The arm 172 is manually controlled from a knob D, Fig. 16, through a simple linkage 306 to engage or disengage clutch 167, 168. When the clutch 167, 168 is in engagement, the drive from the sleeve 158 is completed through a pin 156, bevel gears 151; 142, 150 to shaft 113, and thence through a coupling 122 to the platen P. Normally no relative movement occurs between the bevel gears 151, 142, 150, but this arrangement provides for fine adjustment of the platen by manual operation of a knob 136 which, when rotated, causes the planet bevel 142 to be carried round, rolling on the teeth of bevel gear 151. By virtue of the fact that bevel gears 150, 151 have different numbers of teeth, the second bevel gear 150 is thus given a slow motion which provides for fine adjustment of the platen, coarse adjustment being provided for by a knob 123 fixed to the shaft 113. The tape drum 231, Fig. 17, is mounted on the shaft 110 carrying the gears 107, 108 and comprises pins 232 for engaging perforations 30, Fig. 3, in the tape, a metal surface for co−operating with the six sensing brushes at each side of the centre, and commutator segments 242 set in insulation 241 for co−operation with further sensing brushes. The tape TP, Fig. 16, is passed over the drum 231 and over one of three supports 256, according to its length, the supports being carried on a slidable frame 247 clamped in position on a slidable 249. The tape sensing brushes B1 are mounted in a frame 263 pivoted at 266 which is swung upwards to facilitate fitting the tape. After fitting, the frame is pressed down until a latch 271 engages beneath a square pin 273. In this position a protruding portion 261 presses on the tape, tautening it. To avoid sparking at the brushes, a pair of contact breakers 285, 286, co−operating with arms 291, 292 and contacts 295, 296 provide that no current is supplied to the sensing brushes when they are just about to enter or leave a perforation in the tape. The type−selecting mechanism, Fig. 7, comprises a bar T, carrying type arranged as shown and moving upwardly in synchronism with the sensing of a card, Fig. 6. The presence of a perforation in one of the positions 9−1 causes energisation of a magnet PR and, through linkage 129, 128, 127, 126 causes an abutment 118 to engage the corresponding step 117 and so stop the bar T with a type Z, Y or X and c. opposite the platen P. The member 118 is held by a lever 131 rockable about a shaft a under the control of a bail 133, until the sensing of the O, X and R positions, when upward movement is resumed until a spring−urged pawl 139 is released to engage in one of the teeth O, X, R in the lever 131. A second impulse to the magnet PR effects this release through a linkage 147, 146, 140 previously rendered inoperative by a bail 148.

0) US2014057512A – NON IONIC GROUPS OF AMPHOTERIC POLYSACCHARIDE L...

166) Family number: 55884928 (US2014057512A) © PatBase

Title: NON IONIC GROUPS OF AMPHOTERIC POLYSACCHARIDE LINEAR OR BRANCHED ALKYL OR ACID AND BASE DISTILLATION RESERVOIR LIQUID OR GAS MECHANICALLY REFINED AND NANO PARTICLE DISPERSION AND RECOVERY BASIN IN VACUUM PROCESSING FOR BUILDING MATERIALS AND HIGH WEAR–HEAT RESISTANT PARTS BRUSHES; WINDINGS; COILS; BATTERY CELLS; BRAKE PADS; BUSHINGS; 2.5 PHASE EXTRUSIONS DIE CAST MOLDING; REFRIGERATION; POLARIZED GLASS; AND CENTRAL PROCESSING UNIT PROCESSORS.

Priority: US20120595610 20120827 US20120612667 20120912 US20120656682 20121020 US20120689789 20121130

Family:

Publication number	Publication date	Application number	Application date
US2014057512 AA	20140227	US20120612667	20120912
US2014070444 AA	20140313	US20120656682	20121020
US2014109386 AA	20140424	US20120689789	20121130

Probable Assignee: MATTHEWS ROBERT RICHARD

Assignee(s):(std)**:** MATTHEWS ROBERT RICHARD

Inventor(s):(std)**:** MATTHEWS ROBERT RICHARD

International class (IPC 8–9)**:** B22D15/00 B23P13/00 B28B7/00 B29C33/38 B29C47/00 B29C47/88 B30B15/00 E04H5/02 G01J3/46 (Advanced/Invention)

CPC: B23P13/00 B28B7/00 G01J3/46 B29C47/54 B22D18/06 B29C47/0004 B29C47/8815 C04B35/52 C04B38/0054 E04H5/02 Y10T29/49 B22D15/00 B22D17/22 B29C33/38 B30B15/00 Y10T442/102 B29C47/0016 B29C47/884

US class: 100/295 249/117 264/105 29/592 425/404 428/542.8 442/2 52/173.1 702/189

Classification Explorer

Cited documents: US2012107590 AA, US2005214539 AA, US2004023610 AA,

Forward Citations: US9250014, US9212850, US9074108, US2014223763, US2013169277, CN105014071, CN104646447,

Abstract:
Source: US2014057512A Manufacture process scientific formula mechanically refined and nanoparticle dispersion preform slurry non ionic or electrolyte carbon nanofoam CNFs with or without ionic suspension elements manufactured, Preform slurry high wear–heat resistant parts electronic component composite coils, composite windings, drawn, annealing, spun, coils, windings, wire, woven textile mesh, shielding, brushes, inductors, antinode couplers, electric rheostats, starters, motors, alternators, generators, ionic suspension element enhanced composite coils, composite windings, drawn, annealing, spun, coils, windings, wire, woven textile mesh, shielding, brushes, capacitors, battery cells, rheostats, electronic resistors, transformers, transducers, rectifiers, power supplies, or heat sinks, Preform slurry carbon nanofoam CNFs extrusion high wear–heat resistant parts aerospace, automotive, and transportation brake calipers, rotors, pads, washers, spacers, and bushings, Preform slurry carbon nanofoam CNFs extrusion high wear–heat resistant parts precision casting molds manufacturing highly pure metal, Super Alloy, acid–solid, alkaline, glass, acrylic, halide, alkalide, or ceramics specializing in 2.5 phase die cast molding.

0) DE19650162A1 – STUDDED WINTER TYRE WHICH CAN BE LOWERED INTO P...

167) Family number: 13318354 (DE19650162A1) © PatBase

Title: Studded winter tyre which can be lowered into position manually or automatically

Priority: DE19961050162 19961204

Family:

Publication number	Publication date	Application number	Application date
DE19650162 A1	19980610	DE19961050162	19961204

Probable Assignee: BAUMANN KARL

Assignee(s):(std)**:** BAUMANN KARL

Assignee(s): BAUMANN KARL 32657 LEMGO DE

Inventor(s):(std)**:** BAUMANN KARL

Inventor(s): BAUMANN KARL 32657 LEMGO DE

International class (IPC 8–9): B60B15/00 B60B15/26 B60C11/16 (Advanced/Invention); B60B15/00 B60C11/14 (Core/Invention)

International class (IPC 1–7): B60B15/00 B60C19/00

CPC: B60B15/00 B60B15/26 B60C11/1606

European class: B60B15/00 B60B15/26 B60C11/16B

Classification Explorer

Forward Citations: US2012169111, DE102011120184, DE102011120184,

Abstract:
Source: DE19650162A1 Here is something new. A steel studded tyre (5) is used in addition to the conventional car tyres (1), preventing loss of control on ice. Preferably the new tyre and wheel can be lowered into position by hand, or automatically. Winter driving safety is increased.

168) Family number: 30357574 (US4843742A) © PatBase

Title: Trenching apparatus and methods of forming inground retaining walls

Priority:

AU1986PH06409	19860613	AU19870074209	19870611	AU1989PJ02467	19890127
EP19870108455	19870611	EP19870108455	19870611	CN19851008738	19851223
US19870059745	19870608	AU19900050282	19900129	CA19870539544	19870612
WO1990AU00026	19900129	US19890338010	19890414	US19910729920	19910715
US19910724202	19910701				

Family:

Publication number	Publication date	Application number	Application date
AT157134 E	19970915	AT19900902124T	19900129
AT67260 E	19910915	AT19870108455T	19870611
AU198774209 A1	19871217	AU19870074209	19870611
AU199050282 A1	19900824	AU19900050282	19900129
AU606065 B2	19910131	AU19870074209	19870611
AU635522 B2	19930325	AU19900050282	19900129
BRPI8703012 A	19880308	BR1987PI03012	19870612
CA1280130 A1	19910212	CA19870539544	19870612
CA2045656 AA	19910719	CA19902045656	19900129
CA2045656 C	19960423	CA19902045656	19900129
CN1010702 B	19901205	CN19851008738	19851223
CN87104708 A	19880302	CN19871004708	19870612
DE3772854 D1	19911017	DE19873772854	19870611
DE69031306 D1	19970925	DE19906031306	19900129
EP0249231 A1	19871216	EP19870108455	19870611
EP0249231 B1	19910911	EP19870108455	19870611
EP0455672 A1	19911113	EP19900902124	19900129
EP0455672 A4	19920506	EP19900902124	19900129
EP0455672 B1	19970820	EP19900902124	19900129
ES2026484 T3	19920501	ES19870108455T	19870611
GR3003298 T3	19930217	GR19910401337T	19911211
IN170754 A	19920516	IN1987DE00501	19870610
JP04503091 T2	19920604	JP19900502497T	19900129
JP2525188 B2	19960814	JP19870147818	19870613
JP4503091 T2	19920604	JP19900502497T	19900129
JP63000530 A2	19880105	JP19870147818	19870613
KR970001724 B1	19970214	KR19870006011	19870613
NZ220635 A	19891128	NZ19870220635	19870610
PH24881 A	19901226	PH19870035382	19870610
US4843742 A	19890704	US19870059745	19870608
US5113609 A	19920519	US19890449191	19891213
US5311683 A	19940517	US19910729920	19910715
USRE34620 E	19940531	US19910724202	19910701
WO9008856 A1	19900809	WO1990AU00026	19900129
ZA8704191 A	19880928	ZA19870004191	19870611

Probable Assignee: FOUNDATION TECHNOLOGY LTD

Assignee(s):(std)**:** CONTINUOUS CONCRETE CASTINGS ; CONTINUOUS CONCRETE CASTINGS P ; FOUNDATION TECHN LTD ; FOUNDATION TECHNOLOGY EQUIPMEN ; FOUNDATION TECHNOLOGY LTD ; CONTINOUS CONCRETE CASTING PTY ; CONTINOUS CONCRETE CASTINGS PT ; GEOCAST SYSTEMS PTY LTD ;

KONTEINIYUASU CONCRETE KASUTEI ; CONTINUOUS CONCRETE CASTING PT

Assignee(s): CONTINUOUS CONCRETE CASTING PTY LIMITED ; KONTEINYUASU KONKURIITO KASUTEINGUZU PTY LTD ; KONTEINIYUASU CONCRETE KASUTEINGUZU PTY LTD ; CONTINOUS CONCRETE CASTINGS PTY LIMITED ; CAMELLERI PAUL ; CAMILLERI PAUL ANTHONY ; CONTINUOUS CONCRETE CASTINGS PTY LTD ; EAGLE PICHER IND INC A CORP OF OH ; FOUNDATION TECHNOLOGY LIMITED ; CONTINUOUS CONCRETE CASTINGS PTY LIMITED ; FOUNDATION TECHNOLOGY (EQUIPMENT) PTY LTD ; FOUNDATION TECHNOLOGY LTD NERANG QUEENSLAND AU ; FOUNDATION TECHNOLOGY EQUIPMENT PTYLTD ; CONTINUOUS CONCRETE CASTINGS PTY C HORWATH AND HOR ; FOUNDATION TECHNOLOGY PTY LTD ; EAGLE PICHER IND ; FOUNDATION TECHNOLOGY EQUIPMENT PTY LTD

Inventor(s):(std)**:** CAMELLERI P ; PAUL CAMELLERI ; PAUL CAMILLERI ; POORU KAMERERI ; CAMILLERI PAUL ANTHONY ; CAMILLERI PAUL A ; CAMILLERI PAUL ; CAMELLERI PAUL ; PAUL ANTHONY CAMILLERI

Inventor(s): HOORU KAMERERI ; CAMELLERI PAUL UPPER COOMERA QUEENSLAND 4221 AU ; CAMILLERI PAUL BELLEVUE PARK QLD 4217 AU

Agent(s): FOUNDATION TECHNOLOGY LTD; MACRAE AND CO; GOWLING LAFLEUR HENDERSON LLP

Designated states: AT AU BB BE BF BG BJ BR CA CF CG CH CM DE DK ES FI FR GA GB GR HU IT JP KP KR LI LK LU MC MG ML MR MW NL NO RO SD SE SN SU TD TG US

International class (IPC 8–9): E02D17/08 E02D17/13 E02F1/00 E02F3/08 E02F3/10 E02F5/02 E02F5/06 E02F5/08 E02F5/14 (Advanced/Invention); E02F5/02 (Advanced/Non–invention); E02F5/02 (Core/Non–invention)

International class (IPC 1–7): E02D17/06 E02D17/08 E02D17/13 E02D29/02 E02D5/18 E02F1/00 E02F3/08 E02F3/14 E02F5/02 E02F5/06 E02F5/08 E02F5/14 E04C2/24

CPC: E02F3/08 E02F3/086 E02F3/10 E02F5/14 E02F3/085

European class: E02F3/08 E02F3/08G E02F3/08M E02F3/10 E02F5/14

US class: 37/191A 37/192A 37/195 37/352 37/355 37/357 37/360 37/362 37/83 37/86 37/870 37/90 405/267

Classification Explorer

Cited documents: US4930940 A, US4861199 A, US4843742 A, US4681483 A, US4236857 A, US3951459 A, US3787989 A, US3785071 A, US3659364 A, US3577664 A, US3540194 A, US3425572 A, US3032899 A, US2817911 A, US2783556 A, US2360316 A, US2310233 A, US1850363 A, US1825258 A, US1769074 A, US1306350 A, JPS61501406, JP61501406 T2, JP61501406, JP56153021 A2, GB1372467 A, GB1314933 A, FR2243302 A1, FR2154611 A1, FR2060694 A5, FR2000530 A1, AU7420987 A1, AU7318687 A1, AU574454 B2, AU4113985, AU2936167 A1,

Forward Citations: WO11041787, WO11041787, WO07035400, WO07035400, WO02099244, US8732992, US8371048, US8209888, US7150115, US7150115, US6925736, US6574893, US6470607, US6219945, US5988947, US5791825, US5788422, US5707182, US5561923, US5392540, US5349765, US5311683, US5257471, US5249379, US5247743, US5244315, US5242246, US5228222, US5189819, US5113609, US2014345171, US2011119965, US2002188864, JP6341146, JP5814081, JP5568637, JP3821924, JP3747548, JP3712632, JP2013505517, JP2013100690, JP2002327450, JP11093202, JP10227043, EP2924174, EP0969152, EP0870876, EP0870876, EP0659943, EP0583886, EP0563473, EP0563472, EP0522765, DE9103330, DE4108873, CN104452804, CN104452804, CN102619249, AU666552,

Abstract:
Source: US4843742A A trenching apparatus (10) is for excavating deep trenches in which inground concrete retaining or foundation walls may be formed. The trenching apparatus (10) has a crawler base (11) on which a carrier assembly (14) is pivotally supported by pivots (16) whereby it may be tilted by rams (17) to maintain the platform horizontal. An automatic control device (64) is provided for this purpose. The carrier assembly (14) has a pair of rails (18/19) along which a carriage (21) may move. The carriage (21) supports a sleeve (24) through which a trenching arm (25) may be lowered to excavate a trench section as the carriage (21) is driven along the rails (18/19).

0) DE3400827A1 – ANTISKID VEHICLE RUTSCHFESTES FAHRZEUG

169) Family number: 3771689 (DE3400827A1) © PatBase

Title: Antiskid vehicle

Priority: DE19843400827 19840112

Family:

Publication number	Publication date	Application number	Application date
DE3400827 A1	19860102	DE19843400827	19840112

Probable Assignee: LAMMERS ALBERT

Assignee(s):(std)**:** LAMMERS ALBERT

Inventor(s):(std)**:** LAMMERS ALBERT

International class (IPC 8–9)**:** B60B39/00 B60T1/14 (Advanced/Invention)

International class (IPC 1–7)**:** B60C11/10 B60T1/14

CPC: B60B39/00 B60T1/14

European class: B60B39/00 B60T1/14

Classification Explorer

Cited documents: US4044862, DE3049620, DE3049418,

Forward Citations: DE102005024996,

Abstract:
Source: DE3400827A1 Tyre studs are prohibited in the Federal Republic of Germany and in many other countries. It is however recommended that vehicles adhere firmly to smooth road surfaces in emergency situations. These plates for firm adhesion to the road are intended to be fitted under the vehicle next to the wheels. By means of fan suction motors the air is sucked up from the suction cups, but also blown in in order to clean the filters, which are in front of the air pipes in order to prevent clogging, but only after lifting again. Narrow wheels provided with suction cups are fitted between the normal wheels and the vehicle, with the same suction cups and filters and fan suction motor as before. When cornering air is sucked much more sharply out of those wheels which lie on the inside of the curve than out of the tyres which run on the outside of the curve. In an emergency sharp braking occurs. For this reason a suction motor is fitted on each side of the vehicle so that the plates fitted between the wheels for self–adhesion on smooth roads are automatically lowered to the ground by means of a lowering and raising device and computer control, to enable the vehicle to adhere to the smooth road. Echo sounding beams or other beams measure remote, moving and non–moving objects at a distance from the moving vehicle, which the computer constantly uses in order to calculate... Original abstract incomplete.

0) IT1057787A – CATENA ANTISLITTAMENTO CONTINUA PER ROUTE DI VE...

170) Family number: 17880480 (IT1057787A) © PatBase

Title: CATENA ANTISLITTAMENTO CONTINUA PER ROUTE DI VEICOLI

Priority: AT19750008229 19751029

Family:

Publication number	Publication date	Application number	Application date
AT371772 B	19830725	AT19750008229	19751029
AT822975 A	19770215	AT19750008229	19751029
CH610832 A	19790515	CH19760003412	19760318
DE7608520 U1	19760812	DE19760008520U	19760319
IT1057787 A	19820330	IT19760067692	19760325

Probable Assignee: PENGG WALENTA KETTEN

Assignee(s):(std)**:** PENGG WALENTA KETTEN ; PENGG WALENTA STEIRISCHE KETTE ; PENGG WALENTA STEIRISCHE KETTENFABRIKEN KG ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KG

Assignee(s): STEIRISCHE KETTENFABRIKEN PENGG WALENTA KOMMANDITG ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KOMMANDITGESELLSCHAFT ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KG GRAZ OESTERREICH ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA GRAZ O KG

Inventor(s):(std)**:** WALENTA GOTTFRIED DIPL ING ; DIPL ING GOTTFRIED WALENTA

International class (IPC 8–9)**:** B60C27/10 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60B B60C27/06 B60C27/10

CPC: B60C27/10

European class: B60C27/10

Classification Explorer

Forward Citations: DE3643652, DE3111271, DE3101677, DE2710057, DE2702948,

Abstract:
Source: CH610832A Using a closure which is easy to handle it is intended to make simple fitting of the anti–skid chain possible. For this purpose, the inner side–chain (2) can be clamped from the front side of the wheel by passing a clamping element, for example a chain (7), through two sliding rings (3, 4) at the open ends of the inner side–chain (2) and subsequently passing it to the front side of the wheel and passing it there through a ring (6) of the outer side–chain (5).

0) CO4180428A – METODOS Y SISTEMAS PARA LA FABRICACION DE MATER...

171) Family number: 43685201 (CO4180428A) © PatBase

Title: METODOS Y SISTEMAS PARA LA FABRICACION DE MATERIALES DE EM– PAQUE, RECIPIENTES Y OTROS PRODUCTOS DE MEZCLAS QUE FRAGUAN HIDRAULICAMENTE COMPUESTOS CON ALTO RELLENO INORGANICO. METHODS AND SYSTEMS FOR MAKING MATERIALS PARKS EM, VESSELS AND OTHER PRODUCTS hydraulically setting MIXING WITH HIGH FILLING INORGANIC COMPOUNDS. (Machine translation)

Priority: CO19940005882 19940216

Family:

Publication number	Publication date	Application number	Application date
CO4180428 A1	19950607	CO19940005882	19940216

Probable Assignee: E KHASHOGGI IND

Assignee(s):(std)**:** E KHASHOGGI IND

Assignee(s): E KHASHOGGI INDUSTRIES

Inventor(s):(std)**:** ANDERSEN PER JUST ; HODSON SIMON K

Inventor(s): JUST ANDERSEN PER ; SIMON K HODSON

Agent(s): XIMENA BONILLA PEREIRA

International class (IPC 8–9): A47G19/12 (Advanced/Invention); A47G19/00 (Core/Invention)

International class (IPC 1–7): A47G19/12

Classification Explorer

Abstract:
Source: CO4180428A UN ARTICULO DE FABRICACION QUE TIENE UNA MATRIZ ESTRUCTURAL CONRELLENO INORGANICO QUE COMPRENDE UN AGLUTINANTE ORGANICO DISPERSABLE EN AGUA; UN AGREGADO INORGANICO QUE TIENE UNA CONCENTRACION DENTRO DEL RANGO DE ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MATRIZ ESTRUCTURAL CON RELLENO INORGANICO; Y UN MATERIAL FIBROSO, TENIENDO DICHA MATRIZ ESTRUCTURAL CON RELLENO INORGANICO UN GROSOR DENTRO DEL RANGO DE ENTRE 0.01 nm Y 20 nm.7UN METODO PARA FABRICAR UN ARTICULO COMPRENDIENDO EL METODO LOS PASOS DE: MEZCLAR UN AGLUTINANTE DE POLIMERO ORGANICO, UN AGREGADO INORGANICO, AGUA Y FIBRAS CON EL FIN DE FORMAR UNA MEZCLA MOLDEABLE, ESTANDO INCLUIDO EL AGREGADO INORGANICO EN UNA CANTIDAD DENTRO DEL RANGO ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MEZCLA; MOLDEAR LA MEZCLA EN LA FORMA ESTABLE DEL ARTICULO Y ENDURECER LA MEZCLA EN UNA FORMA ESTABLE DEL ARTICULO, TENIENDO EL ARTICULO UNA MATRIZ ESTRUCTURAL.18UN SISTEMA PARA FABRICAR UN ARTICULO, QUE COMPRENDE: UNA MEZCLADORA ESTRUCTURADA PARA PREPARAR UNA MEZCLA MOLDEABLE QUE INCLUYA UN AGLUTINANTE DE POLIMERO ORGANICO, UN AGREGADO INORGANICO QUE TIENE UNA CONCENTRACION EN EL RANGO ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MEZCLA, AGUA Y FIBRAS; MEDIOS PARA MOLDEAR LA MEZCLA MOLDEABLE EN LA FORMA DESEADA Y LOGRAR ESTABILIDAD DE FORMA EN MENOS DE UN MINUTO Y MEDIOS PARA ENDURECER LA MEZCLA EN LA FORMA DESEADA DEL ARTICULO. An article of manufacture having a structural CONRELLENO MATRIX INORGANIC ORGANIC comprising a binder dispersible in water; INORGANIC an aggregate having a concentration in the range between 40 percent and 98 percent by volume of the total solids in MATRIX FILLED STRUCTURAL INORGANIC; And a fibrous material, said structural matrix STUFFED WITH INORGANIC a thickness in the range between 0.01 nm and 20 nm.7UN method for making an article the method comprising the steps of: mixing an organic polymer binder, an aggregate inorganic WATER And fibers in order to form a moldable mixture, BEING INCLUDED IN THE AGGREGATE INORGANIC an amount within the range of between 40 percent and 98 percent by volume of the total solids in the mixture; Molding the mixture in stable shape of the article and curing the mixture into a stable form of the article, the article having MATRIX SYSTEM ESTRUCTURAL.18UN making an article, comprising: a STRUCTURED MIXER FOR PREPARING A moldable mixture including a binder ORGANIC POLYMER, INORGANIC an aggregate having a concentration in a range between 40 percent and 98 percent by volume of the total solids in the mixture, water and fibers; MEDIA MOLDEABLE molding the mixture into desired shape and form stability ACHIEVE IN LESS THAN ONE MINUTE AND MEANS FOR HARD MIX IN ARTICLE desired shape.

0) US2005158554A – WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND M...

172) Family number: 32149770 (US2005158554A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND METHOD FOR THEIR PREPARATION

Priority: CN200510000107 20050104 US20040761714 20040120 WO2005US00093 20050104

Family:

Publication number	Publication date	Application number	Application date
AU2005209151 AA	20050811	AU20050209151	20050104
CN1270636 C	20060823	CN200510000107	20050104
CN1620915 A	20050601	CN200510000107	20050104
CN1910043 A	20070207	CN200580002865	20050104
EP1708879 A1	20061011	EP20050704928	20050104
JP2007522961 T2	20070816	JP20060551101T	20050104
KR20070007045 A	20070112	KR20067014503	20050104
TW200530302 A	20050916	TW20050101178	20050114
US2005158554 AA	20050721	US20040761714	20040120
US7153576 BB	20061226	US20040761714	20040120
WO05072959 A1	20050811	WO2005US00093	20050104

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** BAI SHUANSUO ; GEN ELECTRIC ; WANG HUA ; SURIANO JOSEPH ANTHONY ; PARIKH CHETAN JAYANTILAL ; MYERS RANDALL TODD

Assignee(s): VIXS INC ; SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** SURIANO JOSEPH A ; SURIANO JOSEPH ANTHONY ; TODD WANG HUA SURIANO JOSEPH A ; WANG HUA ; SHUANSUO BAI ; RANDALL TODD MYERS ; JOSEPH ANTHONY SURIANO ; HUA WANG ; CHETAN JAYANTILAL PARIKH ; BAI XUE ; BAI SHUANSUO WANG ; BAI SHUANSUO ; MYERS RANDALL T ; MYERS RANDALL TODD ; PARIKH CHETAN J ; PARIKH CHETAN JAYANTILAL ; XUE BAI

Inventor(s): SHUANSUO WANG BAI ; MYERS RANDALL ; SURIANO JOSEPH ; PARIKH CHETAN ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN JAYA ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN JAYANTILAL MYERS RANDALL TODD

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GENERAL ELECTRIC COMPANY, GLOBAL RESEARCH; GENERAL ELECTRIC CO GLOBAL RESEARCH; CANTOR COLBURN LLP

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A23L1/05 A23L1/29 A23L29/20 A23L33/00 B32B27/00 B32B27/08 B32B27/36 B32B5/28 C08B37/00 C08G63/64 C09D167/00 C09D169/00 C09J153/02 C09J175/04 (Advanced/Invention);
B32B27/08 (Advanced/Non–invention);
A23L1/05 A23L1/29 B32B27/00 B32B27/08 B32B27/36 B32B5/22 C08B37/00 C08G63/00 C09D167/00 C09D169/00 C09J153/00 C09J175/04 (Core/Invention)

International class (IPC 1–7): A23L1/29 B28B3/20 B29C47/00 B32B27/08 B32B27/36 C08B37/00 C08G63/60 C08J7/04 C09K3/00

CPC: Y10T428/24942 B32B27/08 Y02B10/30 Y10T428/31507 Y10T428/31551 Y10T428/31678

European class: B32B27/08 Y02B10/30

US class: 264/176.1 264/176.100S 428/212 428/412 428/412P 428/423.1 428/423.100S 428/426 428/457

Cited documents: WO0069945 A1, WO0061664 A1, WO0026275 A1, WO0026274 A1, US6617398 BB, US6617398 BA, US6607814 BB, US6607814 BA, US6586091 BB, US6586091 BA, US6572956 BA, US6538065 BA, US6395823 BA, US6306507 BA, US6297300 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6180195 BA, US6180195 B1, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5885668 A, US5846659 A, US5759689 A, US5738918 A, US5601679 A, US5552463 A, US5510182 A, US5486407 A, US5446767 A, US5407751 A, US5364669 A, US5360647 A, US5321114 A, US5318850 A, US5262475 A, US5103336 A, US5098778 A, US5064704 A, US5030505 A, US5001193 A, US5001000 A, US4992322 A, US4931364 A, US4914143 A, US4643937 A, US4576842 A, US4506065 A, US4503121 A, US4495325 A, US4487896 A, US4414230 A, US4334053 A, US4291085 A, US4281099 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4150217 A, US4127560 A, US4121014 A, US3965057 A, US3892717 A, US3806486 A, US3791914 A, US3764457 A, US3506470 A, US3505160 A, US3503779 A, US3492261 A, US3460961 A, US3444412 A, US3444129 A, US3391054 A, US3309261 A, US3207814 A, US3169121 A, US3030331 A, US2005003208 AA, US2004166323 AA, US2004142176 AA, US2004028907 AA, US2003175488 AA, US2002028337 AA, JP1199841 A2, JP1/199841, EP1316419 A2, EP1124878 A1, EP0733470 A1, EP0277350 A1, DE10100745 A1,

Forward Citations: WO11117269, WO10056056, WO10056056, WO08142453, WO08134621, WO08088708, WO08088708, USRE45802, USD619477, US9694520, US9688813, US9429140, US9394882, US9314938, US9193214, US9139242, US9079374, US8932721, US8920264, US8906987, US8876483, US8691340, US8664307, US8618415, US8475905, US8236383, US8088848, US7988094, US7521105, US7514147, US7270882, US2015102716, US2012107616, US2010109309, US2010092720, US2010009207, US2009011213, US2008286537, US2008265459, US2008265308, US2008169381, US2008169380, US2007286995, US2007116959, US2006083907, US2006019099, US2005266232, US2005144309, US2004175593, US2004166323, KR101238837, KR101075423, JP2013226792, EP2181910, CN104837884, CN103750302, CN103286959, CN102821941, CN102464936, CN102464878, CN102214841, CN102010596,

Abstract:
Source: US2005158554A Disclosed is a multilayer article assembly comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) an uncured thermoset or uncured cyclic oligomer substrate layer, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for preparing said multilayer article assembly.

0) FR1241788A – CONTROLEUR DE TRAIN ROULANT DE VEHICULE CONTRO...

173) Family number: 29998503 (FR1241788A) © PatBase

Title: CONTROLEUR DE TRAIN ROULANT DE VEHICULE CONTROLLER OF VEHICLE TRAIN ROLLING (Machine translation)

Priority: FR19590802421 19590808

Family:

Publication number	Publication date	Application number	Application date
FR1241788 A	19600923	FR19590802421	19590808

Inventor(s):(std): PLANTE EMILE ABEL

International class (IPC 8–9): G01B5/255 (Advanced/Invention); G01B5/24 (Core/Invention)

CPC: G01B5/255

European class: 42B22 G01B5/255

Classification Explorer

Abstract:
Source: FR1241788A [Source: Claim 1] 1. **ATTENTION** debut du champ CLMS peut contenir fin de DESC **. tant, le parallelisme des bras 10 et 10 bis et celui des roues en rectifiant au besoin par les vis 12 l'orientation verticale des miroirs 11 sur les bras 10 et 10 bis. L'invention prevoit aussi que les deux appareils il voient leurs reflexions entrecoupees par un ecran translucide 16 reposant sur le sol par un pied 17 a mi–distance entre–11 et 11 bis de telle sorte que l'on puisse voir concorder ou non l'un par transparenee, l'autre directement les spots lumineux correspondants a l'epure. On concoit que tous les autres angles soient mesures par ce dispositif en tenant compte que la pointe 7 pouvant tourner, l'axe 8 bis (fig. 4) peut etre oriente verticalement, oscillant sur son milieu et solidaire du bras 10 ter qui porte l'appareil optique 11 ter dont l'ace d'oscillation est horizontal comme 10 ter et dont les projections se mesurent soit sur l'appareil oppose, soit sur l'ecran 16 interpose. L'invention prevoit essentiellement que le plan translucide 16 soit remplace, soit: a. par une glace a double face rayee sur chacune de traits reperes concordant en hauteur ou qu'une glace a une seule face soit montee sur socle a pivot pour pouvoir faire face sans denivellation aux appareils II et II bis, soit: b. par un plan opaque 16 gradue sur chacune de ses faces a des niveaux correspondants de toute la gamme des graduations ou echelles necessaires aux mesures deja citees. Il est prevu aussi que ce plan 16 peut porter en son centre une source lumineuse pouvant alimenter a la fois les miroirs 11 et 11 bis dont les effets se portent sur le panneau 16. Il est prevu que le plan 16 represente porte sur le sol sur un socle 17 soit fixe au vehicule en dessous de toute membrure telle que pare–choc, en son milieu d'ou il resulte que ledit plan 16 se deplace avec le vehicule comme les ensembles appliques sur les roues. L'invention prevoit que la liaison entre les deux cotes soit assuree par le positionnement d'une regle droite 13 bis instantanement amovible qui vienne s'encastrer par ses extremites dans les rainures de deux plateaux 18 orientables sur le bras 10 et bordes de deux secteurs gradues avec reperes sur le bras 10 (fig. 5). L'axe d'orientation de ce plateau, vertical pour les mesures de parallelisme sera horizontal et monte sur charnieres a axe vertical pour les mesures de chasse et de carrossage ou d'inclinai son des pivots qui concernent des deviations complexes d'axes verticaux au cours du bracage. L'invention prevoit que sur chaque bras 10 soit monte un pendule sur rotule a balancier 18, fig. 7, dont la pointe superieure 19 indique a travers un verre bombe 20 gradue de cercles concentriques et de rayons (fig. 8) les valeurs comparatives des debattements des deux roues, etant dit qu'un niveau a segment spherique peut etre utilise mais presente moins de precision. Ainsi la regle ou les systemes optiques pourront etre completes eventuellement par les coupoles decrites. On voit fig. 7 que la coupole 20 est fixee par un bras 21 avec un systeme a pince ou coulissant permettant la mise a zero de l'aiguille avant debattement d'orientation des roues. L'invention prevoit enfin que la fixation 4 par charniere et rotule deportee eventuellement soit remplacee pour les mesures sur des angles importants par un accrochage sur le dessus du pneu suivant la figure 6 combinee avec la figure [Source: Claim 1] 1. ** WARNING ** start of CLMS field may contain end of DESC **. As the parallelism of the arms 10 and 10a and the grinding wheels as required by the screws 12, the vertical orientation of mirrors 11 on the arms 10 and 10a. The invention provides for the two devices as it see their reflections interspersed by a translucent screen 16 resting on the ground by a foot 17 is halfway between 11 and 11–bis so that we can see the match or not one by transparenee, the other directly corresponding bright spots has epure. It conceives all other angles are measures by this device considering that the tip 7 rotatable axis 8a (Fig. 4) can be oriented vertically oscillating on the middle and fixed to the arm 10b which carries the optical device 11b whose oscillation ace is horizontal as 10b and whose projections are measured either on the device opposes either on the screen 16 interposed. The invention provides for essentially the translucent plane 16 is replaced by: a. by a glass double sided striped on each of benchmarks traits consistent height or ice that one side is montee Stand pivot has to cope without elevation change to the devices and He He bis or b. by an opaque plane 16 graduated on each of its faces a corresponding levels of the full range of scale or scales needed to already cited measures. It is also expected that this plan 16 can carry in its center a light source that can power has both mirrors 11 and 11a whose effects relate to the panel 16. It is expected that the plan represents 16 touches the ground on a base 17 is fixed to the vehicle under any chord as bumpers, in the middle of or it follows that the plan 16 moves with the vehicle as the sets appliques on wheels. The invention provides that the

connection between the two sides is ensured by the positioning of a right rule 13a instantly removable who comes to built its ends into the grooves of two adjustable plates 18 on the arm 10 and hoardings of two sectors GRADUATED with benchmarks on the arm 10 (fig. 5). The tray of this orientation axis, vertical to the parallelism measures will horizontal and hinged with a vertical axis for hunting and measures camber or bowed its pivots which involve complex deviations of vertical axes during the bracage. The invention provides that on each arm 10 is mounted on a pendulum balance patella 18, fig. 7, the upper edge 19 states through a glass bomb 20 graduated concentric circles and rays (fig. 8) the comparative values of the deflections of the two wheels, being told that a spherical segment level can be used but presents less precision. Thus the rule or optical systems will eventually be supplemented by the described domes. We see Fig. 7 that the dome 20 is fixed by an arm 21 with a clip system or sliding to the setting to zero of travel front needle wheel orientation. The invention further provides that the fixing by 4 hinge and ball deportee eventually be replaced for measurements on large angles by hanging on top of the tire according to Figure 6 combined with Figure

174) Family number: 30108853 (US2001021734A) © PatBase

Title: COLOR STABLE COMPOSITIONS CONTAINING ARYLATE–COMPRISING POLYMERS

Priority: US19990394211 19990910 US20000709987 20001113 US20010815328 20010322 US20010815326 20010322 US20010815327 20010322 US20000710005 20001113 WO2000US23646 20000829

Family:

Publication number	Publication date	Application number	Application date
DE60025624 D1	20060406	DE20006025624	20000829
DE60025624 T2	20061005	DE20006025624T	20000829
EP1240244 A1	20020918	EP20000957887	20000829
EP1240244 B1	20060118	EP20000957887	20000829
JP2003508616 T2	20030304	JP20010522321T	20000829
US2001021734 AA	20010913	US20010815328	20010322
US2001031804 AA	20011018	US20010815327	20010322
US2002025999 AA	20020228	US20010815326	20010322
US6410620 BB	20020625	US20010815328	20010322
US6414058 BB	20020702	US20010815327	20010322
US6417253 BA	20020709	US20010815326	20010322
WO0118103 A1	20010315	WO2000US23646	20000829

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** GEN ELECTRIC ; SHAKNOVICH ALEXANDER ISAAKOVIC

Assignee(s): SHAKNOVICH ALEXANDER ISAAKOVICH ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC CO SCHENECTADY ; GENERAL ELECTRIC COMPANY ; SABIC GLOBAL TECHNOLOGIES BV ; SABIC INNOVATIVE PLASTICS IP BV

Inventor(s):(std)**:** SHAKHNOVICH ALEXANDER ISAAKOVI ; SHAKHNOVICH ALEXANDER ISAAKOVICH ; SHAKHNOVICH ISAAKOVICH ; SHAKNOVICH ALEXANDER ISAAKOVIC

Inventor(s): SHAKNOVICH ALEXANDER ISAAKOVICH

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC MX NL PT SE

International class (IPC 8–9)**:** C08G63/91 C08K5/18 C08K5/315 C08K5/34 C08L67/00 C08L69/00 (Advanced/Invention); F02B61/04 (Advanced/Non–invention); C08G63/00 C08K5/00 C08L67/00 (Core/Invention); F02B61/00 (Core/Non–invention)

International class (IPC 1–7)**:** B32B27/06 C08G63/91 C08K5/16 C08K5/17 C08K5/18 C08K5/315 C08K5/34 C08K5/3412 C08K5/48 C08L67/00 C08L69/00

CPC: Y10T428/31786 C08K5/18 C08K5/315 F02B61/045

European class: C08K5/18 C08K5/315 R02B61/04B

US class: 428/48 428/480 428/480S 524/206 524/206S 524/238 524/238S 524/240 524/241 524/241S 524/254 524/257 524/601 524/86 524/86P 524/89 524/99 528/288 528/289

Classification Explorer

Cited documents: WO9615184 A1, WO8604904 A1, WO0069945 A1, WO0061664 A1, WO0015718 A1, US6306507 BA, US5478878 A, US5275903 A, US4539386 A, US4493915 A, EP0153089 A1,

Forward Citations: WO05120828, WO05120828, WO05120828, WO04041935, USRE40508, US9511536, US9232993, US9228082, US8921438, US8263691, US8192837, US7838602, US7790292, US7605221, US7452944, US7169859, US7092573, US7060217, US6861482, US6689474, US6610409, US6607814, US2014228462, US2013261202, US2012052314, US2011144747, US2009098362, US2007197700, US2007147072, US2007129492, US2007122627, US2007027271, US2006162855, US2006103580, US2005288406, US2005266232, US2005260369, US2005159577, US2005048401, US2004250944, US2004076817, US2004043234, US2003207123, EP1750939,

Abstract:
Source: US2001021734A The color stability of thermoplastic polymers comprising structural units derived from at least one 1,3−dihydroxybenzene and at least one organodicarboxylic acid is enhanced by combination with at least one photobleachable 4−aminocinnamic compound such as 4−dimethylaminocinnamaldehyde. The latter absorbs radiation in the range between about 360 nanometers and about 390 nanometers, balancing the radiation absorbed by hydroxybenzophenone moieties formed in the polymer.

175) Family number: 3799588 (US4691593A) © PatBase

Title: Limited slip differential system for a motor vehicle with all–wheel drive

Priority: DE19853507490 19850302 DE19863660008 19860113 EP19860100336 19860113

Family:

Publication number	Publication date	Application number	Application date
AT30942 E	19871215	AT19860100336T	19860113
BRPI8600858 A	19861111	BR1986PI00858	19860228
DE3507490 C1	19860313	DE19853507490	19850302
DE3660008 D1	19871223	DE19863660008	19860113
EP0194410 A1	19860917	EP19860100336	19860113
EP0194410 B1	19871119	EP19860100336	19860113
ES552516 A1	19870501	ES19860552516	19860228
ES8705307 A1	19870716	ES19860552516	19860228
FI79980 B	19891229	FI19860000346	19860124
FI79980 C	19900410	FI19860000346	19860124
FI860346 A	19860903	FI19860000346	19860124
FI860346 A0	19860124	FI19860000346	19860124
JP1495215 C3	19890516	JP19860044290	19860303
JP61207220 A2	19860913	JP19860044290	19860303
JP63044576 B4	19880906	JP19860044290	19860303
SU1419512 A3	19880823	SU19864027018	19860225
US4691593 A	19870908	US19860835381	19860303

Probable Assignee: DR ING HCF PORSCHE AG

Assignee(s):(std)**:** PORSCHE AG

Assignee(s): DR INZH KH TS F PORSHE AG FIRMA ; DRINGHC F PORSCHE AG ; DOKUTORU INGU HAA TSUEE EFU HORUSHE AG ; DR ING H C F PORSCHE AG ; DR ING H C F PORSCHE AG 7000 STUTTGART DE ; DR ING H C F PORSCHE AKTIENGESELLSCHAFT ; DR ING HCF ; DR ING HCF PORSCHE AG ; DR INZH KH TS F PORSHE AG FA

Inventor(s):(std)**:** MUELLER ROBERT ; MYULLER ROBERT ; ROOBERUTO MIYURAA ; MULLER ROBERT

Inventor(s): ROBERT MYULLER AT ; ROOBERUTO MYURAA ; ROBERT MULLER ; MUELLER ROBERT 7256 MOENSHEIM DE

Designated states: AT BE CH DE FR GB IT LI NL SE

International class (IPC 8–9)**:** B60K17/34 B60K17/346 B60K23/08 F16H48/20 F16H48/22 F16H48/30 (Advanced/Invention); B60K17/34 B60K17/344 B60K23/08 F16H48/00 (Core/Invention)

International class (IPC 1–7)**:** B60K17/34 B60K17/344 B60K17/346 B60K17/352 B60K23/0 B60K23/00 B60K23/08 F16H1/28 F16H1/42 F16H1/44

CPC: B60K17/3465 B60K23/0808

European class: B60K17/346B1 B60K23/08B

US class: 180/249 475/113 475/154 475/207 475/221 475/260 475/295 74/705 74/714 74/802

Classification Explorer

Cited documents: US4567788 A, US4541503 A, US4520691 A, US4493227 A, US4464973 A, US4428452 A, US4138906 A, US3871249 A, US3838610 A, US3828877 A, US3792628 A, US3709314 A, US3269217 A, US2228581 A, JP37006005 A2, GB800230 A, GB1583655 A, GB1093798 A, FR1024532 A, EP0118155 A1, EP0066449 A1, DE811650 A, DE3218830 A1, DE1802456 A1, CH66021 A, CH287435 A,

Forward Citations:

WO9119620, WO06046018, US7811194, US7806220, US7510041, US7503866, US7503416, US7491146, US7361113, US7344469, US7294083, US7278947, US7267628, US7258187, US7238134, US7211019, US7175559, US7175558, US7175557, US7086982, US7083539, US7080707, US7059992, US7059991, US7059990, US7044880, US7004876, US6962227, US6464612, US6334832, US6120407, US6045476, US5842947, US5364319, US5335747, US5171294, US5083988, US5066268, US4995862, US4986800, US4916973, US4909344, US4882950, US4850246, US4784236, US4779487, US2009181819, US2008139359, US2007289797, US2007265130, US2007066436, US2006293141, US2006289228, US2006276292, US2006205555, US2006199697, US2006172844, US2006162980, US2006157291, US2006142108, US2006122024, US2006122023, US2006052206, US2005279558, US2005266953, US2005266952, US2005266950, US2005261099, US2005261098, US2005252707, US2005247511, US2005176543, US2005159264, EP0405717, EP0345445, EP0327726, EP0315741, EP0298397, EP0275394, EP0257132, EP0252183, EP0236695, EP0230523, DE4138738, DE3701843, DE3629493, DE3616236, DE3602930, DE102005061935,

Abstract:
Source: US4691593A A limited slip differential system in the drive train of a motor vehicle with continuous all−wheel drive is provided with a direct through drive acted on by an intermediate planetary transmission and an engageable braking device. The transmission ratio between the planetary transmission and the braking device is substantially higher than the transmission ratio for the direct through drive. This keeps the required braking moment small and allows the use of a relatively small braking device.

0) BRPI8503289A – MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO...

176) Family number: 669629 (BRPI8503289A) © PatBase

Title: MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO MECANICO DE AJUSTE AUTOMATICO E APARELHO AJUSTADOR DE FREIO AUTOMATICO ACTING MECHANISM OF MECHANICAL PARKING BRAKE AUTOMATIC ADJUSTMENT AND AUTOMATIC BRAKE ADJUSTER (Machine translation)

Priority: BR1985PI03289 19850709

Family:

Publication number	Publication date	Application number	Application date
BRPI8503289 A	19870217	BR1985PI03289	19850709

Probable Assignee: KELSEY HAYES CO

Assignee(s):(std): KELSEY HAYES CO

Assignee(s): KELSEY HAYES COMPANY

Inventor(s):(std): EVANS ANTHONY C

Inventor(s): ANTHONY C EVANS

International class (IPC 8–9): F16D65/00 F16D65/14 (Advanced/Invention); F16D65/00 F16D65/14 (Core/Invention)

International class (IPC 1–7): F16D65/00 F16D65/14

Classification Explorer

Abstract:
Source: BRPI8503289A ¦••• • a • M i ss M IIss • • • • • a • • • • ••• it hi ss• •• ii a a a • « « • • a at a a a • • a a a a a a aa aa #ss## aa HESUMO DA INVENQAO Patente de Invencao de "MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO MECANICO DE AJUSTE AUTOMATICO E APARELHO AJUSTADOR DE FREIO AUTOMATICO". 5 Revela–se um mecanismo de freio de estacionamento mecanico contendo uma caracteristica au to–reguladora para compensar o disgaste da almofada de friccao adequado para uso num freio de disco hidrauli– co, A concretizacao revelada ensina um mecanismo de 10 freio de estacionamento separado e independente do me– canismo de atuacao do freio hidraulico. Portanto o me– canismo de freio de estacionamento pode ser combinado com qualquer freio de disco como um dispositivo adicio nal para uso em veiculos a motor. •• • • • • ••• • e ... • • • • • M i ss M II ss • • • • • • • • • • • • it hi ss • • • ii at • «• at a a a • • (a) a a a aa aa # ss # # aa HESUMO of INVENQAO patent of Invention of "ACTING MECHANISM of MECHANICAL PARKING BRAKE AUTOMATIC ADJUSTMENT and AUTOMATIC BRAKE ADJUSTER DEVICE." 5 proves to be a mechanical parking brake mechanism containing a characteristic au to–to offset the regulatory disgaste friccao pad suitable for use in a disc brake hidrauli–co, concretizacao revealed teaches a 10 parking brake mechanism separately and independent of me–as of superior performance hydraulic brake. So me–parking brake mechanism can be combined with any disc brake as an additional nal device for use in motor vehicles. •• • • • • ••• • e

0) FR2657597A – WINCH WHICH CAN BE FITTED TO THE DRIVING WHEELS...

177) Family number: 6272195 (FR2657597A) © PatBase

Title: Winch which can be fitted to the driving wheels of a motor vehicle which has got stuck in the sand or in the mud, equipped with a strap winder and anchoring posts

Priority: FR19900001177 19900129

Family:

Publication number	Publication date	Application number	Application date
FR2657597 A1	19910802	FR19900001177	19900129
FR2657597 B1	19920522	FR19900001177	19900129

Probable Assignee: FREREJOUAN JACKIE

Assignee(s):(std)**:** FREREJOUAN JACKIE

Inventor(s):(std)**:** JACKIE FREREJOUAN

Inventor(s): FREREJOUAN JACKIE

International class (IPC 8–9)**:** B66D1/00 B66F19/00 B66F19/02 E02D5/80 (Advanced/Invention); B66D1/00 B66F19/00 E02D5/80 (Core/Invention)

International class (IPC 1–7)**:** B66F19/02

CPC: B66D1/005 B66F19/00 E02D5/801

European class: B66D1/00A B66F19/00 E02D5/80B

Classification Explorer

Cited documents: US3784163, US2751193,

Forward Citations: GB2366275,

Abstract:
Source: FR2657597A Device which can be fitted to the driving wheels of a motor vehicle which has got stuck in the sand or in the mud. The invention relates to a device making it possible, regardless of the nature of the ground, to tow one's vehicle out of its poor position by fitting to the front or rear driving wheels two grapnel winches the tensioners of which are fixed inside vent orifices (4) of the wheel rim (14). It consists of: – an outer sleeve (1) in the form of a funnel conical at its base (28), carrying the automatic roller compartment (7) with a strap (3), and taking up position on the wheel rim (14) by application of its ring (18), – an inner sleeve (2) with a spring (11) with manual immobilisation (5) so that the ring (19) exerts its pressure on the wheel nuts (17), – several tensioners of the same type, from four to five, each of them forming an assembly (3–10–12–13–15–20–24–25), returning the sleeve (1) via firm pressure on to any part whatsoever of the wheel rim (14) about its axis (23). The device according to the invention is particularly intended to be fitted to the driving wheels of a motor vehicle.

0) FR1440732A – ESSUIE–GLACE, APPLICABLE EN PARTICULIER A DES V...

178) Family number: 21535932 (FR1440732A) © PatBase

Title: ESSUIE–GLACE, APPLICABLE EN PARTICULIER A DES VEHICULES AUTOMOBILES WIPER, ESPECIALLY APPLICABLE TO MOTOR VEHICLES (Machine translation)

Priority: FR19650013247 19650414

Family:

Publication number	Publication date	Application number	Application date
FR1440732 A	19660603	FR19650013247	19650414

Inventor(s):(std): KIRCHNER ERNST

International class (IPC 8–9): B60S1/08 (Advanced/Invention); B60S1/08 (Core/Invention)

International class (IPC 1–7): B60S1/08

CPC: B60S1/0803

European class: B60S1/08B

Classification Explorer

Abstract:
Source: FR1440732A [Source: Claim 1] 1 On prevoit pour actionner le moteur d'entraine ment un commutateur muni de plusieurs groupes de contacts, de preference trois, qui peut etre regle dans trois positions de commutation et dont les contacts sont relies ensemble de telle maniere que la mise hors service du moteur d'entrainement s'effectue a chaque fois dans le sens de rotation associe avec le service intermittent des balais et, en outre, pour l'interruption du circuit electrique du moteur de commande, les organes mecaniques; pouvant etre commandes pour 1e service intermit tent des balais d'essuie–glace, sont relies avec un dispositif de coupure et/ou d'arret muni de contacts d'arret fixe ou contacts analogues de telle maniere que les balais d'essuie–glace soient immobilises a chaque fois dans leur position d'arret fixe; [Source: Claim 1] 1 It is expected to operate the engine ment leads to a switch with several contact groups, preferably three, which can be settled in three switching positions and whose contacts are connected together to such a way that switching off the drive motor of the service is performed each time in the direction of rotation associated with the intermittent service brooms and, in addition, to the interruption of the electrical circuit of the drive motor, the mechanical organs; can be orders for the first intermittent Service tent of wiper blades, are connected with a switching device and / or stop provided with fixed stop contacts or similar contacts in such a way that the wiper blades are immobilized each time in their fixed stop position;

0) DE10122292A1 – INSTALLATION FOR BETTER UTILIZATION OF SKI–LIFT...

179) Family number: 24152896 (DE10122292A1) © PatBase

Title: Installation for better utilization of ski–lifts during snowless seasons comprises an endless pipe configuration and carriages with guide devices and plastic foam running wheels and guide devices

Priority: DE20011022292 20010508

Family:

Publication number	Publication date	Application number	Application date
DE10122292 A1	20021205	DE20011022292	20010508

Probable Assignee: FUNKE PETER

Assignee(s):(std)**:** FUNKE PETER

International class (IPC 8–9): A63G21/04 B61B11/00 B61B9/00 (Advanced/Invention); A63G21/00 B61B11/00 B61B9/00 (Core/Invention)

International class (IPC 1–7): B61B9/00

CPC: A63G21/04 B61B9/00 B61B11/002

European class: A63G21/04 B61B11/00A B61B9/00

Classification Explorer

Forward Citations: WO05005751, WO05005751,

Abstract:
Installation for better utilization of ski–lifts during snowless seasons comprises an endless pipe configuration and carriages with guide devices and plastic foam running wheels. The carriages brought to the top of the installation by means of the ski–lift return to the bottom of the installation by gravity. Carriage speed during a downwards journey is automatically regulated.

0) US5507994A – PROCESS AND APPARATUS FOR PROVIDING A SHAPED PO...

180) Family number: 32481587 (US5507994A) © PatBase

Title: PROCESS AND APPARATUS FOR PROVIDING A SHAPED POLYMER FRAME ON A GLASS PLATE

Priority: DE19934326650 19930809 DE19946010550 19940727 EP19940401722 19940727 US19970887706 19970703 US19950540858 19951010 US19940286725 19940805 US19990425047 19991022 FR19940012337 19941017

Family:

Publication number	Publication date	Application number	Application date
AT166608 E	19980615	AT19940401722T	19940727
BRPI9504416 A	19970527	BR1995PI04416	19951016
CZ284346 B6	19981014	CZ19940001930	19940809
CZ292214 B6	20030813	CZ19950002699	19951016
CZ9401930 A3	19951115	CZ19940001930	19940809
CZ9502699 A3	19960515	CZ19950002699	19951016
DE4326650 A1	19950216	DE19934326650	19930809
DE69410550 D1	19980702	DE19946010550	19940727
DE69410550 T2	19981217	DE19946010550T	19940727
DE69521658 D1	20010816	DE19956021658	19951013
DE69521658 T2	20020502	DE19956021658T	19951013
EP0638408 A1	19950215	EP19940401722	19940727
EP0638408 B1	19980527	EP19940401722	19940727
EP0707937 A1	19960424	EP19950402288	19951013
EP0707937 B1	20010711	EP19950402288	19951013
ES2118341 T3	19980916	ES19940401722T	19940727
ES2160679 T3	20011116	ES19950402288T	19951013
FR2725657 A1	19960419	FR19940012337	19941017
FR2725657 B1	19970110	FR19940012337	19941017
JP2889820 B2	19990510	JP19940185834	19940808
JP7165441 A2	19950627	JP19940185834	19940808
JP8207109 A2	19960813	JP19950268750	19951017
KR100343862 B1	20021129	KR19940019443	19940808
KR100361237 B1	20030211	KR19950036535	19951017
KR19950005761 A	19950320	KR19940019443	19940808
KR19960014032 A	19960522	KR19950036535	19951017
PT707937 T	20011228	PT19950402288T	19951013
RO119006 B1	20040227	RO19950001798	19951017
SI0638408 T1	19981031	SI19940030175T	19940727
TH44284 A	20010409	TH19951002581	19951016
TR9501277 A2	19960621	TR19950001277	19951017
TR960323 A2	19960621	TR19950001277	19951017
US5507994 A	19960416	US19940286725	19940805
US5645785 A	19970708	US19950540858	19951010
US5908595 A	19990601	US19970887706	19970703
USRE37341 E	20010828	US19990425047	19991022

Probable Assignee: SAINT GOBAIN GLASS FRANCE

Assignee(s):(std)**:** GLASWERKE GMBH VER ; SAINT GOBAIN ; SAINT GOBAIN GLASS FRANCE ; SAINT GOBAIN VITRAGE ; VER GLASWERKE GMBH ; SAINT GOBAIN VITRAGE INT

Assignee(s):

SAINT GOBAIN VITRAGE INTERNATIONAL ; VEGLA VER GLASWERKE GMBH 52066 AACHEN DE ; SAINT GOBAIN VITRAGE COURBEVOIE FR ; VEGLA VER GLASWERKE GMBH ; SAINT GOBAIN VITRAGE LES MIROIRS ; VEGLA VEREINIGTE GLASWERKE GMBH 52066 AACHEN DE ; SAN GOBAN BITORAAJU ; SAINT GOBAIN GLASS FRANCE COURBEVOIE

Inventor(s):(std)**:** SCHOLL HEINZ ; RORUFU KUUTE ; RORUFU KOTSUTE ; KOTTE ROLF DR ; KOETTE ROLF DR ; KOETTE DR ; HERUBERUTO JIYORISU ; HERBERT JOERIS ; HEINZ SCHOLL ; HAINTSU SHIYORU ; HAINTSU SHIYOORU ; GERUTO KORUNIRUSU ; GERD CORNILS ; DR ROLF KOTTE ; CORNILS GERD ; KOTTE ROLF ; KOTTE DR ROLF ; KOTIE ROLF DR ; JOERIS HERBERT ; HERUBERUTO YOERISU

Inventor(s): HERUBERUTO JORISU ; CORNILS GERD D 52399 MERZENICH DE ; CORNILS GERD 52399 MERZENICH DE ; HAINTSU SHOORU ; JOERIS HERBERT D 52146 WUERSELEN DE ; JOERIS HERBERT 52146 WUERSELEN DE ; KOETTE ROLF DR 52477 ALSDORF DE ; SCHOLL HEINZ D 52249 ESCHWEILER DE ; SCHOLL HEINZ 52249 ESCHWEILER DE ; ROLF KOTTE ; KOTTE ROLF DR D 52477 ALSDORF DE

Designated states: AT BE DE ES FR GB IT LU NL PT SE

International class (IPC 8–9): B05C5/02 B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/32 C03C27/04 (Advanced/Invention); B29C47/02 B29K105/20 B29K709/08 C03B17/06 C03B18/02 (Advanced/Non–invention); B05C5/02 B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/28 C03C27/00 (Core/Invention)

International class (IPC 1–7): B05C5/02 B21C B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/32 C03C27/00

CPC: B05C5/022 B60J10/70 B05C5/0204 B05C5/0216 B29C47/0019 B29C47/124 B29C47/003 B29C47/026 C03C27/048

European class: B05C5/02A B05C5/02B1A B29C47/02C2 B29C47/12C B60J10/02 C03C27/04H

US class: 156/108 156/244.11 156/244.24 156/500 156/583.1 264/177.16 264/252 425/113 425/192.00R 425/192R 425/404 425/466

Classification Explorer

Cited documents: WO9504493 A1, US5507994 A, US5456874 A, US5411696 A, US5382395 A, US5362428 A, US5358397 A, US5336349 A, US5273704 A, US5256361 A, US5183612 A, US5131349 A, US5108526 A, US5069852 A, US5061429 A, US5057265 A, US4973436 A, US4584155 A, US4571278 A, US3491176 A, US3408979 A, US3408799 A, US3088166 A, JP4241925 A2, JP4226321 A2, JP4151225 A2, JP3014770 A2, GB2099688 A1, GB1405845 A, EP0638408 A1, EP0585129 A1, EP0524092 A1, EP0493068 A1, EP0479677 A2, EP0444998 A1, EP0354481 A2, EP0324092 A1, EP0127546 B1, EP0121481 B1, EP0028284 A1, DE3008055 C2,

Forward Citations: WO9728947, WO9711831, WO16180731, WO16071468, WO16012151, WO14063806, WO13037950, WO08137697, WO05057682, WO05057682, WO02070229, USRE37341, US9694381, US9187368, US8747098, US8684722, US8578993, US8353694, US8123510, US8088319, US7951316, US7799257, US7467452, US7452197, US7404711, US7204948, US7180027, US6926335, US6803001, US6722731, US6607622, US6599386, US6523983, US6521083, US6513854, US6251324, US6203639, US6054001, US6000746, US5908595, US5846465, US5814352, US5744172, US5650031, US5645785, US5632939, US2015217326, US2014110044, US2011209832, US2008268198, US2008106040, US2007186496, US2007096363, US2007062225, US2006220272, US2006127584, US2006008625, US2005218557, US2005217785, US2004141109, US2004126528, US2004118079, US2004013757, US2003168889, US2001001182, KR101188782, JP4926717, JP2007517682, FR2934180, FR2907350, FR2775927, FR2725657, EP3178627, EP1368176, EP1331080, EP1236559, EP0931636, EP0805013, EP0778120, EP0707937, EP0672513, EA019716, DE19961706, DE19961706, DE102015224834, DE102011053583, DE10154553, DE10154553, DE10103865, DE10023207, AU2004297678,

Abstract:
Source: US5507994A A process for the production of a plate with a polymer frame shaped onto the edge of the plate. The frame is extruded onto the plate while the latter is held stationary in a working station of a handling automaton or robot with a support device which corresponds to the shape of the plate in such a way that the edge of the plate projects freely over the support face of the support device. With the aid of the robot, an extrusion die having a through, mouth–like slot with two jaws engages the top and bottom surfaces of the circumferential edge of the plate as the mouth–like slot engages the plate edge. At the front end of the two jaws of the die mouth, there are sealing ledges movable at right angles to the plate surfaces, which are supported on the latter during the extrusion process.

0) US2005158561A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

181) Family number: 32088612 (US2005158561A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US20040760826 20040116 WO2005US00050 20050103

Family:

Publication number	Publication date	Application number	Application date
AU2005209150 AA	20050811	AU20050209150	20050103
CN1929993 A	20070314	CN200580007586	20050103
EP1708878 A1	20061011	EP20050704894	20050103
IN04047DN2006 A	20070803	IN2006DN04047	20060713
JP2007523765 T2	20070823	JP20060549335T	20050103
KR20060114000 A	20061103	KR20067015901	20050103
TW200538281 A	20051201	TW20050101204	20050114
US2005158561 AA	20050721	US20040760826	20040116
WO05072958 A1	20050811	WO2005US00050	20050103

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** GEN ELECTRIC ; LU QIWEI ; WANG HUA

Assignee(s): SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** HUA WANG ; LU QI WEI ; LU QIWEI ; QIWEI LU ; QIWEI WANG HUA LU ; WANG HUA

Inventor(s): WANG HUA LU QIWEI

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GENERAL ELECTRIC COMPANY, GLOBAL RESEARCH; GENERAL ELECTRIC CO GLOBAL RESEARCH

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B32B27/08 B32B27/36 B32B37/12 C08F255/02 C08L51/06 C08L53/00 C09D167/03 C09D169/00 C09J123/10 C09J123/26 C09J151/06 C09J175/02 C09J175/04 C09J175/12 (Advanced/Invention); B32B27/08 B32B37/12 (Advanced/Non–invention); B32B27/08 B32B27/36 B32B37/12 C08F255/00 C08L51/00 C08L53/00 C09D167/02 C09D169/00 C09J123/00 C09J151/00 C09J175/00 C09J175/04 C09J175/12 (Core/Invention)

International class (IPC 1–7): B32B27/08 B65D1/00 C09J123/10 C09J175/02 C09J175/12

CPC: Y10T428/31551 C08L51/06 B32B27/08 C08F255/02 C08L53/00 C09J151/06 C09J175/04

European class: B32B27/08 C08F255/02 C08L51/06 C08L53/00 C09J151/06 C09J175/04

US class: 428/423.1 428/423.100P

Classification Explorer

Cited documents: US6632879 BB, US6617398 BB, US6607814 BB, US6586091 BB, US6572956 BA, US6538065 BA, US6469099 BA, US6306507 BA, US5738918 A, US5665820 A, US5601679 A, US5486407 A, US5407751 A, US5364669 A, US5360647 A, US5318850 A, US5262475 A, US5103336 A, US5098778 A, US5030505 A, US5001000 A, US4992322 A, US4931364 A, US4912177 A, US4643937 A, US4576842 A, US4506065 A, US4503121 A, US4487896 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4121014 A, US3965057 A, US3806486 A, US3509779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, US3030331 A, US2004253428 AA, US2004028907 AA, US2003175488 AA, US2003008134 AA, US2001055671 AA, JP7053812 A2, JP2005536370 T2, JP2002542325 T2, JP2002512907 T2, JP10130362 A2, EP1316419 A2,

Forward Citations: WO08079784, US9314938, US8981013, US8691340, US7829632, US7691950, US7691304, US7687583, US7686998, US7686997, US7514147, US7270882, US2017009420, US2016122595, US2010143651, US2010009207, US2008269400, US2008269399, US2008269386, US2008265308, US2008119618, US2008119597, US2008119596, US2007116959, US2006019099, US2005266232, US2005144309, US2004253428, US2004175593, US2004166323,

Abstract:
Source: US2005158561A Disclosed are weatherable multilayer articles comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) a substrate layer comprising a polypropylene, and (iv) at least one adhesive layer comprising the reaction product of an amine–functionalized polypropylene and a polyurethane, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for making the multilayer article.

0) US2008288346A – METHOD FOR PRIVATE SELLERS TO CERTIFY PREVIOUSL...

182) Family number: 42523100 (US2008288346A) © PatBase

Title: METHOD FOR PRIVATE SELLERS TO CERTIFY PREVIOUSLY OWNED VEHICLES

Priority: US20070749948 20070517

Family:

Publication number	Publication date	Application number	Application date
US2008288346 AA	20081120	US20070749948	20070517

Probable Assignee: SHAMES HOWARD MORRIS

Assignee(s):(std)**:** SHAMES HOWARD MORRIS

Inventor(s):(std)**:** SHAMES HOWARD MORRIS

Agent(s): DELAIN LAW OFFICE PLLC

International class (IPC 8–9)**:** G06Q30/00 (Advanced/Invention); G06Q30/00 (Core/Invention)

CPC: G06Q30/06 G06Q30/0222

European class: G06Q30/0222 G06Q30/06

US class: 705/1 705/1.1 705/1.100S 705/14 705/14.23 705/14.230P

Classification Explorer

Cited documents: US7131005 BB, US6622129 BA, US5915019 A, US2006206248 AA, US2003055667 AA, US2001027432 AA,

Forward Citations: WO14120823, US7690384, US7690383, US2015213559, US2014089208, US2008053468, US2008047569, GB2515151,

Abstract:
Source: US2008288346A A method is taught whereby an individual vehicle seller who wishes to sell his or her vehicle privately (without using a dealer) can provide a potential purchaser with a certification of the vehicle that is backed by a known and reputable vehicle maintenance–and–repair entity. A method of advertising the certification online is also provided as an optional marketing outlet to the vehicle seller.

0) US2015306455A – ATHLETIC TRAINING SYSTEM, METHOD AND COMPUTER P...

183) Family number: 60680800 (US2015306455A) © PatBase

Title: ATHLETIC TRAINING SYSTEM, METHOD AND COMPUTER PROGRAM PRODUCT

Priority: US20140261435 20140425 US20160237631 20160816 US20170437432 20170220

Family:

Publication number	Publication date	Application number	Application date
US2015306455 AA	20151029	US20140261435	20140425
US2016354664 AA	20161208	US20160237631	20160816
US2017157482 AA	20170608	US20170437432	20170220
US9415263 BB	20160816	US20140261435	20140425
US9573035 BB	20170221	US20160237631	20160816

Probable Assignee: DECARLO ENTPR INC

Assignee(s):(std)**:** DECARLO CHRISTOPHER ; DECARLO ENTPR INC

Assignee(s): DECARLO ENTERPRISES INC

Inventor(s):(std)**:** DECARLO CHRISTOPHER

Agent(s): RALPH P; ATFIRM PLLC

International class(IPC 8–9)**:** A63B24/00 A63B63/00 A63B63/08 A63B69/00 A63B69/36 A63B69/38 A63B71/06 F41J1/00 F41J1/10 F41J3/00 G06N3/08 G06N5/02 (Advanced/Invention)

CPC: A63B69/00 A63B71/0619 A63B2207/02 A63B2225/20 A63B2225/50 A63B2071/0675 A63B63/00 A63B63/004 A63B63/008 A63B63/083 A63B2024/0025 A63B2024/0037 A63B2210/50 A63B2220/13 A63B2220/62 A63B2220/801 A63B2225/09 F41J1/10 F41J3/00 F41J1/00 G06N5/022 A63B24/0087 A63B71/0622 A63B2024/0068 A63B2071/065 A63B2220/24 A63B2220/30 A63B2220/34 A63B2220/44 A63B2220/56 A63B2220/802 A63B2220/805 A63B2220/833 G06Q50/01 G09B19/0038 A63B24/00 A63B2069/0006 A63B69/10 F41J1/01 F41J5/02 F41J5/052 G06F19/3481 A63B24/0021 A63B24/0075 A63B69/0071 A63B69/002 A63B69/0024 A63B69/0026 A63B69/38 A63B69/36 G06N3/08 A63B2071/0625 A63B2243/007 A63B2102/14 A61B5/1113 A61B5/1124 A61B5/6895 A61B5/745 A61B2503/10

US class: 1/1 473/422

Classification Explorer

Cited documents: WO0169830 A2, USD539373 S1, USD510112 S1, USD321370 S1, US8152660 BA, US6579197 BB, US5890985 A, US5800291 A, US5485993 A, US5330175 A, US4989862 A, US3888023 A, US3552749 A, US2014378281 AA, US2014038751 AA, US2012142458 AA, US2011303207 AA, US2010259412 AA, US2010038854 AA, US2009098981 AA, US2007191141 AA, US2005023763 AA, US2004063521 AA, CN103692444 A,

Forward Citations: US9427648, US2014130645,

Abstract:
Source: US2015306455A According to one exemplary embodiment, a computer implemented athletic training apparatus, system, method and/or computer program product may provide a robotically controlled moveable goal and/or intermediary goal, as well as a plurality of sensors to identify a plurality of sensor data relating to user interactions with the robotically controlled athletic training system.

184) Family number: 7709001 (JP4066307A) © PatBase

Title: COMBINATION OF TIRE AND WHEEL FOR AUTOMOBILE IN WINTER TIME

Priority: JP19900179928 19900707

Family:

Publication number	Publication date	Application number	Application date
JP4066307 A2	19920302	JP19900179928	19900707

Probable Assignee: KOBAYASHI YOSHIKATSU

Assignee(s):(std)**:** KOBAYASHI YOSHIKATSU

Inventor(s):(std)**:** KOBAYASHI YOSHIKATSU

International class (IPC 8–9): B60C11/16 B60C15/00 (Advanced/Invention); B60C11/14 B60C15/00 (Core/Invention)

International class (IPC 1–7): B60C11/16 B60C15/00

Classification Explorer

Forward Citations: JP2007291914,

Abstract:
Source: JP4066307A PURPOSE: To prevent both tire slip and road damage by moving metal bars outward and inward through movable plates in response to rotation of a cam provided on a wheel, so that spikes can project from and retreat in a tire tread. CONSTITUTION: When a vehicle is to run on a snow–covered or frozen road, a cam 3 provided on a wheel 18 is rotated by a predetermined angle so as to push outward several movable plates 2 and to push out spikes on the tips of metal bars 1 housed inside a tire 17, thus allowing the tire 17 to exhibit its drive and control performance which is similar to that of a conventional spike tire. When a vehicle is to run under road conditions which do not require spikes, the cam is rotated by a predetermined angle while a pin 11 is pulled. Since each movable plate 2 and metal bar 1 are equipped with each compressed coil spring 9, which applies pressure toward the central port of a wheel 18 at the time the movable plate 2 and the metal bar 1 automatically move toward the central part of the wheel 18 when they are released from the force of the cam 3, withdrawing the spikes from the surface of the tire.

0) US5350035A – ANTIHYDROPLANING SYSTEM FOR A MOTOR VEHICLE

185) Family number: 11684318 (US5350035A) © PatBase

Title: Antihydroplaning system for a motor vehicle

Priority: DE19914115367 19910510 DE19924224452 19920724 US19920881270 19920511

Family:

Publication number	Publication date	Application number	Application date
DE4115367 A1	19921112	DE19914115367	19910510
DE4115367 C2	19940421	DE19914115367	19910510
DE4224452 A1	19940127	DE19924224452	19920724
EP0512264 A2	19921111	EP19920105949	19920407
EP0512264 A3	19930127	EP19920105949	19920407
EP0580006 A1	19940126	EP19930110749	19930706
JP2076098 C3	19960725	JP19920116422	19920508
JP7104188 B4	19951113	JP19920116422	19920508
JP7209034 A2	19950811	JP19920116422	19920508
US5350035 A	19940927	US19920881270	19920511

Probable Assignee: MESSERSCHMITT BOELKOW BLOHM

Assignee(s):(std)**:** MESSERSCHMITT BOELKOW BLOHM ; DEUTSCHE AEROSPACE

Assignee(s): DEUTSCHE AEROSPACE AG ; DEUTSCHE AEROSPACE AG 80804 MUENCHEN DE ; MESSERSCHMITT BOELKOW BLOHM GESELLSCHAFT MIT BESCH ; MESSERSCHMITT BOELKOW BLOHM GESELLSCHAFT MIT BESCHRAENKTER HAFTUNG ; MESSERSCHMITT BOLKOW BLOHM GMBH ; MESSERSCHMITT BOELKOW BLOHM GMBH ; MESSERSCHMITT BOELKOW BLOHM GMBH MBB ; MESSERSCHMITT BOELKOW BLOHM GMBH 8012 OTTOBRUNN DE

Inventor(s):(std)**:** BODIER RUEDIGER ; BODIER RUEDIGER DIPL ING ; HARUTOMUUTO SHIYUMITSUTO ; RIYUUDEIGERU BODEIIRU ; SCHMIDT HARTMUT ; SCHMIDT HARTMUT DR

Designated states: DE ES FR GB IT SE

International class (IPC 8–9): B60B39/02 B60B39/08 B60B39/10 G01D21/00 (Advanced/Invention); G01D21/00 (Core/Invention)

International class (IPC 1–7): B60B39/00 B60B39/02 B60B39/08 B60B39/10 B60K23/00 B60K28/16 B62D6/00 G01D21/00

CPC: B60B39/10 B60T2210/13 B60B39/025

European class: B60B39/02D8 B60B39/10 L60T210/13

US class: 180/197 180/271 280/727 280/757 291/1 291/2

Classification Explorer

Cited documents: WO8700126 A1, US5100175 A, US4095147 A, US4063606 A, US3889991 A, US2028334 A, JP62299435 A2, JP1226403 A2, DE868856 A, DE4115367 A1, DE4004038 A1, DE3740433 A1, DE3417048 A1, DE2800709 A1, DE2600787 A1, DE2239022 A1, DE2214313 A1,

Forward Citations: WO9855955, WO15183911, WO13066394, WO06034515, WO05100054, WO05100054, WO0103952, US9581179, US9440493, US9283816, US9200420, US9096983, US8482436, US7990287, US7988220, US7832262, US7755519, US7370888, US7234730, US6505506, US6488217, US6447009, US6371532, US6270118, US6170594, US6104977, US5929534, US5765119, US5723768, US5705746, US5532678, US5521594, US5502433, US2016089933, US2010276006, US2008315622, US2008245455, US2008082244, US2008011526, US2007158502, US2006096580, US2005248146, US2005224271, JP6148219, JP3123683, GB2307555, GB2307555, FR2794685, EP2832617, EP1273496, EP1052118, EP0580006, DE19920952, DE19920952, DE19543928, DE10356173, DE102012024529, DE102011108479, DE102005035716, DE10133117, DE10111248, CN101975669, AT502336,

Abstract:
Source: US5350035A This invention relates to a vehicle comprising an antihydroplaning system, particularly for improving the wheel adhesion despite the presence of a sheet of water on the road. Output signals from sensors for detecting body and chassis vibrations, ambient temperature and other parameters are analyzed to determine when hydroplaning is occurring or about to occur, and to activate antihydroplaning measures.

0) US5692267A – APPARATUS FOR RECOGNIZING IMPURITIES OF FIBER M...

186) Family number: 28882911 (US5692267A) © PatBase

Title: APPARATUS FOR RECOGNIZING IMPURITIES OF FIBER MATERIAL DURING PROCESSING IN A TEXTILE MACHINE AND METHOD

Priority: CA19962173918 19960411 DE19951014038 19950413 DE19951014038U 19950413 DE19961004499U 19960208 DE19965003751 19960406 DE19961004499 19960208

Family:

Publication number	Publication date	Application number	Application date
AR004661 A1	19990310	AR19960102152	19960411
BRPI9601334 A	19980113	BR1996PI01334	19960412
CA2173918 AA	19961014	CA19962173918	19960411
CA2173918 C	20070626	CA19962173918	19960411
CH693470 A	20030815	CH19960000929	19960412
CN1082573 C	20020410	CN19961002829	19960410
CN1134473 A	19961030	CN19961002829	19960410
DE19604499 A1	19961017	DE19961004499	19960208
DE19604499 B4	20090108	DE19961004499	19960208
DE59603751 D1	20000105	DE19965003751	19960406
EP0738792 A1	19961023	EP19960105508	19960406
EP0738792 B1	19991201	EP19960105508	19960406
ES2147055 AA	20000816	ES19960000839	19960412
ES2147055 BA	20010301	ES19960000839	19960412
FR2732980 A1	19961018	FR19960004574	19960412
FR2732980 B1	19971205	FR19960004574	19960412
GB2300004 A1	19961023	GB19960007621	19960412
GB2300004 B2	19990825	GB19960007621	19960412
GB9607621 A0	19960612	GB19960007621	19960412
GR960100084 A	19961231	GR19960100084	19960314
HK1012427 A1	20000818	HK19980113420	19981215
HK1013431 A1	20000512	HK19980112939	19981208
IN187594 A	20020525	IN1996CA00632	19960408
IT1283562 B1	19980422	IT1996MI00645	19960402
ITMI960645 A0	19960402	IT1996MI00645	19960402
ITMI960645 A1	19971002	IT1996MI00645	19960402
JP3872125 B2	20070124	JP19960092531	19960415
JP8284026 A2	19961029	JP19960092531	19960415
KR100459736 B1	20050205	KR19960010896	19960412
NL1002871 A1	19961015	NL19961002871	19960415
NL1002871 C2	19961120	NL19961002871	19960415
RU2148684 C1	20000510	RU19960106817	19960411
RU96106817 A	19980627	RU19960106817	19960411
US5692267 A	19971202	US19960627068	19960403

Probable Assignee: TRUTZSCHLER GMBH AND CO KG

Assignee(s):(std)**:** TRUETZSCHLER AND CO ; TRJUTTSSHLER GMBKH U KO KG ; TRUETSCSHLER GMBH AND CO KG ; TRUETZSCHLER GMBH AND CO KG ; TR TZSCHLER GMBH AND CO KG ; TRJUTTSSHLER GMBKH UND KO KG ; WILLE GMBH AND CO ; TRUTZSCHLER GMBH AND CO KG ; TRUTZSCHLER GMBH CO KG

Assignee(s): TRUTZSCHLER GMBH ; LEIFELD FERDINAND ; TRUETZSCHLER GMBH AND CO KG 41199 MOENCHENGLADBACH DE ; TR³TZSCHLER GMBH AND CO KG ; TRJUTTSSHLER GMBKH U KO ; TRUETZSCHLER GMBH AND CO KG 41199

MOENCHENGLADBACH

Inventor(s):(std): LAJFEL D FERDINAND ; LEIFELD FERDINAND DIPL ING ; FUERUDEINANTO RAIFUERUTO ; FERDINAND LEIFELD ; LEIFELD FERDINAND ; FERDINAND LEIZELD

Inventor(s): LEIFELD FERDINAND DIPL ING 47906 KEMPEN DE ; LAJFEL'D FERDINAND

Agent(s): MOFFAT AND CO; CABINET BEAU DE LOMENIE

Designated states: CH DE GB IT LI

International class (IPC 8–9): D01G15/00 D01G15/36 D01G15/46 D01G15/76 D01G31/00 D01G9/00 D03J1/02 D06H3/08 G01N21/89 (Advanced/Invention); D01G15/00 D01G31/00 D01G9/00 D06H3/00 G01N21/88 (Core/Invention)

International class (IPC 1–7): A61F5/00 A63G11/00 D01G D01G15/00 D01G15/02 D01G15/10 D01G15/36 D01G15/46 D01G15/76 D01G15/82 D01G31/00 D01G9/00 D03C1/36 D06H D06H3/08 G01N G01N21/89 G06K9/00 G06K9/00 H01R43/22

CPC: D01G31/003 G01N21/8915

European class: D01G31/00B G01N21/89K2

US class: 19/106R 19/161.1 19/296 191/60R 356/237 356/238.3

Classification Explorer

Cited documents: WO9522762 A1, WO9319359 A1, US5410401 A, US5345515 A, US5321496 A, US5270787 A, US5173995 A, US5130559 A, US5123144 A, US4953265 A, US4272868 A, US4271565 A, JP6081224 A2, JP6081224, JP5025713 A2, JP5025713, GB2236389 A1, GB2225634 A1, GB2210907 A1, GB2170316 A1, EP0604875 A2, EP0562268 A1, EP0399945 B1, EP0331039 A2, DE8713550 U, DE4018847 A1, DE4014847 C2, DE3928279 C2, DE3928279 A1, DE3926346 A1, DE3734145 A1,

Forward Citations: WO9950486, US7475600, US7239340, US7173703, US7101461, US6848149, US6675441, US6647595, US6088094, US5974629, US5930870, US2007022822, US2004012786, US2002100569, KR100694585, JP4105489, JP2005120563, JP2003055845, JP2002173840, GB2372259, GB2354011, GB2354011, GB2320257, GB2320257, GB2316100, GB2316100, FR2842537, FR2818668, FR2817561, EP1959039, EP1215312, DE19855588, DE19651893, DE19651893, DE10233011, DE102011110681, DE102011110671, DE102007053893, DE10132711, DE10060227, CN103397506, CN103397506,

Abstract:
Source: US5692267A A fiber processing apparatus includes a plurality of serially−arranged fiber processing components for forming and advancing a fiber web and for gathering the web into a sliver. Some of the components are spaced by a clearance from one another such that the fiber web, while passing from one of the components to an adjoining, spaced component has a length portion unsupported by either of the adjoining components. There are further provided an imaging apparatus which has an illuminating device directing a light beam onto a surface area of the unsupported length portion of the running web; and a camera for sensing the light of the surface area lit by the illuminating device. An electronic image processing unit is connected to the camera for examining signals received therefrom.

0) WO8704496A1 – UNITED SAIL WINDMILL

187) Family number: 5017612 (WO8704496A1) © PatBase

Title: UNITED SAIL WINDMILL

Priority: AU19860053535 19860121 WO1986US00063 19860121

Family:

Publication number	Publication date	Application number	Application date
AU198653535 A1	19870814	AU19860053535	19860121
DK395287 A	19871119	DK19870003952	19870729
DK395287 A0	19870729	DK19870003952	19870729
EP0257022 A1	19880302	EP19860900926	19860121
JP63502443 T2	19880914	JP19860500743	19860121
WO8704496 A1	19870730	WO1986US00063	19860121

Probable Assignee: LABRADOR G A

Assignee(s):(std)**:** LABRADOR G A ; LABRADOR GAUDENCIO A ; LABRADOR GAUDENCIO AQUINO

Assignee(s): LABRADOR GA

Inventor(s):(std)**:** LABRADOR GAUDENCIO A ; LABRADOR GAUDENCIO AQUINO

Inventor(s): GAUDENCIO AQUINO LABRADOR

Agent(s): GA LABRADOR

Designated states: AT AU BE BR CF CG CH CM DE DK FR GA GB IT JP KP LI LK LU ML MR NL RO SE SN SU TD TG

International class (IPC 8–9): F03D3/02 F03D5/02 F03D9/02 (Advanced/Invention); F03D3/00 F03D5/00 F03D9/00 (Core/Invention)

International class (IPC 1–7): F03D3/02 F03D5/02 F03D9/02

CPC: Y02E10/70 F03D5/02 Y02E10/72

European class: F03D5/02 Y02E10/70 Y02E10/72H Y02E60/15

Classification Explorer

Cited documents: US443641 A, US4309006 A, US4302684 A, US4184084 A, US4052134 A, US3996741 A, US3730643 A, GB189425234 A, GB1588600 A,

Forward Citations: WO11112318, US8441141, JP5652929, JP2016502625, ITMI20090419, GB2201469, FR2935160, DE3822697,

Abstract:
The object of this invention is to provide a large scale but low cost windmill by maximizing wind–contact out of the least cost of materials with least cost of maintenance. This is attained by making the sails (100) as large as possible using light materials such as framed fabrics or aluminum sheets, by arranging the large sails (100) to form a long line of parading sails in one direction transverse to the wind and another long line of the same kind parallel to the first line but moving to the opposite direction with which the first line makes a closed loop, by using a strong light weight cable chain (101) that is tugged by the large sails and which also turns the terminal gears (102) located at the two ends of the loop, by using light weight vehicles to carry the large sails.

0) DE3411088A1 – WINTER WHEEL WITH PLUG–IN ANTI–SKID BRACKETS WI...

188) Family number: 3542552 (DE3411088A1) © PatBase

Title: Winter wheel with plug–in anti–skid brackets

Priority: DE19843411088 19840326

Family:

Publication number	Publication date	Application number	Application date
DE3411088 A1	19841025	DE19843411088	19840326

Probable Assignee: KOTTHAUS HEINZ DR ING

Assignee(s):(std)**:** KOTTHAUS HEINZ DR ING

Inventor(s):(std)**:** KOTTHAUS HEINZ DR ING

International class (IPC 8–9): B60C27/04 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60B15/02 B60C27/04

CPC: B60C27/045

European class: B60C27/04B

Classification Explorer

Forward Citations: DE19814017,

Abstract:
Source: DE3411088A1 The invention relates to a vehicle wheel which is specially developed for winter use and which permits special brackets to be plugged into the wheel in the event of ice and snow and thus to offer protection against slipping. The brackets engage around the tyre as far as the tread and consist of plastic, metal or a combination of the two. The handling of the brackets is characterised by the greatest possible degree of simplicity and can be performed in seconds. The bracket is plugged in and locks automatically. It is unlocked by pressing a lever. Bolts or tools are not necessary.

0) BRPI0700324A – MAQUINA CONFORMADORA GRAMPEADORA SEQUENCIAL DE ...

189) Family number: 42175829 (BRPI0700324A) © PatBase

Title: maquina conformadora grampeadora sequencial de recipientes laminados de madeira para mudas de viveiros Stapler machine as sequential laminated wood containers for seedlings from nurseries (Machine translation)

Priority: BR2007PI00324 20070124

Family:

Publication number	Publication date	Application number	Application date
BRPI0700324 A	20080909	BR2007PI00324	20070124

Probable Assignee: MEDEIROS LEANDRO DA SILVA

Assignee(s):(std)**:** MEDEIROS LEANDRO DA SILVA ; RAMOS MARCIO FERREIRA

Assignee(s): LEANDRO DA SILVA MEDEIROS ; MARCIO FERREIRA RAMOS

Inventor(s):(std)**:** MEDEIROS LEANDRO DA SILVA ; RAMOS MARCIO FERREIRA

Inventor(s): LEANDRO DA SILVA MEDEIROS ; MARCIO FERREIRA RAMOS

International class (IPC 8–9): B27F7/17 (Advanced/Invention); B27F7/00 (Core/Invention)

Classification Explorer

Abstract:
Source: BRPI0700324A MAQUINA CONFORMADORA GRAMPEADORA SEQUENCIAL DE RECIPIENTES LAMINADOS DE MADEIRA PARA MUDAS DE VIVIEIROS. Refere–se a uma maquina para a execucao automatica do processo de fabricacao de recipientes laminados de madeira para mudas de viveiros florestais e agricolas. Atualmente esta conformacao e manual, o operador pega o laminado de madeira e com as maos da ao laminado a forma de tubo e o grampeia. Uma tarefa dificil, dado ao enorme volume de producaoe pode causar problemas como: de saude, repetibilidade e outros, atrapalhando os processos produtivos do cultivo. O ciclo de funcionamento da maquina e definido em duas etapas paralelas que atuam de forma simultanea e sincronizada: etapa de alimentacao e etapa de conformacao. o motor (01) aciona o eixos (04) e (20), e aciona o excentrico (07) que avanca o carro aumentador (09) que empurra o ultimo laminado de madeira da pilha do carregador (11) deslocando o laminado pelo trilho guia (13) ate a base de retencao (14), os eixos (04) e (20) acionam tambem os carros (16) (23), (24) e (28) de forma sequencial, moldando o laminado de madeira contra o macho central (18) dando a forma de tubo cilindrico ao mesmo, grampeando–o e sequeencialmente o braco extrator (32) avanca a camisa extratora (35) que se desloca fazendo a extracao do recipiente laminado de madeira pronto para o uso.

Machine translation: STAPLER SEQUENTIAL MACHINES IN COMPLIANCE PACKAGE LAMINATED WOOD FOR SEEDLINGS VIVIEIROS. Refers to a machine for automatic execution of the process of manufacture of wooden containers rolled seedling nurseries and agriculture. Currently this conformation and manual, the operator picks up the wood laminate and the hands of the rolled tube form and staples. A difficult task, given the enormous volume of producaoe can cause problems such as healthcare, repeatability and others, disrupting the processes of cultivation. The duty cycle of the machine and set in two parallel steps that act simultaneously and synchronized: step step power supply and conformation. the motor (01) drives the shaft (04) and (20), and drives the eccentric (07) which brought the car increases (09) which pushes the last wood laminate battery charger (11) the laminate moving by rail guide (13) to the base retention (14), axes (04) and (20) also trigger the cars (16) (23) (24) and (28) sequentially, shaping the laminated wood against the male central (18) giving the form of cylindrical tube to it, tapping it and sequeencialmente the extractor arm (32) advances the shirt extraction (35) that moves making the extraction of container laminate wood ready for use.

0) ES2376871A – SISTEMA INTEGRADO DE LIMPIEZA DE CAPTADORES SOL...

190) Family number: 50791671 (ES2376871A) © PatBase

Title: SISTEMA INTEGRADO DE LIMPIEZA DE CAPTADORES SOLARES. Integrated Cleaning System solar collector. (Machine translation)

Priority: ES20090000839 20090305

Family:

Publication number	Publication date	Application number	Application date
ES2376871 AA	20120320	ES20090000839	20090305
ES2376871 BA	20121228	ES20090000839	20090305

Probable Assignee: CAVADA GUTIERREZ FRANCISCO JESUS

Assignee(s):(std)**:** CAVADA GUTIERREZ FRANCISCO JESUS

Assignee(s): FRANCISCO JESUS CAVADA GUTIERREZ

Inventor(s):(std)**:** CAVADA GUTIERREZ FRANCISCO JESUS

Inventor(s): FRANCISCO JESUS CAVADA GUTIERREZ

International class(IPC 8–9)**:** A47L1/02 F24J2/46 (Advanced/Invention)

CPC: F24J2/461 Y02E10/40

Classification Explorer

Cited documents: US6328813 BA, EP1559358 A1, EP0505956 A1, DE1428414 A1,

Abstract:
Source: ES2376871A Sistema integrado de limpieza de captadores solares.El sistema esta basado en el metodo de limpieza por contacto y con desplazamiento. Consta de dos carros, el carro de limpieza (4), que se desplaza a traves del eje vertical de los captadores y su funcion es la de limpiar, secar y eliminar cualquier objeto depositado; consta de un cepillo axial rotativo y modular y agua a presion en el eje del cepillo y en unos aspersores en la parte delantera. Para secar utiliza un labio de goma.El segundo carro, el carro de desplazamiento (7), desplaza a traves del eje horizontal al carro de limpieza (4) para que pueda cambiar de columna de captadores a limpiar, consta de una estructura a la que se fijan los ejes con las ruedas, el tambor (3) que enrolla las vias de alimentacion, la base donde se acopla el carro de limpieza y el resto de componentes que se fijan a ella.

Machine translation: Integrated Cleaning System solares.El collector system is based on the method of cleaning contact and displacement. It consists of two cars, cleaning the car (4), which moves through the vertical axis of the sensor and its function is to clean, dry and remove any article deposited, consisting of a rotating axial and modular brush and water pressure in the brush shaft and sprinklers in the front. To dry use a lip goma.El second car, truck travel (7), moves through the horizontal axis to car cleaning (4) so you can change column clean collector consists of a structure to fixing the wheel axles, the drum (3) which winds feeding tract, the base where it engages the carriage for cleaning and other components that bind to it.

0) EP2524860B1 – KLAPPBARER ANHAENGER FOLD–DOWN TRAILER REMORQ...

191) Family number: 52402137 (EP2524860B1) © PatBase

Title: KLAPPBARER ANHAENGER FOLD–DOWN TRAILER

Priority: EP20110004089 20110518

Family:

Publication number	Publication date	Application number	Application date
DE502011003337 D1	20140724	DE201150003337T	20110518
EP2524860 A1	20121121	EP20110004089	20110518
EP2524860 B1	20140611	EP20110004089	20110518

Probable Assignee: WENNER STEFAN

Assignee(s):(std)**:** WENNER STEFAN

Inventor(s):(std)**:** WENNER STEFAN

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

International class (IPC 8–9)**:** B62D63/06 (Advanced/Invention)

CPC: B62D63/061

European class: B62D63/06B

Classification Explorer

Cited documents: US2007126209 AA, NL1030534 C2, GB2466285 A1, FR2883250 B1, EP2246242 A1, DE3200792 A1, CA2631836 AA,

Forward Citations: DE202014000617,

Abstract:
The transport trailer has a loading area, a rubber spring axle and a guide (20), where the loading area is movable with the guide from a driving position to a storage position with respect to the rubber spring axle. The rubber spring axle has similar orientation in both the driving position or the storage position with respect to the loading area. The loading area is movable by the guide in a manual manner or by using tools.

0) DE20200997U1 – VORRICHTUNG ZUR FAHR– UND ANFAHRHILFE BEI SCHNE...

192) Family number: 23372921 (DE20200997U1) © PatBase

Title: Vorrichtung zur Fahr– und Anfahrhilfe bei Schnee– und Eisglaette an Kraftfahrzeugen To the driving and starting assistance with snow and ice smoothness at motor vehicles (Machine translation)

Priority: DE20022000997U 20020124

Family:

Publication number	Publication date	Application number	Application date
DE20200997 U1	20020523	DE20022000997U	20020124

Probable Assignee: REPA STANISLAV

Assignee(s):(std)**:** REPA STANISLAV

International class (IPC 8–9): B60B39/04 (Advanced/Invention); B60B39/00 (Core/Invention)

International class (IPC 1–7): B60B39/04

CPC: B60B39/04

European class: B60B39/04

Classification Explorer

Forward Citations: EP2962868, EP2361789, DE202009001554, DE102014213018, DE102010023560, DE102010000453, DE102010000453, CN103863013,

Abstract:
Source: DE20200997U1 (Claim 1) 1. Vorrichtung zur Fahr– und Anfahrhilfe bei Schnee– und Eisglaette an Kraftfahrzeugen, vorzugsweise an LkW, dadurch gekennzeichnet, dass das Kraftfahrzeug mit wenigstens einem Behaelter (1) fuer Streugut, insbesondere Sand, ausgeruestet ist und mit zugehoerigen, vom Fahrzeuginneren steuerbaren Foerdermitteln (2, 3) zur Befoerderung des Streugutes auf die Fahrbahn in Streubereiche, die unmittelbar vor und hinter den Antriebsraedern liegen.

Machine translation: (Claim 1) 1. Device to the driving and starting assistance with snow and ice smoothness characterized in motor vehicles, preferably in truck, by the fact that the motor vehicle is equipped with at least one container (1) for grit, in particular sand, and with associated conveyances controllable of the vehicle inside (2, 3) for the transport of the grit on the roadway into scattering ranges, which lie directly before and behind the drive wheels.

0) BRPI0901148A – TRAVA DE ENGATE RAPIDO LOCK QUICK HITCH (MAC...

193) Family number: 47718312 (BRPI0901148A) © PatBase

Title: TRAVA DE ENGATE RAPIDO LOCK QUICK HITCH (Machine translation)

Priority: BR2009PI01148 20090310

Family:

Publication number	Publication date	Application number	Application date
BRPI0901148 A2	20101116	BR2009PI01148	20090310

Probable Assignee: LUZ DE PINHO HELIO OMAR

Assignee(s):(std)**:** LUZ DE PINHO HELIO OMAR

Assignee(s): HELIO OMAR LUZ DE PINHO

Inventor(s):(std)**:** LUZ DE PINHO HELIO OMAR

Inventor(s): HELIO OMAR LUZ DE PINHO

International class (IPC 8–9): F16B21/06 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI0901148A 1 Resumo A "Trava de Engate Rapido" e um invento para ser colocado rapidamente no setor da industrializacao, devido a sua utilidade, necessidade atual de diminuicao de custos, por sua rapidez na fabricacao, utilizacao e 5 manutencao de equipamentos de varios setores da Industria e Comercio. – A "Trava de Engate Rapido" e de facil manuseio, para travar e so encaixa–la nos pinos frisados de engate rapido (8) nos orificios de entrada (9) na estrutura (5) e empurrar a "Trava de Engate Rapido" ela se travara automaticamente e para soltar e so apertar e ficar apertando o botao de liberacao (1) da estrutura (5) que a 10 "Trava de Engate Rapido" se destravara automaticamente soltando o que o sistema foi instalado e depois puxar a "Trava de Engate Rapido" liberando–a do pino frisado de engate rapido (8), depois sim, soltar o botao de liberacao, abrangendo assim uma infinidade de itens para sua utilizacao. 15 1 Summary The "Lock Quick Hitch" and an invention to be placed quickly in the industrialization sector, due to its usefulness, the current need for lessening costs for its speed in manufacture, use and 5 maintenance of various sectors of industry equipment and Trade. – The "Lock hitch Rapido" and easy handling, to lock and so fit it in beaded pin quick coupler (8) in the inlet holes (9) in the structure (5) and push the "Hitch Lock Rapido" it automatically had fought and drop and so tighten and be pressing the release button (1) of the structure (5) to 10 "Lock Quick Hitch" to unlock automatically releasing what the system was installed and then pull the "Lock Quick hitch "releasing the beaded pin quick coupler (8), then yes, release the button release, thus covering a multitude of items for their utilization. 15

0) BRPI0903232A – EQUIPAMENTO E METODO PARA COMPOSTAGEM EQUIPMEN...

194) Family number: 48901165 (BRPI0903232A) © PatBase

Title: equipamento e mEtodo para compostagem Equipment and methods for composting (Machine translation)

Priority: BR2009PI03232 20090818

Family:

Publication number	Publication date	Application number	Application date
BRPI0903232 A2	20110510	BR2009PI03232	20090818

Probable Assignee: FAST IND E COM LTDA

Assignee(s):(std)**:** FAST IND E COM LTDA

Assignee(s): FAST INDUSTRIA E COMERCIO LTDA

Inventor(s):(std)**:** FARINA MARIUS JULIANO

Inventor(s): MARIUS JULIANO FARINA

International class (IPC 8–9): C05F3/06 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI0903232A EQUIPAMENTO E METODO PARA COMPOSTAGEM. Que consiste num equipamento para compostagem que faz a mudanca automatizada de uma leira para a outra, compreendidos por uma estrutura basica similar a uma ponte rolante, que contem um sistema de entrega de dejetos e um sistema de agitacao do substrato; sendo que estrutura basica similar a uma ponte rolante e constituida por duas barras tubulares(1) dispostas paralelamente uma em relacao a outra, onde e posicionado um carro(2) de agitacao, com pas agitadoras(21), parte do sistema de agitacao, e outra barra tubular(8) disposta paralela as barras tubulares(1); e cada uma das extremidades das barras tubulares(1 e 8) estarem fixadas numa base(1O) que possui rodas(1O1) e sao posicionadas sobre trilhos(1 10) dispostos sobre as paredes longitudinais externas(1 1) das leiras(1 15 e 117); compreendendo ainda um meio para armazenar os dejetos antes de serem despejados sobre as leiras(115 e 117) e realizar deslocamento longitudinal e transversal ao longo das leiras(1 15 e 117) por meio de cabos de aco.

Machine translation: EQUIPMENT AND METHOD FOR COMPOSTING. What is a composting equipment for making the change to an automated windrow to the other, understood by a basic structure similar to a crane, which contains a slurry delivery system and a system of agitation of the substrate, which is basically similar structure a crane and consisting of two tubular bars (1) parallel to one another in relation to, and positioned where a car (2) of agitation, with paddles (21), part of the system of agitation, and other tubular bar (8) disposed parallel tubular bars (1), and each end of the tubular bars (1 and 8) are fixed basis (1O) having wheels (1O1) and are positioned on rails (1 10) arranged on the walls longitudinal external (1 1) the windrows (January 15 and 117), further comprising a means for storing the wastes before being dumped on the ridges (115 and 117) and perform longitudinal and transverse ridges along the (1 15 and 117) by means of steel cables.

0) GB1582922A – VEHICLE HAVING SURFACE DE–ICING APPARATUS

195) Family number: 5061618 (GB1582922A) © PatBase

Title: VEHICLE HAVING SURFACE DE–ICING APPARATUS

Priority: GB19780005778 19780306

Family:

Publication number	Publication date	Application number	Application date
GB1582922 A	19810114	GB19780005778	19780306

Probable Assignee: HUBBARD S D

Assignee(s):(std)**:** HUBBARD S D

International class (IPC 8–9)**:** B60B39/00 (Advanced/Invention)

International class (IPC 1–7)**:** B60B39/02

CPC: B60B39/02

European class: B60B39/02

Classification Explorer

Forward Citations: WO9814335, US5100175, GB2318770,

0) US3589506A – PLASTICS CONTAINERS AND PACKAGES

196) Family number: 709463 (US3589506A) © PatBase

Title: PLASTICS CONTAINERS AND PACKAGES

Priority:

CA19680027429 19680814 CA19710128297 19711122 DE1950M008064 19501230
DE1950M008064 19501229 GB19670028352 19670801 GB19670028353 19670801
GB19670028357 19670620 GB19670035333 19670801 GB19670035337 19670801
GB19670035353 19670801 GB19670028355 19670801 GB19670035336 19670801
GB19670035335 19670801 GB19670039820 19670831 GB19680009848 19680229
GB19680027902 19680612 GB19680028354 19670801 GB19680028356 19670801
GB19680028352 19670801 GB19680028355 19670801 GB19680028357 19670801
GB19680028353 19680614 GB19680027901 19680612 GB19680009849 19680229
GB19680028360 19680614

Family:

Publication number	Publication date	Application number	Application date
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CA926762 A2	19730522	CA19710128297	19711122
CH479457 A	19691015	CH19680011538	19680301
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ES356745 A1	19700501	ES19680356745	19680801
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FR1576781 A	19690801		00000000
FR2002951 A1	19691031	FR19690005532	19690228
FR2010787 A1	19700220	FR19690019579	19690612
GB1179479 A	19700128	GB19670028357	19670620
GB1241947 A	19710804	GB19680027902	19670801
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GB1241949 A	19710804	GB19670035336	19670801
GB1251672 A	19711027	GB19680009849	19680229
GB1263266 A	19720209	GB19680027901	19680612

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IE32234 B	19730530	IE19680000929	19680801	
IE32234 L	19690829	IE19680000929	19680801	
IL30476 A0	19680926	IL19680030476	19680801	
IL30477 A1	19720229	IL19680030477	19680801	
JP49006588 B4	19740215	JP19690015023	19690228	
JP55039310 B4	19801009	JP19680053987	19680801	
LU56623 A	19681114	LU19680056623	19680801	
MY7300043 A	19731231	MY19730000043	19731230	
NL160215 B	19790515	NL19690003042	19690227	
NL160215 C	19791015	NL19690003042	19690227	
NL6810965 A	19690204	NL19680010965	19680801	
NL6810966 A	19690204	NL19680010966	19680801	
NL6903042 A	19690902	NL19690003042	19690227	
NL6908950 A	19691216	NL19690008950	19690612	
NO126215 B	19730108	NO19680003009	19680801	
PL79949 P	19750830	PL19690131684	19690211	
RO89398 P	19860630	RO19680057489	19680801	
SE343261 B	19720306	SE19680010418	19680801	
SU402193 D	19731012	SU19691496491	19690228	
US2749986 A	19560612	US19510238434	19510725	
US3589506 A	19710629		00000000	
US3615709 A	19711026		00000000	
US3745024 A	19730710		00000000	
YU182568 A	19741231	YU19680001825	19680731	
YU32706 B	19750630	YU19680001825	19680731	
ZA6903656 A	19710127	ZA19690003656	19690522	

Probable Assignee: ICI LTD

Assignee(s):(std)**:** IMPERIAL CHEMICAL INDUSTRIES LTD LONDEN ; BULL SA MACHINES ; ICI LTD ; MAUL MICHAEL ; RECKITT AND SONS LTD ; MICHAEL MAUL

Assignee(s): RONALD A HUDSON ; IMP CHEMICAL LTD GB ; RECKITT AND SONS LIMITED ; IMP CHEM IND LTD ; COMPAGNIE DES MACHINES BULL ; ANDREW G FORD ; BULL MACHINES SA ; IMPERIAL CHEMICAL INDUSTRIES LIMITED ; IMPERIAL CHEMICAL INDUSTRIES LTD ; IMPERIAL CHEMICAL ; IMPERIAL CHEMICAL IND LTD ; IMPERIAL CHEM IND LTD ; IMP CHEMICAL IND LONDON GB LTD ; IMPERIAL CHEMICAL LTD GB ; IMPERIAL CHEM IND LTD GB ; IMP CHEMICAL IND LTD

Inventor(s):(std)**:** AUGUSTUS HUDSON RONALD ; FORD ; FORD A ; ANDREW GEORGE FORD ; FORD ANDREW G ; FORD ANDREW GEORGE ; FORD ANDREW GOERGE ; GEORGE FORD ANDREW ; HUDSON ; HUDSON R ; HUDSON RONALD A ; HUDSON RONALD AUGUSTUS ; LEWIS JOHN WILLIAM ; MAUL MICHAEL ; MICHAEL MAUL ; RONALD AUGUSTUS HUDSON

Inventor(s): RONALD AUGUSTUS HUDSON HERTS GB ; ANDREW G FORD ; RONALD A HUDSON ; JOHN WILLIAM LEWIS ; HUDSON RONALD A GB ; HUDSON R A ; HUDSON R GB ; FORD ANDREW G GB ; ANDREW GEORGE FORD AND RONALD AUGUSTUS HUDSON ; FORD A G ; FORD A GB

Agent(s): S HOROWITZ AND CO

International class (IPC 8–9): A23L2/00 A23L3/00 B05B11/00 B65B3/00 B65B3/02 B65B3/04 B65B3/18 B65B31/00 B65B31/04 B65B31/06 B65B51/00 B65B51/10 B65B9/00 B65D33/16 B65D75/10 B65D77/18 B65D81/20 C07D489/12 F17C1/16 (Advanced/Invention);
A23L2/00 A23L3/00 B05B11/00 B65B3/00 B65B3/04 B65B31/00 B65B31/04 B65B51/00 B65B51/10 B65B9/00 B65D33/16 B65D75/04 B65D77/10 B65D81/20 F17C1/00 (Core/Invention);
B65B B65D (Subclass/Invention)

International class (IPC 1–7): A23L2/38 A23L3/00 B05B11/00 B65B3/02 B65B3/04 B65B3/18 B65B31/00 B65B31/04 B65B31/06 B65B5/00 B65B51/00 B65B51/10 B65D11/00 B65D53/08 B65D83/14

	C07D489/00
CPC:	C07D489/12 B65D77/18 B65D81/2061 B65B31/046 B65B55/20 B65D33/1616 B65B51/00 G06K7/02
European class:	124HM3C B65B31/04E B65B51/00 B65D33/16D B65D77/18 B65D81/20D2 C07D489/12 G06K7/02 L65B55/20
US class:	141/290 141/48 206/0.6 206/46 220/62.12 222/394 234/115 234/124 234/129 383/119 383/96 426/106 426/116 426/131 426/404 426/410 426/411 426/413 426/477 53/133.1 53/415 53/434 53/512 99/17.1B

Classification Explorer

Cited documents:	US3358821 A, US2547456 A, US2444564 A, US2315741 A, US2279161 A, US2210552 A, US2168434 A, US1856737 A, US1818338 A, US1657696 A, US1195605 A, IT649849 A, GB957509 A, GB926159 A, GB900753 A, FR1447945 A, BE520561 A, AT125360 B,
Forward Citations:	WO12057982, WO12050463, WO10129530, WO04042763, WO04042763, US8827114, US8745960, US8661772, US8568029, US8468779, US8002139, US7805913, US7490452, US7165376, US6592702, US6585843, US6415943, US6070750, US6036046, US5976085, US5951799, US5768859, US5697366, US5532011, US5492721, US5226564, US4920726, US4779736, US4734292, US4699809, US4531656, US4529108, US4491247, US4479243, US4457456, US4440319, US4340379, US4224970, US4116336, US4113146, US4055201, US4001450, US3982029, US3877197, US3851688, US3791557, US3780488, US3735093, US3447743, US3128943, US2014182244, US2013167481, US2011192121, US2011182533, US2011068154, US2010282824, US2010281831, US2010252585, US2009324783, US2009007523, US2009003736, US2007095424, US2006254219, US2005106291, JP51153078, JP2016504346, FR2578816, FR2373973, FR2228679, FR2228679, FR2196938, EP2062897, EP2062896, EP0265577, EP0219750, EP0219750, EP0051443, EP0039626, EP0021188, DK151450, DK151450, DE4132422, DE2722265, DE2647983, CN102548847, CN102548847,

Abstract:
Source: US3589506A Plastics film container for contents under superatmospheric pressure, closed by a bunched neck provided with a sealable material forming an internal gasket, and an external mechanical closure, and with a releasably sealed tube passing through the bunched neck.

0) US3951194A – ANTI–SKID DEVICE

197) Family number: 19181935 (US3951194A) © PatBase

Title: Anti–skid device

Priority: FR19730028094 19730720 FR19740019642 19740530 FR19770006670 19770228 FR19770012645 19770419

Family:

Publication number	Publication date	Application number	Application date
AT346197 B	19781025	AT19740005913	19740717
AT591374 A	19780215	AT19740005913	19740717
BG26943 D	19790712	BG19740027236	19740713
CA1008350 A1	19770412	CA19740205165	19740719
CH581035 A	19761029	CH19740009396	19740209
DD115073 C	19750912	DD19740179988	19740718
DE2432734 A1	19750206	DE19742432734	19740708
DE2432734 C2	19831201	DE19742432734	19740708
DE7804648 U1	19780720	DE19780004648U	19780216
DK371974 A	19750303	DK19740003719	19740711
ES204788 U	19760116	ES19740204788U	19740719
ES204788 Y	19760501	ES19740204788U	19740719
FI219174 A	19750121	FI19740002191	19740717
FR2278513 A2	19760213	FR19740019642	19740530
FR2278513 B2	19781027	FR19740019642	19740530
FR2313220 A1	19761231	FR19730028094	19730720
FR2313220 B1	19780922	FR19730028094	19730720
FR2372041 A2	19780623	FR19770006670	19770228
FR2372041 B2	19781117	FR19770006670	19770228
FR2387808 A2	19781117	FR19770012645	19770419
FR2387808 B2	19800307	FR19770012645	19770419
HU171552 P	19780228	HU1974BO01508	19740715
IT1021080 A	19780130	IT19740025164	19740715
IT1108719 A	19851209	IT19780020705	19780225
IT7820705 A0	19780225	IT19780020705	19780225
JP1198873 C3	19840321	JP19740083731	19740720
JP50071007 A2	19750612	JP19740083731	19740720
JP58030165 B4	19830627	JP19740083731	19740720
NO137315 B	19771031	NO19740002573	19740715
NO137315 C	19780208	NO19740002573	19740715
NO742573 A	19750217	NO19740002573	19740715
PL92523 P	19770430	PL19740172924	19740723
SE418068 B	19810504	SE19740008773	19740703
SE418068 C	19810813	SE19740008773	19740703
SE7408773 A	19750121	SE19740008773D	19740703
US3951194 A	19760420	US19740489166	19740717
YU202274 A	19810831	YU19740002022	19740718
YU36271 B	19820618	YU19740002022	19740718

Probable Assignee: BOURCIER CARBON PREVENQUIERES

Assignee(s):(std)**:** ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PRE ; ARAN JAN MARII ANDORE PURUSHE DO KARUBON DO PURUAN ; BOURCIER CARBON PREVENQUIERES ; BOURCIER CARBON PREVINQUIERES ; BOURCIER DE CARBON

ALAIN ; PREVINQUIERES ALAIN JEAN MARIE ; CARBON DE PREVINQUIERES A J M ; RES ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MAR ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE C ; DE CARBON DE PREVINQUIERES A J M A B ; PREVINQUIERES A J M A B D C D ; E BOURCIER ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN J A FR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J ; BOURCIER CARBON PREVENQUIERES AL ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN ; BOURCIER DE CARBON DE PREVINQUIE

Assignee(s): BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M A ; BOURCIER DE CARBON DE PREVINQUIERES ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA FRANKREICH ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE A NICE FR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA (FRANKREICH) ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDRE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JMA ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN JA ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ; ARAN JAN MARII ANDORE PURUSHE DO KARUBON DO PURUANKIERU ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVI ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVINQUIE

Inventor(s):(std)**:** ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVI ; BOURCIER DE CARBON DE PREVINQU ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MAR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JMA ; BOURCIER DE CARBON DE PREVIQUI ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN JA ; DE CARBON DE PREVINQUIERES A J M A B ; E BOURCIER ; FUMEI ; HUGO VICTOR ; PREVINQUIERES A J M A B D C D ; PREVINQUIERES ALAIN JEAN MARIE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE C ; RES ; VICTOR HUGO ; DE CARBON DE PREVINQUIERES A J

Inventor(s): BOURCIER DE CARBON DE PREVIQUIERES ALAIN J A ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA FRANKREICH ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE A ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDRE ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M A ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVINQUIE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN J A FR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDR

International class (IPC 8–9)**:** B60C27/00 B60C27/06 B60C27/16 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention); B60B (Subclass/Invention)

International class (IPC 1–7)**:** B60B B60C27/00 B60C27/06 B60C27/08 B60C27/10 B60C27/16 B60C27/20

CPC: B60C27/16

European class: B60C27/16

US class: 152/221 152/222

Classification Explorer

Cited documents: US3714976 A, US3657774 A, US3500887 A, US3237620 A, US2915101 A, US2593064 A, US2498523 A, US2444462 A, US1922106 A, US1890346 A, US1871424 A, JP38022510 Y1, GB266149 A, DE959157 A,

Forward Citations: WO06123498, US7066227, US6915825, US5267596, US5236025, US4262723, US2014367014, JP63074306, JP63059709, JP63044802, JP63043911, JP62149408, JP62059502, JP61036404, JP6072590, JP6066589, JP55083609, JP54124406, JP54008309, JP54008308, JP1176504, FR2558773, FR2409162, FR2392837, DE2759076,

Abstract:
Source: US3951194A Anti−skid means for front or rear vehicle tires comprising shoes of pliant material around the tire held in place by lengthwise chains terminating in hooks lying against the outer and inner side walls, which shoes are one−piece with a ribbed and textured central portion for the tread and sides and means for removably holding the shoes and associated shackles in place during rotation of the wheel of the vehicle. The parts are specially designed to give good traction and comfortable riding qualities on icy and snowy surfaces with reduced wear.

0) FR1416393A – PROCEDE ET DISPOSITIF POUR L'USINAGE DE MATERIA...

198) Family number: 21445846 (FR1416393A) © PatBase

Title: PROCEDE ET DISPOSITIF POUR L'USINAGE DE MATERIAUX A STRUCTURE CELLULAIRE OBTENUS PAR COULEE EN MOULES METHOD AND DEVICE FOR PROCESSING OF MATERIALS CELL STRUCTURE OBTAINED BY CASTING MOULD (Machine translation)

Priority: FR19640983745 19640731

Family:

Publication number	Publication date	Application number	Application date
FR1416393 A	19651105	FR19640983745	19640731

Inventor(s):(std)**:** MERZ EUGENE

International class (IPC 8–9): B28B11/12 (Advanced/Invention); B28B11/12 (Core/Invention)

International class (IPC 1–7): B28B1/26

CPC: B28B11/12

European class: B28B11/12

Classification Explorer

Forward Citations: NL1013606, FR2825657, EP1134061,

Abstract:
Source: FR1416393A (Claim 1) 1. Il comporte essentiellement un dispositif de taillade jumele avec un dispositif de broyage et de delayage, ce dispositif de taillage comportant une roue a pales entrainee en rotation par un moteur et associee a une rampe semi–circulaire, et ce dispositif de broyage et de delayage comportant une auge semi–circulaire raccordee lateralement a ladite rampe, et a l'interieur de laquelle tourne un arbre portant des doigts regulierement espaces, pouvant cooperer avec.des doigts solidaires de ladite auge, une rampe d'arrosage etant en outre prevue au–dessus de l'auge;

Machine translation: (Claim 1) 1. It essentially comprises a device for slashing paired with a grinding device and thinning, this device comprising a cutting blade wheel rotated by a motor and associated with a semi–circular ramp, and grinding apparatus comprising slurrying and a semicircular trough laterally connected to said ramp, and inside which rotates a shaft carrying the fingers regularly spaces, which can cooperate avec.des fingers secured to said trough, a spray bar also being provided above of the trough;

0) DE2620525A1 – GLEITSCHUTZVORRICHTUNG FUER MOTORFAHRZEUGE FITT...

199) Family number: 1565759 (DE2620525A1) © PatBase

Title: GLEITSCHUTZVORRICHTUNG FUER MOTORFAHRZEUGE FITTING LINKS FOR SNOWCHAIN – WITH INSIDE EDGE EXTENDED TO SECURE ON OUTSIDE OF TYRE

Priority: CH19760004929 19760420

Family:

Publication number	Publication date	Application number	Application date
CH605189 A	19780929	CH19760004929	19760420
DE2620525 A1	19771103	DE19762620525	19760510

Probable Assignee: UNION AG

Assignee(s):(std)**:** UNION AG ; UNION AG BIEL ; UNION BIEL AG

Inventor(s):(std)**:** MUELLER PAUL

Inventor(s): PAUL MUELLER

International class (IPC 8–9)**:** B60C27/14 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60C27/06 B60C27/10

CPC: B60C27/14

European class: B60C27/14

Classification Explorer

Forward Citations: US6341634, DE3122512,

Abstract:
Source: DE2620525A1 PATENTANS PRUE CHE 1 Gleitschutzvorrichtung offener Bauart zum Anbringen an einem Reifen eines Motorfahrzeuges, ohne es zu heben oder schieben, mit zwei zueinander parallel verlaufenden Seitentraegern (1, 2), an welchen ein Laufnetz (3) aus Greifelementen aufgehaengt ist, wobei der eine Traeger (2), der beim Verlegen des Gleitschutzes ueber dem Reifen (9) zum Anliegen an der Aussenseite des Rei fens kommt, auf einem seiner Enden eine Oese (7) und auf dem anderen Ende einen in die Oese einhaengbaren Verschlusshaken ring (8) traegt, dadurch gekennzeichnet, dass die beiden Enden des anderen Traegers (1), der beim Verlegen der Vorrichtung ueber dem Reifen (9) zum Anliegen an der Innenseite des Reifens kommt, mit je einer Spannschlaufe (4, 4a) versehen sind, in welcher ein Verlaengerungsstueck (5, 5a) mit einem Endhaken (6, 6a) ein gesetzt ist, welche Verlaengerungsstuecke (5, 5a) mit den Endha ken (6, 6a), nachdem die Vorrichtung von oben ueber dem Reifen (9t gelegt ist, gegenseitig durch die Spannschlaufen (4, 4a) des jeweils anderen Traegerendes an der Innenseite des Reifens (9) durchfuehrbar und zusammenziehbar sind, um an der Aussenseite des Reifens (9) durch die Oese (7), in welcher der Verschluss hakenring (8) eingehaengt ist, durchgefuehrt und mit ihren End haken (6, 6a) an dem einen Traeger (2) verschlauft und abnehm bar befestigt zu werden 2. The snowchain is fitted with fastening strands (2) on both sides, with the side away from the car on the outside of the wheel having simple hoops (7) and clips (8) to secure the chain. The inside edge has extended fitting lengths (5, 5a) with hooks (6, 6a) at the ends. The chain is draped over the wheel and the inside lengths threaded through open loops (4, 4a) near the ends of the chain pattern, and tightened, and with the hooked ends taken to the outside of the wheel. The chain can be fitted rapidly without having to reach behind the wheel. The long lengths are thrown past the rear of the tyre and threaded through the hoops at the tyre edges. With all the hooked ends on the outside of the wheel, fitting is a simple operation.

0) DE2556263A1 – GLEITSCHUTZEINRICHTUNG FUER FAHRZEUGE GRITTING...

200) Family number: 2497613 (DE2556263A1) © PatBase

Title: GLEITSCHUTZEINRICHTUNG FUER FAHRZEUGE GRITTING CONTROL FOR CAR WHEELS – WITH HEATED GRIT RESERVOIRS AND GRIT RELEASE COUPLED TO BRAKE OPERATION

Priority: DE19752556263 19751213

Family:

Publication number	Publication date	Application number	Application date
DE2556263 A1	19770616	DE19752556263	19751213

Probable Assignee: FRIEDRICH KURT

Assignee(s):(std)**:** FRIEDRICH KURT

Inventor(s):(std)**:** FRIEDRICH KURT

International class (IPC 8–9)**:** B60B39/08 (Advanced/Invention); B60B39/00 (Core/Invention)

International class (IPC 1–7)**:** B60B39/04

CPC: B60B39/023 B60B39/024 B60B39/025

European class: B60B39/02D4 B60B39/02D6 B60B39/02D8

Classification Explorer

Forward Citations: WO8001264,

Abstract:
Source: DE2556263A1 Patentanspr ue c 12 e: 9 Gleitschutzeinrichtung fuer Fahrzeuge, insbesondere tuer die Raeder von Strassen– oder Schienenfahrzeugen, dadurch gekenn zeichnet, dass am Fahrzeug (1) ein oder mehrere Aufnahmebe haelter (11, 12) fuer die Aufnahme von Streugut angeordnet sind und dass zumindest jedem Fahrzeugrad (15) einer Fahrzeug achse eine das Streugut zwischen die Radlaufflaeche (65) und die Fahrbahn (F) einstreuende, steuerbare Vorrichtung (45, 461 48) zugeordnet ist 2. Grit reservoirs are mounted in front of each wheel and have a double skinned construction. The space between the walls is heated by coupling it to the cooling water circuit or by passing some of the exhaust gases through it. The grit can also be heated by heating coils in the grit to prevent it clogging. The release of the grit is automatic, linked to the operation of the brake pedal, with a main control switch to prevent release in normal driving conditions. The system provides good wheel grip on roads where spiked tyres are banned, without having to fit snow chains.

0) US1923771A – TYPEWRITING MACHINE

101) Family number: 21010912 (US1923771A) © PatBase

Title: Typewriting machine

Priority: US19270183466 19270413 US19280285884 19280616 US19280293435 19280717

Family:

Publication number	Publication date	Application number	Application date
US1870086 A	19320802	US19270183466	19270413
US1900088 A	19330307	US19280285884	19280616
US1923771 A	19330822	US19280293435	19280717

Probable Assignee: REMINGTON TYPEWRITER CO

Assignee(s):(std)**:** REMINGTON TYPE WRITER COMPANY ; REMINGTON TYPEWRITER CO

Assignee(s): REMINGTON TYPEWRITER COMPANY ; REMINGTON TYPE WRITER CO

Inventor(s):(std)**:** BARNEY EDWIN E

International class (IPC 8–9)**:** B41J11/48 B41J15/02 (Advanced/Invention); B41J11/48 B41J15/02 (Core/Invention)

International class (IPC 1–7)**:** B41J17/00

CPC: B41J15/02 B41J11/48

European class: B41J11/48 B41J15/02

US class: 400/499 400/508 400/511.3 400/525 400/527.1 400/550 400/629 400/631 400/636.2 400/637 400/639 400/641 400/659 400/694

Classification Explorer

Forward Citations: US4854757, US4540297, US3031954,

Abstract:
Source: US1923771A 1. What I claim as new and desire to secure by Letters ?ai.e1it, is:~ l. in a mechanism of the character described, the eombizzaiioii of a a writing maohme inoimted thereon and provided with a traveling carriage, a magazine containing a supply of work sheets, said magazine being mounted on said stand in a stationary position, a work sheet guide on said carriage, a platen on said carriage, means for rotating said platen to feed a Work sheet thereover to bring it into position to receive typewriting, and means for preventing the operation of said platen–rotating means except when the said guide on the carriage is in register with the magazine.

0) US2010125383A – ELECTRONIC METHOD OF CONTROLLING PROPULSION AND...

102) Family number: 44998559 (US2010125383A) © PatBase

Title: ELECTRONIC METHOD OF CONTROLLING PROPULSION AND REGENERATION FOR ELECTRIC, HYBRID–ELECTRIC AND DIESEL–ELECTRIC MARINE CRAFTS, AND AN APPARATUS THEREFOR

Priority: CA20082643878 20081114 US20090612383 20091104 US20100427903P 20101229 US20110340107 20111229 US20140257910 20140421

Family:

Publication number	Publication date	Application number	Application date
CA2643878 AA	20100514	CA20082643878	20081114
US2010125383 AA	20100520	US20090612383	20091104
US2012101671 AA	20120426	US20110340107	20111229
US2015075167 AA	20150319	US20140257910	20140421
US8706330 BB	20140422	US20110340107	20111229
WO10054466 A1	20100520	WO2009CA01597	20091104
WO12092503 A2	20120705	WO2011US67919	20111229
WO12092503 A3	20120907	WO2011US67919	20111229

Probable Assignee: HYBRID INNOVATION TECHNOLOGIES LLC

Assignee(s):(std)**:** CAOUETTE PIERRE ; HYBRID INNOVATION TECHNOLOGIES LLC ; REGEN NAUTIC USA INC

Inventor(s):(std)**:** CAOUETTE PIERRE

Agent(s): BCF LLP; MCDERMOTT WILL AND EMERY LLP; KNOBBE MARTENS OLSON AND BEAR LLP; ROBIC; WEISBERG ALAN M ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT QA RO RS RU RW SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class(IPC 8–9)**:** B60L11/00 B60L15/00 B60L3/00 B60W20/00 B63H1/04 B63H21/00 B63H21/14 B63H21/17 B63H21/20 B63H21/21 B63H21/38 B63H5/07 G05D1/00 G05D3/00 G06F17/00 G06F7/00 G06F9/44 H02J7/14 H02K7/14 H02K7/18 (Advanced/Invention); B60W20/00 G06F9/44 (Advanced/Non–invention); B60W20/00 B63H21/00 G05D1/00 G06F9/44 H02J7/14 H02K7/14 H02K7/18 (Core/Invention); B60W20/00 G06F9/44 (Core/Non–invention)

CPC: Y02T70/5209 Y02T90/46 B63H21/20 B63H1/04 B63H5/07 B63H21/14 B63H21/383 Y10S903/93 B63H2021/202 B60K5/08 B60K6/46 B60K6/48 B60W20/00 B63H21/17 B63H21/21 B63H21/22 B63H2025/026 B63J3/00 B63J2003/003 B63J2003/046 Y02T10/6217 Y02T10/6221 Y02T70/5272 Y02T70/70 Y02T90/38 Y02T70/5236

European class: B63H21/17 B63H21/21 B63H21/22 B63J3/00 L60K5/08 L60K6/46 L60K6/48 L60W20/00 L63H25/02J L63J3/00B2P L63J3/04W Y02T10/62F2 Y02T10/62F4 Y02T70/52B Y02T70/52F2 Y02T70/70 Y02T90/38 Y02T90/46

US class: 180/65.265 180/65.265S 440/6 60/706 701/21 701/21P 903/930 903/930S

Classification Explorer

Cited documents: WO9740999 A1, WO10054466 A1, WO08113999 A1, WO06099318 A1, US8298025 BB, US6857918 BA, US6645017 BA, US6188770 BA, US4695822 A, US2010274420 AA, US2010106350 AA, US2010094490 AA, US2009222155 AA, US2008315583 AA, US2008182466 AA, US2008064273 AA, US2007089654 AA, US2007068714 AA, US2006213697 AA, US2006175996 AA, US2006025025 AA, US2004090195 AA, US2003060094 AA, US2002185046 AA, US2001029414 AA, EP0759370 A2,

Forward Citations: WO17011475, WO16150815, WO14072074, WO12092503, WO12092503, US9665418, US9643498, US9600944, US9533747, US9447765, US9329917, US9303613, US9248824, US9227628, US9156536, US9145133, US9054555, US8992274, US8975848, US8890359, US8808139, US8762022, US8725329, US8682516, US8560202, US2016365810, US2016014954, US2015331063, US2015175022,

US2015134160, US2015091497, US2015032306, US2015005995, US2014285123, US2014244085, US2014184153, US2014152007, US2014152006, US2014097771, US2013316602, US2013173137, US2012109469, US2012069512, US2011195618, US2011130905, JP5853335, JP5819753, JP5804728, JP2013184517, JP2013163486, JP2012176673, ITMI20102430, EP2591533, EP2471708, DE102013021838, CN105008198, CN103407361, CN103407360,

Abstract:
Source: US2010125383A A method of programming and setting parameters for a computer unit that regulates the interface between the operator of a marine vessel and the vessel's electric generation and propulsion systems. The invention describes the regulation of energy producing devices, energy storage devices and drive motors and propellers in both propulsion and regeneration modes. This invention simplifies and automates most of the operation of marine electric, hybrid electric, or diesel electric propulsion because the only controls requiring operator intervention are three generator modes: OFF, AUTO and ON, an alarm, an override switch and one or more throttle(s). This helm control can be duplicated in different areas of the vessel. All automatic modes required to regulate forward movement, reverse, emergency power, zero drag, propeller freeze and regeneration are all controlled by a logic using a combination of generator mode, the position of the throttles, the speed and the stored parameters of the vessel.

0) US2006245891A – REMOVABLY ATTACHABLE FORKLIFT FOR LIGHT TRUCK A...

103) Family number: 33585159 (US2006245891A) © PatBase

Title: REMOVABLY ATTACHABLE FORKLIFT FOR LIGHT TRUCK APPLICATIONS

Priority: US20050118717 20050429

Family:

Publication number	Publication date	Application number	Application date
US2006245891 AA	20061102	US20050118717	20050429

Probable Assignee: FLAHERTY MICHAEL T

Assignee(s):(std)**:** FLAHERTY MICHAEL T

Inventor(s):(std)**:** FLAHERTY MICHAEL T

Inventor(s): FLAHERTY MICHAEL

Agent(s): ROBERT K TENDLER

International class (IPC 8–9)**:** B66F9/18 (Advanced/Invention); B66F9/18 (Core/Invention)

CPC: B66F9/065 B66F9/149

European class: B66F9/065 B66F9/14 B66F9/14U2

US class: 414/607 414/607P

Classification Explorer

Cited documents: US6386820 BA, US5951236 A, US5674046 A, US5615814 A, US5590998 A, US5582502 A, US5209002 A, US5036607 A, US4860834 A, US4421449 A, US4236329 A, US4177001 A, US3987562 A, US3923170 A, US3795331 A, US3672525 A, US3175721 A, US3002638 A, US2653678 A, US2621821 A,

Forward Citations: WO09032042, US8534981, US7891479, US2014064826, US2011266093, US2009065327, US2007092366, CN103241686,

Abstract:
Source: US2006245891A A releasably detachable forklift assembly is coupled to a snowplow mount on a light truck to utilize the mechanical actuating features of the snowplow assembly to actuate the forklift assembly for lifting the forklift and angling it. The use of the light truck provides for forklift transport, adequate clearance for uneven terrain, and with the height of the seat of the light truck affording excellent visibility above the load carried by the tines of the forklift assembly.

104) Family number: 15251193 (WO0073592A1) © PatBase

Title: DRIVEN LIQUID–CLEANING DEVICE FOR RAILTRACK GROOVES

Priority: AT19990000978 19990601 EP20000938735 20000601 WO2000EP05065 20000601

Family:

Publication number	Publication date	Application number	Application date
AT251257 E	20031015	AT20000938735T	20000601
AT410810 B	20030825	AT19990000978	19990601
AT97899 A	20021215	AT19990000978	19990601
AU200054006 A5	20001218	AU20000054006D	20000601
DE50003912 D1	20031106	DE20005003912	20000601
EP1185739 A1	20020313	EP20000938735	20000601
EP1185739 B1	20031001	EP20000938735	20000601
ES2208344 T3	20040616	ES20000938735T	20000601
HU0202748 AB	20021228	HU20020002748	20000601
PL207280 B1	20101130	PL20000352965	20000601
PL352965 A1	20030922	PL20000352965	20000601
WO0073592 A1	20001207	WO2000EP05065	20000601

Probable Assignee: FLORIANER BAHN FORSCHUNGS U

Assignee(s):(std)**:** FLORIANER BAHN FORSCHUNGS AND ERRICHTUNGSGESELLSCHAFT MBH ; FLORIANER BAHN FORSCHUNGS U ; FLORIANER BAHN FORSCHUNGS U ERRICHTUNGSGESELLSC ; FLORIANER BAHN FORSCHUNGS U ERRICHTUNGSGESELLSCHAFT M B H ; HILLBRAND GEORG

Assignee(s): FLORIANER BAHN FORSCHUNGS UND ERRICHTUNGSGESELLSCH ; FLORIANER BAHN FORSCHUNGS UND ERRICHTUNGSGESELLSCHAFT M B H ST FLORIAN ; FLORIANER BAHN FORSCHUNGS U ERRICHTUNGSGESELLSCHAFT MBH ; FLORIANER BAHN FORSCHUNGS U ERRICHTUNGSGESELLSCHAF

Inventor(s):(std)**:** HILLBRAND ; HILLBRAND GEORG ; HILLBRAND GEORG ING

Inventor(s): GEORG HILLBRAND

Designated states: AM AT AU AZ BE BG BR BY CA CH CN CY CZ DE DK ES FI FR GB GR HR HU ID IE IL IT JP KG KR KZ LI LU MC MD MK MX NL NO NZ PL PT RO RU SE SG SI SK TJ TM TR UA US UZ VN YU ZA

International class (IPC 8–9): E01H8/12 (Advanced/Invention); E01H8/00 (Core/Invention)

International class (IPC 1–7): E01H8/10 E01H8/12

CPC: E01H8/125

European class: E01H8/12B

Classification Explorer

Cited documents: WO9920843 A1, FR2628457 A1, DE4343487 A1,

Forward Citations: FR2999621, DE102004013718, CN102912758, CN102912758, CN102912757, CN102912757, CN102900048, CN102900048,

Abstract:
The invention relates to a driven liquid–cleaning device for the railtrack grooves of tram rails, comprising a cleaning unit (1). A pressure–generating device (2) is located upstream and a separating unit (3) for the dirt mixture from the groove is situated downstream of said cleaning unit. A driven dirt–storage unit (4) and a dirt–discharge unit (5) for the dirt from the groove which has been separated, are arranged downstream of the separating unit. The cleaning unit (1) consists of a high–pressure jet device (9), a guide chute (11) and a bag conveyer (12) and is guided by two front and two rear flange wheels (14, 15) along a rail (17) which runs parallel to the railtrack (7). The height of the cleaning unit can be adjusted. The pressure–generating device (2), mounted upstream of the separating unit (3), a fine–filtration or decantation device (21) and a cleaning–fluid storage unit

(22) are mounted on the carriage chassis (18).

0) US5806899A – FLEXIBLE CONNECTION TUBE FOR AUTOMOTIVE EXHAUST...

105) Family number: 11142556 (US5806899A) © PatBase

Title: Flexible connection tube for automotive exhaust system

Priority: JP19950274319 19951023 JP19950274320 19951023 JP19950274321 19951023

Family:

Publication number	Publication date	Application number	Application date
DE69602243 D1	19990602	DE19966002243	19961022
DE69602243 T2	19990819	DE19966002243T	19961022
DE69602243 T3	20080508	DE19966002243T	19961022
EP0770808 A1	19970502	EP19960116947	19961022
EP0770808 B1	19990428	EP19960116947	19961022
EP0770808 B2	20071226	EP19960116947	19961022
JP3668954 B2	20050706	JP19950274321	19951023
JP9112263 A2	19970428	JP19950274319	19951023
JP9112264 A2	19970428	JP19950274320	19951023
JP9112265 A2	19970428	JP19950274321	19951023
KR100224549 B1	19991015	KR19960047600	19961023
KR19970021889 A	19970528	KR19960047600	19961023
US5806899 A	19980915	US19960731736	19961018

Probable Assignee: CALSONIC CORP

Assignee(s):(std)**:** CALSONIC CORP

Assignee(s): CALSONIC CORP TOKIO TOKYO JP

Inventor(s):(std)**:** HIROYUKI AIHARA ; NORIKAWA TANOMO ; AIHARA HIROYUKI ; TANOMO NORIKAWA

Inventor(s): AIHARA HIROYUKI C O CALSONIC CORP ; NORIKAWA TANOMO C O CALSONIC CORP

Agent(s): GRUENECKER KINKELDEY STOCKMAIR AND SCHWANHAEUSSER ANWALTSSOZIETAET

Designated states: DE FR GB

International class (IPC 8–9): F01N13/08 F01N13/18 F16L27/108 F16L27/11 F16L27/111 F16L27/12 (Advanced/Invention); F16L27/12 (Advanced/Non–invention); F01N13/08 F01N13/18 F16L27/00 F16L27/12 (Core/Invention)

International class (IPC 1–7): F01N7/08 F01N7/18 F16L27/111 F16L27/12 F16L51/02

CPC: F01N13/1816 F16L27/1085 F16L27/11

European class: F01N13/18B1C F16L27/108B F16L27/11

US class: 285/226 285/299 285/300 92/47

Classification Explorer

Cited documents: US5660419 A, US5437479 A, US5145215 A, US4445332 A, US3549176 A, SU675263 T, SU1767274 T, JPH0355778 U, JPH01160114 U, JP63047613 U1, JP63047613 A2, JP3055778 U1, JP3055778 A2, JP1160114 U1, JP1160114 A2, EP0410089 B1, DE4202808 A1, DE29503927 U1, DE2950392, CH262508 A, CH2620508,

Forward Citations: WO14120310, WO14120310, US9279399, US9169930, US9009972, US8429894, US8382165, US8215699, US7985372, US7942237, US7934580, US7819991, US7264280, US7128095, US7128095, US6902203, US6796585, US6668972, US6488313, US6422611, US6062268, US2016069487, US2014230782, US2012318371, US2010307863, US2010259069, US2010075171, US2009068490, US2009004040, US2007035125, US2006017285, US2006005536, US2004226622, US2004092463, US2004036281, KR101048134, KR100944653, JP2009144520, EP1241389, EP1010872, EP1010872, EP1002982, EP0905731, EP0903528, EP0889210, DE102013201993,

DE10151005,

Abstract:
Source: US5806899A A flexible connection tube for an automotive exhaust system comprises a flexible metal bellows adapted to be connected between a run of exhaust piping for absorbing expansion or contraction of the exhaust piping, and an outer knitted metal−wire braid covering the outer periphery of the bellows for protecting the bellows from damage and for preventing the bellows from stretching to its full length. The outer knitted metal−wire braid is formed into a substantially cylindrical shape by knitting plural metal−wire bundles (each bundle being produced by a plurality of parallelly bonded metal wires) alternately with each other in spiral directions with respect to the axial direction of the bellows. Apertures are defined by many groups of four adjacent metal−wire bundles knitted alternately with each other. A total opening area of all of the apertures is set within a range of 20 percent to 50 percent with respect to an over−all area of a curved surface of the outer knitted metal wire braid, for providing a substantially cylindrical low−density knitted outer metal wire braid.

0) US2046082A – MANUAL AND RECORD CONTROLLED MACHINE

106) Family number: 20870968 (US2046082A) © PatBase

Title: MANUAL AND RECORD CONTROLLED MACHINE

Priority: US19350008445 19350227

Family:

Publication number	Publication date	Application number	Application date
DE742224 A	19431206	DE1936I054430	19360226
DE742224 C	19431206	DE1936I054430D	19360227
FR812352 A	19370508		19360227
GB471069 A	19370826	GB19360005790	19360226
US2046082 A	19360630	US19350008445	19350227

Probable Assignee: IBM

Assignee(s):(std): BRITISH TABULATING MACH CO LTD ; HOLLERITH MASCH GMBH ; IBM

Assignee(s): DEUTSCHE HOLLERITH MASCH GES MBH ; INT BUSINESS MACHINES CORP ; BRITISH TABULATING MACHINE CO LTD ; DEUTSCHE HOLLERITH MASCH GES M B H

Inventor(s):(std): MILLS ALBERT W

International class (IPC 1–7): G06K1/16

CPC: B41J3/38

US class: 234/107 234/19 234/37 234/51 234/70 400/332.1 400/375 400/654 400/81

Classification Explorer

Cited documents: US1962750 A, US1867025 A, FR769304 A, FR767902 A, DE598765 A, DE251111 A,

Forward Citations: US3215244, US3063628, US2969704, US2950758, US2852076, US2775299, US2755860, US2746549, US2713390, US2653665, US2647581, US2625225, US2623592, US2583086, US2540029, US2524127, US2451752,

Abstract:
Source: GB471069A [Class 31 (ii)] [Also in Group XVI] In a machine for punching and printing on record–cards, of the kind that comprises typebars and associated code–punches and is operable alternatively by a keyboard or under control of a master–card fed past a holedetecting device, means is provided for rendering the hole–detecting device operative during only a predetermined part of the feed of the master–card so that part only of the matter is reproduced on the record–card, the remaining parts being reproduced by means of the keyboard, or skipped. In the mechanism shown in Fig. 2, each type–lever 234 engages a sublever 250 abutting on a bell–crank 259 in connection with a slide 257 which is provided with a pivoted, spring–urged hook 272 for engaging a toothed driving–shaft 74. A lug 272a on the hook normally abuts on the arm 271 of a keylever 230 and prevents the hook from engaging the driving–shaft. An arm 271a for preventing repeat operation of the type–lever if the keylever is held down or sticks is pivoted on the arm 271 and is held in contact therewith by a spring 274. The arm 271a is slightly longer than the arm 271, and both arms are cut away to provide a recess which is slightly narrower than the lug 272a. On depression of the keylever, the arm 271 releases the lug, the hook 272 rises into the path of a tooth on the drivingshaft, the slide 257 is drawn forwards, and the arm 271a is rocked. During movement of the slide, the type–lever is operated, and when it has travelled about 45, a lug 272b on the hook engages a tooth of the driving–shaft, the hook is released, and the stroke of the type–lever is completed by momentum. On release of the key–lever, the type–lever and slide are returned by springs 253, 266, the arm 271a re–engages the arm 271, the lug 272a rides under the arm 271a, and is thereby prevented from re–engaging the driving–shaft, and then rises slightly and re–engages the arm 271. To ensure full engagement of the hook 272 with the teeth of the driving–shaft, the hook is provided on the inner face with a spring–urged, pivoted dog. If the hook, when released from the arm 271, moves towards the tip of a tooth, the dog is caught by the cooth, and prevents the hook from engaging that tooth. Under these conditions, the hook enters into full engagement with the succeeding tooth and the dog yields. For automatic operation, each key–lever 230 is connected by linkage 505, 503 to the armature 504 of a magnet KSS. Punches 280, for code–perforating the card simultaneously with the typing of letters or numerals, are connected by bellcranks 288, links 290, and bell–cranks 291 to slides 292, each having a lug 292a co–operating with one of a set of bails 295 engaged by lugs 257c on the slides 257. On operation of any type–lever, one or two punches are operated to make the corresponding code–perforations for a numeral or letter respectively. For positively withdrawing the punches, a universal bail 213 in the path of the bell–cranks 291 is connected by a slide to a bell–crank 259b which co–operates with a star–wheel 74a on the driving–shaft. The card is supported by rails 120, 121 and is fed step–by–step by means similar to those described in Specification 375,884 and comprising a card–carriage associated with escapement mechanism, and

mechanism for ejecting a finished card and initiating return of the cardcarriage. Column−stops 302, Fig. 5, mounted on a rack 300 on the card−carriage co−operate with a pivoted stop−finger 303 which rests on a link 313 connected to the armature 310 of a magnet TS. The link is connected to a pivoted frame 315 provided with a revoluble brake 319 in connection with a pinion 321 for raising a rack 194 to release the card−carriage. The tabulating−key closes contacts TKC1, TKC2, Fig. 11b, for energizing the magnet TS. A magnet TKS is provided for automatically operating the tabulating−key. When the magnet TS is energized, a spring 318 raises the stop−finger, and the card−carriage is released and runs until arrested by engagement of a column−stop and the stop−finger. On engagement, the stop−finger moves a short distance laterally and closes contacts SC, TEC in circuit with the magnet TS and the escapement magnet EM respectively. For automatic control, there are employed, in addition to the ordinary column−stops, referred to as No. 6, five kinds of column−stops, referred to as No. 1... No. 5, each having a contactoperating lug 302b which is arranged in a different position from the other lugs, and co−operates with a lever 387, Fig. 8, abutting on a contact−operating pin 386. Column−stops No. 1... No. 4 close contacts ATC, PEC, SCC, DSC1 respectively, and column−stop No. 5 opens contacts DSC2. As described below, the contacts ATC, PEC initiate tabulating, and an eject−cycle respectively, the contacts SCC cause the escapement−magnet EM to operate once for the purpose of skipping a column, and contacts DSC1, DSC2 cause automatic operation to stop and start at a predetermined column respectively. An ejectkey 233 closes contacts EKC for energizing the magnet TS, and rocks a lever 377 for obstructing the stop−finger 303 to prevent engagement thereof with the column−stops during the run of the card−carriage. A magnet EKS is provided for automatically operating the eject−key. When the card−carriage has run to the final position it closes and opens contacts LCC1, LCC2, a magnet ECS is energized, a clutch is thrown in, the motor coupled to the ejecting mechanism, the finished card is discharged, the card−carriage is returned, and a new card is fed thereto in the manner described in the above−mentioned Specification. A master−card for automatically controlling the machine is placed on a table 420, Fig. 9, at the top of the machine, and is fed in unison with the cardcarriage by means of blocks 463 secured to arms 460,461 on the card−carriage. A contactroller CR is mounted in a housing 429 which is pivoted at 425 and is provided with an arm 431 for engaging a latch 432. Brushes BO... B12 in circuit with the key−lever magnets KSS are mounted in a support 438 which is rocked, to move the brushes into and out of contact with the master−card, by means of a magnet BM. The support 438 also carries another brush for connecting the contact−roller to the automaticcontrol circuits. Each brush BO... B12 is in circuit with one of a set of relays, of which only the relays R11, R12 are shown in Fig. 11b. The relays R1... R9 are each arranged to close contacts in circuit with more than one of the magnets KSS, and the relays RO, R12 close contacts in circuit with one magnet KSS, and open contacts C in circuit with other magnets. The relays close also contacts A for establishing holding−circuits through the brushes. When a single hole, for instance the 1 hole, is read, the relay R1 is energized and the circuit of the associated magnet KSS is established, the other magnets in circuit therewith remaining unenergized. When two holes, for instance the holes 9, 11 designating the letter R, are read, the relays R9, R11 are energized and circuits are established through the two associated magnets KSS. Before a master−card is inserted, a switch ESS is opened and the eject−key 233 is depressed, thereby establishing through contacts CS4, EKC and relays R16, R17, R18 a circuit through a wire W2. The relay R18 opens contacts A and thereby disconnects a wire W4 in the automatic−control circuits. The relay R17 closes and opens contacts A, C to connect the magnet TS to the wire W1, and the relay R16 closes contacts B to complete the circuit of the magnet, the card−carriage thereafter moving to final position, and the contacts LCC1 being automatically closed. The master−card is now inserted and, assuming that automatic duplication of columns 40 to 65 is required, No. 5 and No. 4 column−stops are placed opposite columns 40 and 66 respectively. A No. 4 column−stop is placed also opposite column 1. The arm 431 is then depressed, closing contacts CLC, DC, and the switch ESS is closed to initiate the eject−cycle, during which the card−carriage is returned to initial position. The first No. 4 column−stop closes the contacts DSC1, and a relay opens contacts to disconnect the relays RO... R12, solenoid KSS, and brushes from the wire W4. The machine is now operated manually until column 40 is reached, when the No. 5 columnstop opens the contacts DSC2 to initiate automatic−control. When the card−carriage reaches column 66, the second No. 4 columnstop disconnects the automatic control−circuits, and manual operation can be restuned. For automatically causing the card−carriage to jump when a column without holes occurs in the master−card, there are employed a slowacting relay R20 in circuit with contacts which are closed by the escapement mechanism, and a quick−acting relay R21 in series with the relays RO... R12. If a column without holes is presented, the relay R20 only is energized, its contacts are closed, and the magnet EM is energized to operate the escapement. If holes are presented, the relay R21 opens the contacts before the contacts of the relay R20 can close, and the magnet EM is prevented from operating. If full automatic−control is required, a switch AES is raised, and a switch SS is closed to place the magnet EM in series with the contacts TSC which are closed during tabulating. If for instance, it is required to skip columns 1 to 10 and 66 to 72, to duplicate columns 11 to 30, 32 to 65, and 73 to 76, to skip column 31 containing a hole, and to initiate an eject−cycle at column 77, No. 1, No. 6, No. 3 and No. 2 column stops are placed opposite columns 1 and 66, columns 10 and 72, column 31, and column 77 respectively. At the end of the eject−cycle No. 1 column−stop closes contacts ATC, the magnets TS, TKS are energized, and the card

0) US4244412A – ANTI–SKID DEVICE FOR VEHICLE WHEELS

107) Family number: 30416773 (US4244412A) © PatBase

Title: ANTI–SKID DEVICE FOR VEHICLE WHEELS

Priority: EP19810106978 19810905 ES19790242551U 19790405 FR19780036402 19781220 IT19800022768U 19800917 IT19780021416U 19780407

Family:

Publication number	Publication date	Application number	Application date
AT18025 E	19860315	AT19810106978T	19810905
AT258979 A	19801015	AT19790002589	19790406
AT362670 B	19810610	AT19790002589	19790406
BE888380 A1	19810731	BE19816047434	19810410
CA1126142 A1	19820622	CA19790325051	19790406
CH628578 A	19820315	CH19780012806	19781215
DE2851500 A1	19791018	DE19782851500	19781129
DE3173812 D1	19860327	DE19813173812	19810905
EP0047940 A2	19820324	EP19810106978	19810905
EP0047940 A3	19821020	EP19810106978	19810905
EP0047940 B1	19860219	EP19810106978	19810905
ES242551 U	19790616	ES19790242551U	19790405
ES242551 Y	19800216	ES19790242551U	19790405
ES260368 U	19820401	ES19810260368U	19810917
ES260368 Y	19821016	ES19810260368U	19810917
ES260368 Y1	19821116	ES19810260368U	19810917
FR2421745 A1	19791102	FR19780036402	19781220
FR2421745 B1	19801107	FR19780036402	19781220
GB2018692 A1	19791024	GB19790004631	19790209
GB2018692 B2	19821208	GB19790004631	19790209
GR75262 A	19840713	GR19810064948	19810514
GR75262 B	19840713	GR19810164948	19810514
IT7821416 U0	19780407	IT19780021416U	19780407
IT8022768 U0	19800917	IT19800022768U	19800917
JP55015388 A2	19800202	JP19790041889	19790406
NO813159 A	19820318	NO19810003159	19810916
US4244412 A	19810113	US19790026408	19790402
US4391316 A	19830705	US19810302770	19810916

Probable Assignee: SEGGIO G

Assignee(s):(std): GIANFURANKO SEJIYO ; SEGGIO G ; SEGGIO GIANFRANCO

Assignee(s): GIANFRANCO SEGGIO

Inventor(s):(std): SEGGIO GIANFRANCO ; GIANFRANCO SEGGIO ; GIANFURANKO SEJIYO

Designated states: AT CH DE FR GB LI NL SE

International class (IPC 8–9): B60C27/04 B60C27/06 B60C27/12 B60C27/14 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention); B60C (Subclass/Invention)

International class (IPC 1–7): B60C27/00 B60C27/04 B60C27/06 B60C27/12 B60C27/14 B60C27/20

CPC: B60C27/06 B60C27/14 B60C27/0269 B60C27/04

European class: B60C27/04 B60C27/06 B60C27/14

US class: 152/213A 152/218 152/219 152/221 152/225.00C 152/225C 152/228

Classification Explorer

Cited documents: US4244412, US4098313 A, US3955610 A, US3273620 A, US2953182 A, US2936016 A, US2804904 A, US2770280 A, US2653642 A, US2640522 A, US2580272 A, US1308153 A, US1295294 A, US1295294, US1287512 A, FR2421745 A1, DE2553342 A1, CH122221 A,

Forward Citations: US7278456, US5529149, US5170827, US5012848, US4747437, US4391316, US2011220262, JP58132197, JP4078006, JP1208208, EP0351362, EP0341135, EP0047940, CN103112325,

Abstract:
Source: US4244412A The invention relates to an anti−skid device for vehicle wheels, formed by a plurality of U−shaped elements adapted to radially fit on the wheel tire and rim, said elements being connected with one another by spacers allowing the device to be put flat on the ground and to be automatically mounted on the wheel by simply advancing said wheel on the device.

0) KR20050095802A – THE WHEEL OF AUTOMOBILE INCLUDING THE REMOTE–OP...

108) Family number: 33777913 (KR20050095802A) © PatBase

Title: THE WHEEL OF AUTOMOBILE INCLUDING THE REMOTE–OPERATED SNOW SPIKE THAT TUNCTION AS SNOW CHAIN

Priority: KR20050083225 20050907

Family:

Publication number	Publication date	Application number	Application date
KR20050095802 A	20051004	KR20050083225	20050907

Probable Assignee: SHIN SANG HO

Assignee(s):(std)**:** SHIN SANG HO

Inventor(s):(std)**:** SHIN SANG HO

International class (IPC 8–9): B60C27/14 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/14

CPC: B60C27/145 B60C27/00 B60C2200/04

Classification Explorer

Abstract:
Source: KR20050095802A The present invention car remote–mount snow chains attached to the wheel, and the right size apparently cover, there is no difference in normal alloy wheel and lightweight and the structure is simple, by giving a minimal load wheel horsepower performance and appearance of the vehicle, one button without affecting during traveling or stops, and general remote mounting / release without even otherwise adapted for the vehicle may also be equipped with an existing there are those features. "After the vehicle when he met at 40~42 proof / attached to the product in the unhaengjung driver seat of the vehicle relative to one–button if at 1 second car accident is mounted on/off suddenly appeared at most unhaengjung //car, the fact that the winter off a large effect on the prevention of accidents. What is expected. However, if the structure for mounting the excessive weight of the weight of the wheel so that the first vehicle maneuverability excessively to cause a serious adverse effect on, there is no practical use, secondly, because there are many parts that are projected to the outside wheel and damage, there is a serious problem that collision, third, is not good in appearance, there is a disadvantage that is mounted. In addition, most of the conventional automatic–mount design is a driver of a flat tire replacement, there is a problem that it is impossible to. The following features to solve the invention devised to meet. 1. Driver's, one button for 1 to 2 seconds will be long / desorption. 2. Production of the present invention to any differences in conventional vehicles or it can be attached without modification. 3. The minimum weight of, but attached to the wheel itself horsepower that minimal impact on the wheel. 4. Usually there will be no difference in general wheel and the appearance. 5. During regular equipped for sufficient power as snow chains would be wound on the tire. 6. Minimizes the protruding part will suppress the damage risk and impact. 7. Even when the flat tire and tire replacement can be represented. 8. Structure of flock to simply to be produced. To this end the present invention provides a vehicle seat portion to install a small remote control or remote control attached to the lower portion in the engine room of the vehicle, it actuates the small hydraulic pump. The hydraulic pressure is mounted on the inner surface of the pipe to a vehicle wheel, the cylindrical part cylindrical part opposite to the back portion of the piston acts on the gear. And then rotated by a gear cover is open when rotating the central axes of the other two plates using a distance difference occurring in the tire is equipped with a special spike. Is in the reverse order. This product is mounted on the wheel wheel so to have a structure, automatic snow chains, but can also be seen as a special wheel mounting type is preferable to satisfy the above functions because the title of the invention of the car object remote was snow chains in the long / removal and lightweight. Bythe brake drum/caliper, wheel base, flat center, greater the rim flange, beads, hydraulic pump

0) US2211094A – STATISTICAL CARD COMPARING MACHINE

109) Family number: 20965545 (US2211094A) © PatBase

Title: STATISTICAL CARD COMPARING MACHINE

Priority: US19380228381 19380903

Family:

Publication number	Publication date	Application number	Application date
FR859833 A	19401230		19390901
GB546590 A	19420721	GB19390023597	19390816
GB546602 A	19420721	GB19410000997	19390816
GB546603 A	19420721	GB19410001705	19390816
US2211094 A	19400813	US19380228381	19380903

Probable Assignee: REMINGTON RAND INC

Assignee(s):(std)**:** REMINGTON RAND INC

Inventor(s):(std)**:** BRAUN KARL J

International class (IPC 1–7)**:** G03B27/32 G06F7/00 G06F7/02

CPC: C01B21/082

US class: 234/27 234/30 235/431

Classification Explorer

Forward Citations: US3253462, US2976724, US2950005, US2949225, US2910228, US2866550, US2751985, US2702629, US2648222, US2603416, US2506463, DE971069, DE1187123,

Abstract:
Source: GB546590A [Class 106 (i)] [Also in Group VIII] A machine of the kind comprising means for sensing perforation patterns in master and detail cards, means for making a set–up of the master and pattern, separate pockets for receiving master and detail cards separate means for conveying master and detail cards to their receiving pockets, deflecting means for each conveying means arranged when operated to prevent the passing of cards to their respective pockets includes the combination with means for making a direct comparison between a perforation pattern sensed from a detail card and the contemporaneous setup made from a master card of means under the control of the comparing means to operate both said deflecting means when the result of the comparison is disagreement. The card feeding and comparing mechanism may be similar to that described in Specification 510,910, [Group VIII], and the driving and c. mechanism similar to that described in U.S.A. Specification 2,044,119. Master cards are fed singly from a box 290, Fig. 25, by a picker 292 into a sensing space between perforated plates 330, 331 against a stop 335 and whilst therein their perforations are sensed by a reciprocating pin box 360, of which certain pins located opposite to perforations in the card are locked in downwardly displaced position by slides 362 so that corresponding pins 395 in the reading retaining pin–box are also downwardly displaced and locked by slides 397, the displaced pins 395 in turn displacing pins 435 in the master card comparing pin assembly 425. Detail cards are fed singly from a box 170, Fig. 26, by a picker 172 into a sensing space between plates 220, 221 against a stop 265 and sensed by a reciprocating pin assembly 226, of which the displaced pins displace other pins 250, translator pins 260 and finally pins 455 in the detail card comparing pin assembly 445. The displaced comparing pins 435 and 455 interact through comparing levers 460 having forked ends engaging projections 464, 466 of smaller diameter than the forks so that a displacement of a pin 435 will transmit through a lever 460 only a partial displacement of a pin 455, and. vice versa; other projections 472, 474 coact with cam points 471, 473 in slots on comparison slides 470 and unless the perforation columns in the compared cards correspond one or more of the projections 472, 474 will remain located on a cam point or points 471, 473 causing comparison slide 470 to be held displaced to the front of the machine with the result that the wide part of an interponent bar 476 in its raised effective position will prevent the free rearward swing of a bail bar 640. The cams controlling the feeding, punching, sorting and stopping of the machine are mounted on a sleeve 600, Fig. 60, to which are keyed two ratchets 605, 615 each with four teeth and four dwells arranged staggered and adapted to be engaged by pawls 608, 618 mounted on levers 610, 620 so disposed that normally pawl 608 engages a dwell on ratchet 605 and pawl 618 is held out of engagement with ratchet 615 by a pin 623 on pawl 608. When as the result of a disagreement between compared master and detail cards bail 640 is unable to complete its rearward swing as shown in Fig. 60 the bell crank lever 639 prevents downward movement of lever 610 on the next downward movement of push rod 625 and lever 620 moves down alone causing pawl 618 to become free of pin 623 and later to engage a tooth on ratchet 615 and then on the next rise of push rod 625 to rotate the control cam sleeve 600 through one step. Master card picker operating link 294 is operated as shown in Fig. 32 by a bell crank 299 and slide 301 moved forwardly by a cam 190 and rearwardly by a spring 303 detail card picker operating link 174 is operated by an arm 177 and slide 179 moved forwardly by cam 190 and rearwardly by spring 303; slide 301 can be held out of action by engaging a pin 304 thereon with a latch 305 on a

rock shaft 195 and slide 179 by engaging a pin thereon with a second latch 194 on rock shaft 195. For this purpose shaft 195 is rocked by a crank and vertical link 647 adapted to be operated through levers and links by one or more of the cams on the control cam sleeve 600, link 647 in its high position locking feed slide 179 allowing master card feeding only and in its low position locking feed slide 301 allowing detail card feeding only and in its intermediate position locking neither feed slide and allowing simultaneous feeding of both master and record card. The various control cams on sleeve 600 are referred to later. Punching mechanism.–In many types of operation the entire perforation pattern in the master card is punched in the detail card by mechanism including a removable punch translator 485, Fig. 50, the pins 490 of which transfer the displacements of the master card comparing pins 435 to a reciprocal set pin box 495 with which reciprocates a plate 516 carrying punch pins 517 so that the detail card which has been passed to a punch space between two plates 520, 523 is perforated to agree with the master card. If certain columns of data are not to be transferred the requisite keys 385, Fig. 25, are set in their locking positions. Perforation may take place in the event of agreement of designation data in corresponding columns of master and c. record cards for which the requisite interponent 476 has been set in elevated position and prevented when there is disagreement. The punch translator 485 is placed in position only when detail cards are to be punched. Feed control mechanism.–Five feed control cams are mounted on the control sleeve 600 which as set out above is rotated through 45 degrees when a disagreement is sensed by the comparison mechanism each of which cams may be rendered operative by lever mechanism operated by projecting lugs on an equal number of discs on a parallel sleeve 702, Fig. 32, settable by an operation selector dial at the front of the machine. One of these control cams is in the form of a plain disc 710, Fig. 32, engaged by a roller 711 on a lever 712 carried by another lever 714 and connected by a link 715 to an arm of a shaft 650 having another arm 648 connected to the link 647 controlling the locking of the feed slides. This feed control cam or ring 710 is of such diameter as to effect locking of neither feed slide and permits master and record cards to be fed simultaneously both on agreement and disagreement since although roller 711 is held in contact with cam 710 by the projection 717 on operation selector disc 718 rotation of the concentric cam 710 will have no influence on link 647. Other cams on sleeve 600 may be operative during this type of feeding to effect an agreement or disagreement card sorting, card punching, or stopping of the machine to insert extra cards. In addition to feed cam 710 four other feed control cams mounted on sleeve 600 may be caused to operate the link 647 and are rendered operative by the selector dial. All five feed cams are shawn in Fig. 69. The second cam 720 has four high dwells of a height permitting simultaneous master and detail card feeding on agreement and four lower dwells causing detail card feeding only on disagreement or vice versa since as shown in Fig. 69 this cam has a second key way for setting it displaced through 45 degrees on sleeve 600. Also on a low part of cam 720 becoming operative a rearward arm 655, Fig. 70, releases a shoulder 417 on a catch 416 from the arm 418 allowing the latter to be lifted by push rod 422 without raising arm 415 and rotating shaft 412 whereby operation of the retract bar 405, Fig. 25, by the link 410 is prevented and the set–up of the last fed master card reading retaining pins 395 is retained until an agreeing detail card is sensed whereupon sleeve 600 is rotated to bring a high dwell of cam 720 into operation. The third feed control cam 730 is a concentric ring of smaller radius causing detail card feeding only both on agreement and disagreement, the set–up by the master card reading retaining pins being maintained. The fourth feed control cam 740 has four low dwells of the radius of disc 710 causing simultaneous master and detail card feeding on agreement and four high dwells which on disagreement lift link 647 to its highest position causing master card feeding only. Since the last sensed detail card has to be retained in the sensing space until a corresponding master card is again sensed the card stop 265, Fig. 42, is held in its lower closed position all the time a high dwell on cam 740 is effective by a hook 660 on an arm 649 on shaft 650 engaging lever arm 281. The fifth feed control cam 750 has low dwells of same radius as the highs of cam 740 causing detail radius a cam disc 730 and high dwells of same card feeding only on agreement and master card feeding only on disagreement, the low dwells also causing retention of the set–up of the master card reading retaining pins and the high dwells also causing detail card stop 265 to be held closed. Cams 740 and 750 have second key ways at 45 degrees for adjustment in sleeve 600 to effect above operations on agreement and disagreement or vice versa. Sorting control mechanism.–Referring to Fig. 25 the master cards may be sorted into a rear box 25 or into an eject box 26 by operating a deflector 680 and the detail cards into a rear box 27, 27a, or into an eject box 28 by operating a deflector 690. These deflectors may be operated to eject master cards and detail cards for which there are no detail cards or master cards with corresponding designation punchings and are controlled by a cam 780, Fig. 71, with four low dwells and four high dwells such that when sleeve 600 is rotated bringing a high dwell into contact with roller 781 on bell crank 782 deflector 680 is raised by link 683 and deflects a d

0) DE102010032976A1 – ELECTRIC TRANSPORT VEHICLE FOR, E.G. ELDERLY PE...

110) Family number: 50548466 (DE102010032976A1) © PatBase

Title: ELECTRIC TRANSPORT VEHICLE FOR, E.G. ELDERLY PERSON IN HOSPITAL, HAS STEERING WHEEL TO STEER WHEELS WHILE MOVING FRONT WHEEL, WHERE LOAD CARRIER AND RIDER SEAT ARE MAINTAINED IN EQUAL HEIGHT AND VELOCITY DELIMITERS ARE SET FOR EACH WHEEL

Priority: DE201010032976 20100731

Family:

Publication number	Publication date	Application number	Application date
DE102010032976 A1	20120202	DE201010032976	20100731

Probable Assignee: SIEGHART

Assignee(s):(std)**:** SIEGHART DIETHER ; ZEHENDMAIER FRANZ

Assignee(s): SIEGHART ; ZEHENDMAIER

Inventor(s):(std)**:** SIEGHART DIETHER ; ZEHENDMAIER FRANZ

International class (IPC 8–9)**:** B60K1/00 B62D5/04 B62D55/00 B62D61/06 B62D61/10 B62D63/02 B62M6/40 (Advanced/Invention)

CPC: B62K5/003 B62K5/007 B62K5/05

European class: B62K5/003 B62K5/007 B62K5/05

Classification Explorer

Forward Citations: CN103144696, CN103144696,

Abstract:
The vehicle has a battery for electric drive, a vertically adjustable springy rider seat (13), suspension elements, front wheel (10), rear wheel (3), and right and left base plates (1). The base plates include main wheels which include axles (2–3) and wheel hubs (2–4) and/or disc brakes. A steering wheel is provided for steering the wheels at different rotational speeds while moving the front wheel in predetermined direction. The load carrier/load container and rider seat are maintained in equal height. The velocity delimiters are provided for each wheel.

0) FR86543E – INSTALLATION DE MANUTENTION, NOTAMMENT POUR LE ...

111) Family number: 21059595 (FR86543E) © PatBase

Title: INSTALLATION DE MANUTENTION, NOTAMMENT POUR LE STOCKAGE ET LA REPRISE DE MATERIAUX

Priority: FR19640960056 19640111 FR19640990498 19641006

Family:

Publication number	Publication date	Application number	Application date
FR1379425 A	19641120	FR19640960056	19640111
FR86543 E	19660225	FR19640990498	19641006

Probable Assignee: PRECISMECA SA

Assignee(s):(std)**:** PRECISMECA SA

Assignee(s): PRECISMECA S A

International class (IPC 8–9): B28C1/00 B65G65/20 (Advanced/Invention); B28C1/00 B65G65/00 (Core/Invention)

International class (IPC 1–7): B28C1/12 B65G65/28

CPC: B28C1/006 B65G65/20

European class: B28C1/00B2 B65G65/20

Classification Explorer

Forward Citations: DE1277748,

Abstract:
Source: FR1379425A [Source: Claim 1] **ATTENTION** debut du champ CLMS peut contenir fin de DESC **. 172 soi1t solidaires aux moyens de supports 229 aux deux poutres 201 du pont roulant 200. Le second transporteur 172 comporte le tambour moteur 222, entraine par un dispositif moteur tel que moteur electrique, le tambour de renvoi 224 comportant le dispositif de tension 225 compose des vis, des coussinets et des glissieres et d'une pluralite de rouleaux 226, ces rouleaux soutenant aussi bien le brin porteur 227 que le brin retour 228. Le second transporteur 172 deverse les produits repris dans une goulotte 287 qui en etant solidaire aux poutres a treillis 21 par des supports 230 se deplace en meme temps que le pont roulant. La partie inferieure 231 de cette goulotte d'alimentation 229 se trouve au–dessus de la courroie 232 d'un troisieme transporteur 233 identique a tout point de vue au premier transporteur 1 et les produits deverses sur cette courroie 232 sont amenes par le troisieme transporteur 233 a l'atelier d'utilisation des produits. Ces differents appareils presentent de nombreux avantages et notamment L'ensemble des elements, servant a apporter les differents produits, est allege au maximum ce qui permet d'eviter les depenses supplementaires et onereuses pour la realisation de fondations importantes sur lesquelles sont scelles les rails servant de chemin de roulement. En outre l'ensemble des elements de reprise 101 et 117 est plus facilement malleable, d'ou une eco– nomie certaine de la force motrice et cette economie permet une reduction des prix de revient des produits finis. Le palpeur 92 dispose a la tete 58 de la fleche 54 du tripper 45 permet de doser tres exactement l'epaisseur de chaque couche des differents produits stockes meme si l'epaisseur de cette couche est tres minime. Le transporteur a raclettes 101 par le deplacement des couteaux racleurs 102 assure d'une part le glissement vers le has des produits stockes et d'autre part le melange des differents produits. L'utilisation de la couronne a billes 179 placee entre la partie superieure 145 et la partie inferieure 180 du chariot, mobile transversalement, permet de pivoter l'ensemble des elements de reprise compose par le transporteur a raclettes 101 et la roue–pelle 117. Ainsi on peut proceder au deplacement dans les deux sens de l'ensemble et il n'est plus necessaire de ramener celui–ci a son point de depart. On peut faire fonctionner continuellement les elements de reprise, malgre l'inversement du sens de la marche du pont roulant 200. Par le fonctionnement continu des elements de reprise 101 et 117 on augmente considerablement le rendement de l'installation. On evite egalement les frais supplementaires necessaires soit a l'installation d'un second ensemble des elements de reprise, soit d'un transbordeur. La cabine 167, abritant la personne chargee de surveiller le fonctionnement des appareils de reprise 101 et 117 est placee sur le chariot mobile 180 et se deplace en meme temps que l'ensemble forme par le transporteur a raclettes 101 et la roue–pelle 117 et la personne chargee de la surveillance voit tres facilement si les deux elements travaillent a plein rendement. L'articulation centrale 219 du pont roulant 200 absorbe les denivellations du terrain et meme si les trois rails 2071, 2072 et 2073 ne sont pas de niveau, le poids de l'ensemble des elements de reprise 101, 117 est reparti uniformement sur les trois rails 207l, 2072 et 2073 et les galets 210 des boggies 206 sont en contact permanent avec le dessus des rails 2071, 2072 et 2073. Bien entendu l'invention n'est pas limitee aux exemples de reaLisation ci–dessus decrits et representes et a partir desquels on pourra prevoir d'autres modes et d'autres formes de realisation sans pour cela sortir du cadre de l'invention. RESUME L'invention s'etend aux caracteristiques ci–apres et a leurs diverses combinaisons possibles 1D Installation de manutention notamment pour le stockage et la reprise de materiaux, installation caracterisee parce qu'elle comporte, en combinaison des moyens de mise en stock automatique des materiaux en provenance du lieu de dechargement et des moyens de reprise de ces memes

produits, pour acheminer ceux−ci vers un atelier d'utilisation, permettant de placer les aires de stockage dans le prolongement l'une de l'autre, ce qui permet d'une part, de reduire considerablement la surface de stockage, et d'autre part, d'eviter une perte de temps due au daplacement des differents elements composant l'installation de manutention; 20 Les moyens de reprises sont constitues par un ensemble d'elements formant un bloc dont la partie superieure pivote horizontalement par rapport a la partie inferieure, ce qui permet de continuer, en sens oppose du precedent et sans perte de temps, la reprise des produits stockes et de prendre alternativement des produits des differents amoncellements sur les aires de stockage disposees de part et d'autre de cet ensemble; 30 Le transporteur a raclettes comportant des couteaux raleurs fixes par un moyen quelconque sur une chaine attaque de front les differentes couches superposees triangulairement des produits stockes. Les couteaux raleurs provoquent le glissement vers le has des produits et par ce glissement on realise le melange des differents produits; 4 La roue−pelle, ayant sur son pourtour une pluralite de godets, ramasse les produits glisses a la base de l'amoncellement et elle les deverse sur un transporteur a courroie continue; 5 Le transporteur a courroie continue fonctionne a l'interieur de l'ossature metallique servant de support a la roue−pelle, et son brin porteur achemine les produits deverses par la roue−pelle vers une tremie; 60 Des rouleaux amortisseurs, situes sous le brin porteur de la courroie continue du transporteur a l'emplacement ou tombent les produits deverses par la roue−pelle absorbent au maximum l'effet de choc provoque par la chute des produits et reduisent considerablement l'usure de la courroie contínte; 7" Le bras de levier, permettant de lever ou de rabaisser le transporteur a raclettes solidaire de la roue−pelle, assure le contact permanent des couteaux racleurs avec le plan du coin des produits stockes et, en soulevant au maximum les deux appareils, il permet de pivoter l'ensemble et d'attaquer une aire de stockage situee de l'autre cote de l'axe longitudinal du transporteur transversal; s" Le treuil scelle sur le caisson contenant les contrepoids, permet, a l'aide d'un cable, de relever ou de rabaisser le bras de levier; 90 Le transporteur a courroie continue a axe transversal, sur lequel ont ete deverses les produits par la tremie, modifie perpendiculairement le par. cours du transport des produits et les achemine vers le transporteur longeant les aires de stockage; 10 Des boggies solidaires du bati de l'element mobile, assurent le deplacement transversal de l'ensemble des elements de reprise c'est−a−dire le transporteur a raclettes et la roue−pelle; 11" Des rails, reposant sur des poutres a treillis du pont roulant servent de chemin de roulement transversal a l'element mobile transversalement; 12" Le pont roulant se deplace longitudinalement sur trois rails paralleles aux aires de stockage et la combinaison du deplacement transversal avec le deplacement longitudinal permet de balayer toute la surface des aires de stockage; 130 L'articulation centrale du pont roulant absorbe les denivellations existantes entre les trois rails et assure la repartition du poids de l'ensemble sur ces trois rails en permettant aux deux tron cons du pont roulant de former une ligne brisee; i 40 Le transporteur a courroie continue longeant les aires de stockage, amene les produits deverses par le transporteur transversal a l'atelier duti− lisation; 15 Le transporteur a courroie continue para. lele aux aires de stockage apporte depuis le lieu de dechargement les produits destines a etre emmagasines a l'emplacement de stockage prevu; 160 Le chariot elevateur souleve le brin porteur du transporteur a courroie continue et permet d'elever les produits a la hauteur necessaire a leur deversement sur un autre transporteur; 17 Le transporteur a courroie continue perpendiculaire au transporteur precedent et place a l'interieur de l'ossature metallique de la fleche du tripper deverse les produits apportes sur le terrain destine au stockage; 18" Le piston a double effet, alimente par une pompe a huile, releve ou rabaisse la fleche du tripper et permet de doser tres exactement l'epaisseur de la couche des differents produits; 19 Le dispositif palpeur en liaison avec un indicateur de position, est situe a la tete de la fleche du tripper et actionne le relevement automatique de ladite fleche; 200 Le dispositif de controle, des formation de l'epaisseur voulue de la couche d'un certain produit, provoque l'arret de l'alimentation et un signal avertisseur quelconque transmet a un poste de commande central l'arret d'arrivee de ce produit et declenche le branchement de manutention deun autre produit; 21 Le tripper repose sur trois pieds realises en charpente metallique, et se deplace longitudinalement sur un chemin de roulement par l'interme− diaire d'une pluralite de boggies moteurs; 220 Les galets des boggies sont mis en mouvement par une transmission solidaire au reducteur accouple au moteur electrique et ils se deplacent sur les rails formant le chemin de roulement; 230 Les articulations solidarisent le tripper et le chariot elevateur et tout deplacement longitudinal du tripper entraine automatiquement le deplacement du chariot elevateur. [Source: Claim 1] ** WARNING ** start of CLMS field may contain late 172 soi1t solidarity to support means 229 to the two beams 201 crane. 200. the second carrier 172 includes the drum motor 222, driven by a motor device such as electric motor, the return drum 224 with the tensioning device 225 consists of screws, bearings and glissieres and a plurality of rollers 226, these rollers supporting both the carrier strand that strand 227 228. the second carrier 172 products listed pours into a chute 287 which being integral to beams a mesh 21 by supports 230 moves concurrently with the crane. the lower part 231 of the feed chute 229 is located above the belt 232 of a third carrier 233 identical in every respect to the first conveyor 1 and the dumped products on the belt 232 are brought by the third carrier 233 has the product use workshop. These different devices many PRESENT benefits including all of the elements serving to make the different products is maximum allege thereby avoid the additional expenses and onerous for the realization of important foundations on which are sealed track for road rolling. Also all resumption of Elements 101 and 117 is more easily malleable, hence a certain eco− nomy of the driving force and the economy allows a reduction in costs finished products. the probe 92 has a head 58 of the arrow 54 of 45 for the determination tripper very precisely the thickness of each layer of different products stored even if the thickness of this layer is very minimal. the carrier squeegees 101 by the displacement of the scraper blades 102 ensures both the slide into the hAS of stored products and also the mixture of different products. the use of the krona ball 179 placed between the upper part 145 and the lower portion 180 of the carriage transversely movable, allows you to rotate all recovery Elements made by the carrier 101 and squeegees bucket wheel 117. So you can proceed to the displacement in both directions of the whole and it is not necessary to bring it to its starting point. it can be continuously operate the resumption of elements, despite the reversal of the direction of travel of the crane 200. for the continuous operation of recovery elements 101 and 117 is increased considerably the efficiency of the plant. It also avoids the additional costs necessary either to install a second set of recovery Elements or a ferry. The cab 167, housing the person charged to monitor the operation of the devices resume 101 and 117 is placed on the carriage 180 and moves at the same time that the entire form by the carrier 101 scrapers and bucket wheel 117 and the person

charged surveillance seen very easily if both work Elements has full capacity. the central joint 219 crane 200 absorbs ground drop−offs, and even if the three rails 2071, 2072 and 2073 are not level, the weight of all recovery Elements 101, 117 and left evenly over the three rails 207L, 2072 and 2073 and the rollers 210 bogies 206 are in permanent contact with the top of the rails 2071, 2072 and 2073. course the invention is not limited to the embodiments described above and represented and from which we can predict other modes and other forms of realization without departing from the scope of the invention. SUMMARY The invention extends to the characteristics listed after and their various combinations 1D Installation handling including storage and recovery materials, the installation being characterized because it comprises, in combination means for automatically placing in storage of materials from the place of unloading and means of recovery of these same products, to transport them to a user workshop for placing the storage areas in the extension of one another, which allows on one hand to significantly reduce the storage surface, and secondly, to avoid a waste of time due to daplacement of different elements component handling facility; 20 means of times are constituted by a set of elements forming a block whose upper part rotates horizontally relative to the lower part, allowing to continue in opposite direction of precedent and without loss of time, recovery of stored products and alternately take products of various piles on ARRANGED storage areas on either side of this whole; 30 the carrier with squeegees moaners knives fixed by any means on a chain frontal attack the different layers superimposed triangularly of stored products. The knives moaners cause the slide to the HAS products and this shift is realized the mixture of different products; 4 wheel excavator, having on its periphery a plurality of buckets, picks snowsports products based the accumulation and pours them on a continuous carrier belt; 5 the carrier continuous belt works in the interior of the metal frame for supporting a bucket wheel, and carrying strand carries products spilled from the bucket wheel to a hopper; 60 rolls dampers, situated under the carrier strand continuous conveyor belt at the location or the fall spills by bucket wheel absorb maximum effect shock caused by falling goods and considerably reduce the wear of the belt contínte; 7 "The lever arm to lift or lower the carrier squeegees secured to the bucket wheel, ensures permanent contact with the scraper blades with the plane of the corner of stored products, raising the maximum both devices, it can rotate together and attack a storage area situated on the other side of the longitudinal axis of the cross conveyor; S "the winch seals on the box containing the counterweights, allows, with the aid of a cable, to raise or lower the lever arm; 90 the carrier has a continuous belt transverse axis, on which the products were dumped by the hopper, change the angles by. during the transport of goods and routes them to the carrier along the storage areas; 10 Supportive bati bogies of the mobile element, ensure the transverse displacement of all recovery Elements that is, −dire the carrier scrapers and bucket wheel; 11 "rails, beams resting on a lattice crane serve transverse runway to the mobile element transversely; 12" the crane moves longitudinally parallel rails on three storage areas and the combination of the transverse displacement with the longitudinal displacement allows to scan the entire surface of storage areas; the central joint 130 crane absorbs existing drop−offs between the three rails and ensures the weight distribution of all these three rails allowing two sections cons crane form a brisee line; 40 i the carrier continuous belt along the storage areas, brings products dumped by the transverse carrier is duti− workshop lisation; 15 the carrier continuous belt para.Lele storage areas brings from the place of unloading the goods intended to be stored in the planned storage location; 160 The carriage elevator raises the carrier side of the conveyor belt and allows a continuous of raising Products to the necessary height to their spill on another carrier; 17 the carrier continuous belt perpendicular to the previous spot and carrier inside the metal frame of the arrow of the tripper pours bringest products intended field storage; 18 "the double acting piston, powered by an oil pump, notes or demeans the arrow of the tripper and allows to dose very precisely the thickness of the layer of different products; 19 the probe device in connection with a position indicator is located at the head of the arrow of the tripper and operates the automatic increase of that arrow; 200 the control device, training the desired thickness of the layer a certain product causes the food and stop any alarm signal transmitted to a central control station for the arrival of this and stop triggers the connection ofone another product handling; 21 the tripper rests on three legs realized in metal structural, and moves longitudinally on a track through the intermediary of a plurality of bogies engines; 220 bogies rollers are set in motion by a transmission solidarity in reducer coupled to electric motor and they move on the rails forming the runway; 230 joints clamp the tripper and the lift truck and any longitudinal displacement of tripper automatically causes the displacement of the lift truck.

0) AU2002301175A – WATER–MIST BLOWER COOLING SYSTEM AND ITS NEW AP...

112) Family number: 31729625 (AU2002301175A) © PatBase

Title: WATER–MIST BLOWER COOLING SYSTEM AND ITS NEW APPLICATIONS

Priority: AU20020301175 20020924

Family:

Publication number	Publication date	Application number	Application date
AU2002301175 AA	20040408	AU20020301175	20020924

Probable Assignee: LABRADOR GAUDENCIO A

Assignee(s):(std)**:** LABRADOR GAUDENCIO A

Assignee(s): GAUDENCIO A LABRADOR

Inventor(s):(std)**:** LABRADOR GAUDENCIO A

Inventor(s): GAUDENCIO A LABRADOR

International class (IPC 8–9): F24F5/00 F24F6/14 (Advanced/Invention); F24F5/00 F24F6/12 (Core/Invention)

International class (IPC 1–7): F24F5/00 F24F6/14

CPC: Y02B30/545

European class: Y02B10/30 Y02B10/50 Y02B30/14 Y02B30/54D Y02E10/72N

Classification Explorer

Forward Citations: WO15074100,

Abstract:
Source: AU2002301175A What had been created are various new processes with the corresponding newly created devices that support or to handle the new processes in order to attained the desired outcome of the new processes. One desired outcome is to produce a low technology cooling system that can be easily made by the ordinary man for himself and this is answered by the creation of a misting tube having a plurality of water misting nozzles and a blower blows wind thru the water mist towards a place or into a house or into an office. An alternative of this is a blower that blows wind thru the water mist created by an atomizer and into a house, a building, a work shop, a play area, or into a green house or plantation. An improvement of this is misting tube being place infront of a blower by attaching the misting tube to the frame/shell of the blower so that the misting tube goes freely with the left and right oscillation of the blower. A further improvement of this water–mist–blower system is where the water is mist sprayed inside a vacuumed air duct to speed up water evaporation wherein air is passed thru a multi–tube radiator inside the vacuumed air duct and the cold air from the air duct is passed thru a hybrid Centrifugal Cyclone separator to remove surplus water mist. Further created are desalination devices.

113) Family number: 32384894 (US2005245845A) © PatBase

Title: LANCETS FOR BODILY FLUID SAMPLING SUPPLIED ON A TAPE

Priority:

CA20052564993	20050427	CA20052696219	20050427	CA20102564993	20100414
US20060537791	20061002	US20040836578	20040430	US20050105686	20050414
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US20130062198	20131024				

Family:

Publication number	Publication date	Application number	Application date
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CA2696219 C	20160823	CA20052696219	20050427
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WO05107596 A3	20060420	WO2005US15550	20050427	

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Assignee(s): FHOFFMANN LA ROCHE AG ; ROCHE DIAGNOSTICS CORPORATON ; ROCHE DIAGNIOSTICS GMBH ; ROCHE DIAGNOSTICS OPERATIONS INC

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Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KM KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SM SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A61B17/14 A61B17/32 A61B5/00 A61B5/1459 A61B5/15 A61B5/151 A61B5/157 B65D61/00 B65D75/34 B65D81/00 G01N21/00 G01N31/00 G01N33/00 G01N35/00 (Advanced/Invention);
A61B5/00 A61B5/145 (Advanced/Non–invention);
A61B17/14 A61B17/32 A61B5/00 A61B5/145 A61B5/15 B65D75/28 (Core/Invention);
A61B5/00 (Core/Non–invention);
A61B B65D (Subclass/Invention)

International class (IPC 1–7): A61B17/14 A61B17/32 A61B5/00 A61B5/15 B65D75/34

CPC: Y10T436/110833 A61B5/150022 A61B5/150213 A61B5/150259 A61B5/150282 A61B5/150358 A61B5/15113 A61B5/15117 A61B5/15153 A61B5/15184 A61B5/15146 A61B5/14532 A61B5/150503 A61B5/15151 A61B5/15167 A61B5/15171 A61B5/15178 A61B5/15169 A61B5/150419 A61B5/15155 A61B5/15173 A61B5/157 A61B5/1411

European class: A61B5/14B2 A61B5/151M K61B5/145G

US class: 1/1 422/66 436/44 600/575 600/576 600/583 600/583P 600/584 600/584S 606/181 606/181S

Classification Explorer

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Forward Citations: WO15033959, WO14164279, WO14128271, WO13038691, WO11070149, WO11051444, WO11045348, WO11020914, WO10145763, WO10122059, WO10094426, WO10091794, WO10088948, WO10083878, WO09152897, WO09139195, WO09116289, WO09076247, WO09050092, WO09039926, WO09030475, WO09030359, WO08138857, WO08138587, WO08138473, WO08138455, WO08138443, WO08125178, WO08110267, WO08083844, WO08043780, WO08043565, WO08043565, WO08028891, WO07077212, WO07077212, WO07060004, US9694144, US9561000, US9560993, US9528977, US9504782, US9498160, US9480420, US9445756, US9434141, US9427532, US9417229, US9399792, US9386944, US9383333, US9380970, US9380963, US9375169, US9364172, US9351680, US9339612, US9332938, US9332932, US9329164, US9314194, US9301715, US9261476, US9248267, US9237866, US9226699, US9198606, US9186468, US9179872, US9173608, US9167992, US9144401, US9138179, US9119581, US9089678, US9089294, US9072842, US9066689, US9034639, US9034250, US9017620, US8998940, US8965476, US8945910, US8945022, US8920341, US8905945, US8905944, US8888942, US8882951, US8870789, US8852124, US8845550, US8845549, US8828203, US8821399, US8815154, US8808201, US8795199, US8789756, US8784335, US8753289, US8734365, US8721671, US8702624, US8690797, US8690796, US8679033, US8668656, US8663558, US8652831, US8647357, US8641644, US8641643, US8636673, US8622930, US8621828, US8608669, US8608668, US8608667, US8591436, US8579831, US8574895, US8574168, US8567602, US8562545, US8556829, US8540647, US8529470, US8496876, US8496601, US8491500, US8439872, US8435190, US8430828, US8414503, US8403864, US8394035, US8388551, US8382683, US8382682, US8372016, US8366637, US8360992, US8360991, US8348857, US8343075, US8337422, US8337421, US8337420, US8337419, US8333710, US8328736, US8296918, US8282577, US8282576, US8267870, US8262614, US8251921, US8247233, US8235915, US8234767, US8221334, US8221333, US8220635, US8216264, US8216154, US8211037, US8206319, US8206317, US8202232, US8202231, US8197423, US8197421, US8196374, US8172866, US8162853, US8157750, US8157748, US8123700, US8083992, US8079960, US8062233, US8062231, US8052926, US8020703, US8016774, US8007446, US8003052, US7988645, US7988644, US7981056, US7981055, US7976476, US7959582, US7959581, US7955271, US7938787, US7935063, US7914465, US7909778, US7909777, US7909775, US7909774, US7901365, US7901362, US7892185, US7892183, US7875047, US7874994, US7862520, US7850622, US7850621, US7841992, US7833171, US7822454, US7815579, US7780631, US7749174, US7731729, US7717863, US7713214, US7708703, US7699791, US7682318, US7674232, US7666149, US7648468,

US7604592, US7582099, US7582063, US7563232, US7547287, US7537571, US7524293, US7491178, US7488298, US7481777, US7481776, US7479119, US7479118, US7410468, US7374544, US7344894, US7344507, US7316700, US7297151, US2017042458, US2016302707, US2016166189, US2014052025, US2013324883, US2012283528, US2012253374, US2012203083, US2012191011, US2012184875, US2011230905, US2011229960, US2011166431, US2011144463, US2011137206, US2011132778, US2011071377, US2011022071, US2011015661, US2011015545, US2010292609, US2010286561, US2010222799, US2010198109, US2010160941, US2010145376, US2010121369, US2010094325, US2010056893, US2010049092, US2010049090, US2010023045, US2009287116, US2009270763, US2009238721, US2009177118, US2009137931, US2009124933, US2009036797, US2009010802, US2008300509, US2008286149, US2008269791, US2008103415, US2008008989, US2007191739, US2007191738, US2007173740, US2007065340, US2007038150, US2006240403, US2006200045, US2006174592, US2006079810, US2005245954, KR101120451, KR101111931, KR101104658, KR101021922, JP5367694, JP4935286, JP2013529483, JP2013528421, JP2013038691, JP2011508872, JP2010526607, JP2010523235, JP2010520776, JP2010515499, JP2009545350, JP2009522029, JP2009233327, JP2007130451, EP3042690, EP3042690, EP2843406, EP2770064, EP2457843, EP2322924, EP2316339, EP2316339, EP2316338, EP2287605, EP2263526, EP2243711, EP2226008, EP2218392, EP2213230, EP2210558, EP2168482, EP2146638, EP2146638, EP2135546, EP2103934, EP2055472, EP2047798, EP2039607, EP2039294, EP2039293, EP2030910, EP2030568, EP2016899, EP1997429, EP1996914, EP1996914, EP1992284, EP1992283, EP1990002, EP1990001, EP1980205, EP1967139, EP1954181, EP1954181, EP1943948, EP1917909, EP1894526, EP1894525, EP1884188, EP1880670, EP1878387, EP1790288, EP1714614, EP1714614, CN105209908, CN103179902, CN103179902, CN103040476, CN102573630, CN102573630, CN102389315, CN102379702, CN102292027, CN102098957, AU2008250713,

Abstract:
Source: US2005245845A A supply of lancets for a multi−use lancing device are carried by a tape and sequentially brought from a storage position to an activating position by advancing the tape around a bend. The lancets are non−circular in cross−section along their longitudinal lengths, and in their activating position they extend from the tape such that their sharp tips are available for lancing tissue. The carrying tape can be arranged in reel−to−reel format in a housing having a lancing opening. The lancets can be integral with the tape and activated to move the lancet through the lancing opening by moving the tape along its tape path or by translating a dedicated service loop of the tape. The lancets can also be independent from the tape and activated through the lancing opening by a separate lancing actuator. A test media can be included on the carrying tape and the housing can contain a sensor to yield an integrated lancing and testing device.

0) US2003146331A – SLIVER DISCHARGE DEVICE

114) Family number: 30204093 (US2003146331A) © PatBase

Title: SLIVER DISCHARGE DEVICE

Priority:

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Family:

Publication number	Publication date	Application number	Application date
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US2006027695 AA	20060209	US20050247276	20051012	
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US2007063089 AA	20070322	US20060605371	20061129	
US2007068397 AA	20070329	US20060605379	20061129	
US2007069058 AA	20070329	US20060605375	20061129	
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US7410051 BB	20080812	US20040952388	20040928	
US7748315 BB	20100706	US20060514149	20060901	

US7748658 BB	20100706	US20050247276	20051012

Probable Assignee: TRUTZSCHLER GMBH AND CO KG

Assignee(s):(std)**:** MAGNOLIA MFG CO INC ; MAGNOLIA MFG COMPANY INC ; TRATZSCHLER GMBH AND CO KG ; TRUETZSCHLER GMBH AND CO KG ; TRUETZSCHLER AND CO ; TRUTZSCHLER GMBH AND CO FA KG ; TRUTZSCHLER GMBH AND CO KG FA ; TRUEFISCHLER KG ; TRUETZSCHIER GMBH AND CO KG ; TRUETZSCHLER AND CO KG

Assignee(s): TRUTZSCHLER GMBH AND CO KG ; TRUTZSCHLER GMBH ; TRUETZSCHLER GMBH AND CO ; TRUTZSCHLER GMBH AND COKG ; TRUTZCHLER GMBH AND CO KG ; TRUETZSCHLER GMBH AND COKG ; TRUTZSCHLER GMBH AND COKG FA ; PARKDALE MILLS INC ; SCHLICHTER STEFAN ; FA TRUTZSCHLER GMBH AND CO KG ; MAGNOLIA MANUFACTURING COMPANY INC ; MAGNOLIA MFG

Inventor(s):(std)**:** JOSEF SCHLICHTER STEFAN PETERS ; PETERS DR STEFFEN ; PETERS STEFFEN ; S SCHLIHIT ; SCHLICHTER STEFAN ; ACHIM BREUER ; ACHIM SCHLICHTER STEFAN BREUER ; ANDERSON SCHLICHTER STEFAN WAR ; ANDERSON WARLICK ; BREUER ACHIM ; SCHLIHIT S ; STEFAN SCHLICHTER ; STEFFEN PETERS ; TEMBURG JOSEF ; WARLICK ANDERSON D ; WARLICK ANDERSON ; SCHLICHTER DR STEFAN ; DR STEFAN SCHLICHTER ; SCHLICHTER STEFAN DR ; JOSEF TEMBURG

Inventor(s): DR STEFFEN PETERS ; STEFAN SCHLICHTER DR ; TEFAN SCHLICHTER ; DR STEFAN PETERS ; SCHLICHTER STEFAN BREUER ACHIM ; SCHLICHTER STEFAN PETERS STEFFEN TEMBURG JOSEF ; SCHLICHTER STEFAN WARLICK ANDERSON

Agent(s): CABINET BEAU DE LOMENIE; TSURUTA JUNICHI; NISHIYAMA MASAYA; HIGUCHI SOTOJI; ISHIDA TAKASHI; AOKI ATSUSHI; SHIMADA TETSURO; VENABLE LLP; KENNEDY COVINGTON LOBDELL AND HICKMAN LLP; K AND L GATES LLP; ROBERT; JUSTINE A; STEVEN J

International class (IPC 8–9): B21C47/02 B21C47/10 B65B13/02 B65B13/20 B65B27/12 B65B63/02 B65D71/00 B65D85/16 B65D85/67 B65H51/01 B65H51/015 B65H54/00 B65H54/76 B65H54/78 B65H54/80 B65H54/86 B65H55/02 B65H67/04 B65H67/06 B65H83/00 D01G15/00 D01G15/40 D01G15/44 D01G15/62 D01G21/00 D01G23/00 D01G27/00 D01H1/36 D01H13/00 D01H9/00 D01H9/02 D01H9/18 (Advanced/Invention); D01H9/10 (Advanced/Non–invention); B21C47/02 B65B13/00 B65B13/18 B65B27/00 B65B63/00 B65D71/00 B65D85/16 B65H54/00 B65H55/00 B65H67/04 B65H67/06 D01G15/00 D01G21/00 D01G23/00 D01G27/00 D01H1/00 D01H13/00 D01H9/00 D01H9/02 (Core/Invention); D01H9/02 (Core/Non–invention)

International class (IPC 1–7): A01D59/02 B21C47/10 B65B63/00 B65B63/00 B65B63/02 B65H51/015 B65H54/00 B65H54/00 B65H54/00 B65H54/76 B65H54/80 B65H54/80 B65H67/04 B65H83/00 D01G15/44 D01G15/62 D01G21/00 D01G23/00 D01G27/00 D01H13/00 D01H9/02 D01H9/18

CPC: D01G27/00 D01H9/00 D01H9/18 D01H9/185 B21C47/10 B65H51/015 B65H54/76 B65H67/04 D01H9/02 D01H9/187 B65H67/06 B65H54/74 D01G23/00 D01H9/005 D01H9/008 B65B27/125 B65H54/78 B65B63/02 B65H54/80 B65H67/0428 B65H2701/31 B65B27/12 B65B13/20 B65D85/16

European class: B21C47/10 B65B13/20 B65B27/12 B65B27/12B B65B63/02 B65D85/16 B65H51/015 B65H54/74 B65H54/76 B65H54/78 B65H54/80 B65H67/04 B65H67/04F B65H67/06 D01G23/00 D01G27/00 D01H9/00 D01H9/00B D01H9/00B4 D01H9/02 D01H9/18 D01H9/18C D01H9/18D L65B27/12 L65D85/16 L65H701/31

US class: 100/3 100/3P 100/5 100/5P 100/7 206/388 206/442 206/83.5 242/159 242/159S 242/361.4 242/361.400P 242/361.5 242/361.500P 242/361.500S 242/363 242/363S 242/472.1 242/472.100P 53/399 53/438 53/529 53/582

Classification Explorer

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Forward Citations: WO10020782, WO10020782, USD779065, US8650842, US7788771, US7748658, US7748315, US2014102320, US2008244871, US2008029637, US2007074631, US2007069059, US2007069058, US2007068397, US2007063089, US2007063088, US2006031260, US2006027695, RU2473457, JP2009013562, JP2007106605, JP2007106604, JP2007106603, JP2007106602, JP2007106601, GB2462694, GB2462694, GB2456848, GB2448217, GB2448217, GB2431671, GB2431671, GB2431414, GB2431414, GB2431172, GB2431172, GB2431171, GB2431171, GB2431170, GB2431170, GB2431169, GB2431169, EP2457835, DE102007016340, DE102006012581, DE102006012580, DE102006012579, DE102006012565, DE102006012484, DE102006012483, CN106163930, CN105292561, CN104386536, CN102851794, CN102691149, CN102517707, CN102517707, CN102126566,

Abstract:
Source: US2003146331A A device is provided on a spinning preparation machine for receiving a sliver from a discharge device of the spinning preparation machine and transporting the sliver to a downstream machine, the spinning preparation machine having a depositing region. The device has a support for receiving the sliver deposited from the discharge device in the depositing region, and a moving device for moving the deposited sliver relative to the discharge device in the depositing region for forming a free standing sliver bundle, and for moving the free standing sliver bundle out of the depositing region for transport to a downstream machine.

0) US2008203735A – APPARATUS AND METHOD FOR LUBRICATING RAILROAD T...

115) Family number: 42119818 (US2008203735A) © PatBase

Title: APPARATUS AND METHOD FOR LUBRICATING RAILROAD TRACKS

Priority: US20070678815 20070226

Family:

Publication number	Publication date	Application number	Application date
US2008203735 AA	20080828	US20070678815	20070226
US7784840 BB	20100831	US20070678815	20070226

Probable Assignee: LESLIE CARLTON

Assignee(s):(std)**:** LESLIE CARLTON

Inventor(s):(std)**:** LESLIE CARLTON

Agent(s): TAFT STETTINIUS AND HOLLISTER LLP; BRANNON AND SOWERS PC; C JOHN

International class (IPC 8–9)**:** B60B39/00 B61K3/00 (Advanced/Invention); B60B39/00 B61K3/00 (Core/Invention)

CPC: B61K3/00

European class: B61K3/00

US class: 184/3.1 291/3

Classification Explorer

Cited documents: US6585085 BA, US6578669 BB, US6446754 BA, US6199661 BA, US6170610 BA, US6170610 B1, US6170594 BA, US6170594 B1, US6076637 A, US5896947 A, US5842543 A, US5687814 A, US5687811 A, US5492642 A, US5477941 A, US5186280 A, US5129606 A, US5080195 A, US4930600 A, US4856617 A, US4726448 A, US4711320 A, US4520901 A, US4393957 A, US4346785 A, US4334596 A, US4245719 A, US4230045 A, US4214647 A, US4198164 A, US3059724 A, US3051262 A, US2929466 A, US2814422 A, US2718280 A, US2285082 A, US2003111295 AA, US1709095 A, US1386426 A,

Forward Citations: WO11143765, US9499177, US9352761, US8596417, US8473128, US8224509, US2015054292, US2014142791, US2013008745, US2012163942, US2010101893, US2008086244, KR101035131, CN102971195, AU2011256101,

Abstract:
Source: US2008203735A A system for increasing the efficiency of the movement of a railroad car over a length of rail, including a fluid reservoir for containing a quantity of efficiency enhancing fluid, a fluid dispensing member, a fluid pump connected in fluidic communication between the reservoir and the fluid dispensing member for dispensing a predetermined quantity of fluid through the fluid dispensing member, a microprocessor operationally connected to the fluid pump, and a first sensor for generating a first sensor signal in response to a railroad car crossing a predetermined section of track and operationally connected to the microprocessor. The fluid dispensing member is positioned along a railroad portion substantially equal in length to the circumference of a railroad car wheel to provide a substantially continuous flow of efficiency enhancing fluid substantially equal in length to the circumference of a railroad car wheel onto the rail portion when the predetermined quantity of fluid is dispensed.

0) ES2398823A – EQUIPO DE SEGURIDAD AUXILIAR PARA CONTROL DE AD...

116) Family number: 53271773 (ES2398823A) © PatBase

Title: EQUIPO DE SEGURIDAD AUXILIAR PARA CONTROL DE ADHERENCIA EN VEHICULOS. AUXILIARY EQUIPMENT SAFETY GRIP CONTROL VEHICLES. (Machine translation)

Priority: ES20110000502 20110509

Family:

Publication number	Publication date	Application number	Application date
ES2398823 AA	20130321	ES20110000502	20110509
ES2398823 BA	20140123	ES20110000502	20110509
ES2398823 BA	20140218	ES20110000502	20110509

Probable Assignee: FERNANDEZ DE PEDRO JESUS

Assignee(s):(std)**:** FERNANDEZ DE PEDRO JESUS

Assignee(s): JESUS FERNANDEZ DE PEDRO

Inventor(s):(std)**:** FERNANDEZ DE PEDRO JESUS

Inventor(s): JESUS FERNANDEZ DE PEDRO

Agent(s): DE LA FUENTE DIONISIO

International class (IPC 8–9): B60B39/00 (Advanced/Invention)

CPC: B60B39/00

Classification Explorer

Cited documents: WO9814335 A1, WO07056834 A1, WO05097521 A1, US4203423 A, FR2836842 A1, ES1058819 UA, DE10151782 A1,

Abstract:
Source: ES2398823A Equipo de seguridad auxiliar para control de adherencia en vehiculos, con medios de proyeccion y/o pulverizacion controlada de, al menos, un producto, que puede consistir en liquido o gas, directamente sobre los neumaticos de una o mas ruedas (2) del vehiculo, medios de conduccion e impulsion hasta el punto de proyeccion, y medios de accionamiento para la seleccion y control de cantidad, porcentaje o mezcla del producto, ya sea de forma manual o automatica; siendo dicho producto el conveniente para modificar las propiedades fisicas del neumatico y contrarrestar las condiciones adversas que se desea evitar.

Machine translation: Safety equipment auxiliary grip for vehicle control, with projection means and / or controlled spraying at least one product, which can consist of liquid or gas, directly on the tire of one or more wheels (2) of the vehicle, driving means and impulsion to the point of projection, and drive means for controlling the selection and amount, percentage or product mix, either manually or automatically, the product being convenient to modify the properties physical tire and counteract the adverse conditions to be avoided.

0) WO16096313A1 – GEARING FOR A MOTOR VEHICLE, AND A DRIVE TRAIN ...

117) Family number: 62733240 (WO16096313A1) © PatBase

Title: GEARING FOR A MOTOR VEHICLE, AND A DRIVE TRAIN WITH SAME

Priority: DE201410226699 20141219

Family:

Publication number	Publication date	Application number	Application date
DE102014226699 A1	20160623	DE201410226699	20141219
WO16096313 A1	20160623	WO2015EP77033	20151119

Probable Assignee: ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s):(std)**:** ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s): ZF FRIEDRICHSHAFEN AG

Inventor(s):(std)**:** BECK STEFAN ; BREHMER MARTIN ; GRIESMEIER UWE ; HORN MATTHIAS ; KALTENBACH JOHANNES ; KING JULIAN ; KUBERCZYK RAFFAEL ; MORAW JENS ; MUENCH ECKEHARD ; PAWLAKOWITSCH JURI ; SCHARR STEPHAN ; WARTH VIKTOR ; WECHS MICHAEL ; ZIEMER PETER

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60K6/365 B60K6/48 B60K6/547 F16H3/72 (Advanced/Invention)

CPC: B60K6/365 B60K6/48 B60K6/547 B60K2006/4816 F16H3/728 F16H2200/2007 F16H2200/2041 F16H2200/2043 F16H2200/2046 F16H2200/2048 F16H2200/2094 F16H3/663 F16H2200/0047 F16H2200/0052 F16H2200/0086 F16H2200/2064 Y02T10/6221 Y02T10/6256 F16H3/725

Classification Explorer

Cited documents: WO14091586 A1, WO06015845 A1, US2007219036 AA,

DE102013225208 A1

DE102011117863 A1

DE102007044107 A1

Forward Citations: WO16184626, DE102015209050,

Abstract:
The invention relates to a gearing (G) for a motor vehicle, comprising an input shaft (GW1), an output shaft (GW2), a first planetary gear set (P1) which is designed as a stepped planetary gear set and the planet gears (PL1) of which have two different effective diameters, and a second planetary gear set (P2), said first and second planetary gear sets (P1, P2) being designed as minus gear sets, a first sun gear (E111) of the first planetary gear set (P1) engaging with the larger effective diameter of the planet gears (PL1), a second sun gear (E112) of the first planetary gear set (P1) engaging with the smaller effective diameter of the planet gears (PL1), the second sun gear (E112) of the first planetary gear set (P1) being permanently connected to a sun gear (E12) of the second planetary gear set (P2), a planet carrier (E21) of the first planetary gear set (P1) being permanently connected to a ring gear (E32) of the second planetary gear set (P2), the input shaft (GW1) being able to be connected, by means of a first switching element (18), to the planet carrier (E22) of the second planetary gear set (P2) and, by means of a second switching element (14), to the second sun gear (E112) of the first planetary gear set (P1), the output shaft (GW2) being attached to the ring gear (E32) of the second planetary gear set (P2), and said gearing (G) comprising a first electric machine (EM1) with a non−rotatable stator (S1) and a rotatable rotor (R1), the input shaft (GW1) being connectible, by means of a third switching element (13), to the rotor (R1) of said first electric machine (EM1), the first sun gear (E111) of the first planetary gear set (P1) being connected to the rotor (R1) of the first electric machine (EM1) either switchably by means of an additional switching element (K), or permanently, and a ring gear (E31) of the first planetary gear set (P1) being securable, in a rotationally−fixed manner, by means of a fourth switching element (06).

118) Family number: 3009213 (US5211258A) © PatBase

Title: AUXILIARY DEVICE FOR CONTROL OF VEHICLE STEERING DEVICE AND DRIVE UNITS

Priority: EP19900903973 19900215 SE19890000543 19890216 WO1990SE00103 19900215

Family:

Publication number	Publication date	Application number	Application date
AT95765 E	19931015	AT19900903973T	19900215
AU199051646 A1	19900905	AU19900051646	19900215
AU646632 B2	19940303	AU19900051646	19900215
CA2046871 AA	19910814	CA19902046871	19900215
DE69003939 D1	19931118	DE19906003939	19900215
DE69003939 T2	19940519	DE19906003939T	19900215
EP0460049 A1	19911211	EP19900903973	19900215
EP0460049 B1	19931013	EP19900903973	19900215
ES2047917 T3	19940301	ES19900903973T	19900215
FI913848 A0	19910814	FI19910003848	19910814
JP4503341 T2	19920618	JP19900503996T	19900215
NO170466 B	19920713	NO19910003167	19910814
NO170466 C	19921021	NO19910003167	19910814
NO913167 A	19911011	NO19910003167	19910814
NO913167 A0	19910814	NO19910003167	19910814
SE465962 B	19911125	SE19890000543	19890216
SE465962 C	19920827	SE19890000543	19890216
SE8900543 A	19900817	SE19890000543	19890216
SE8900543 A0	19890216	SE19890000543	19890216
SE8900543 L	19900817	SE19890000543	19890216
US5211258 A	19930518	US19910741538	19910813
WO9009293 A1	19900823	WO1990SE00103	19900215

Probable Assignee: RECODRIVE AB

Assignee(s):(std)**:** RECODRIVE AB ; RECODRIVE AB SOLNA

Assignee(s): RECODRIVE AB SOLNA SE ; RECODRIVE SOLNA AB ; RECODRIVE STORA FROSUNDA S AB ; WIBOM GUSTAF

Inventor(s):(std)**:** WIBOM G ; WIBOM GUSTAF ; WILBOM GUSTAF

Inventor(s): WILBOM GUSTAF S 171 53 SOLNA ; WILBOM GUSTAF S 171 53 SOLNA SE ; G WIBOM ; GUSTAF WIBOM ; GUSTAF WILBOM

Agent(s): FB RICE; FB RICE PTY LTD; KIRBY EADES GALE BAKER

Designated states: AT AU BE CA CH DE DK ES FI FR GB IT JP LI LU NL NO SE US

International class (IPC 8–9): B60K20/00 B60K20/02 B60K26/00 B60T7/02 B60T7/22 B62D1/22 B62D1/24 B66F11/04 B66F9/24 (Advanced/Invention);
B60K20/02 B66F11/04 B66F9/24 (Advanced/Non–invention);
B60K20/00 B60K20/02 B60K26/00 B60T7/02 B60T7/22 B62D1/00 B62D1/02 B66F11/04 B66F9/24 (Core/Invention);
B60K (Subclass/Invention)

International class (IPC 1–7): B60K20/02 B60K25/00 B60K26/0 B60K26/00 B60P3/00 B62D1/02 B62D1/22 B62D1/24 B66F11/04 B66F9/24

CPC: B60K20/00 B60T7/02 B60T7/22 B62D1/22

European class: B60K20/00 B60T7/02 B60T7/22 B62D1/22

US class: 180/275 180/321 180/333

Cited documents: WO8001154 A1, US659078 A, US4527656 A, US3059716 A, US2761569 A, US2728463 A, US1984830 A, GB1369081 A, GB1368801 A, DE3200241 A1, DE2918438 A1,

Forward Citations: WO10139013, US9393990, US8892308, US8100220, US7856301, US2012193480, US2009242316, US2008040006, NL1001681, GB2248809, GB2248809, FR2701683, EP0774425, DE4423244, DE102010008487,

Abstract:
Source: US5211258A PCT No. PCT/SE90/00103 Sec. 371 Date Aug. 13, 1991 Sec. 102(e) Date Aug. 13, 1991 PCT Filed Feb. 15, 1990 PCT Pub. No. WO90/09293 PCT Pub. Date Aug. 23, 1990.An auxiliary vehicle control device for maneuvering a vehicle (1) from a position other than the driver's position is disclosed which includes an operations unit (3) composed of an operating panel, a drive unit (40) and a control unit (23). The control unit (23) is mounted beneath the steering wheel (20) of the vehicle and coacts with the steering wheel (20) through a multi−disc clutch. The drive unit (40) is disposed in the region of the universal joint of the vehicle and coacts with a flange or collar on the output shaft of the gearbox, through a slip coupling arrangement. The front of the vehicle is equipped with a collision guard (50) which, when activated, is operative to activate devices, via operating devices, which apply one of the standard brake systems of the vehicle. The auxiliary vehicle control device can be fitted advantageously to many different types of vehicles.

0) US5241875A – MULTIBLOCK–ROBOT

119) Family number: 12175688 (US5241875A) © PatBase

Title: MULTIBLOCK–ROBOT

Priority: DE19904030119 19900924 DE19914141241 19911214 DE19915002116 19910917 DE19925006947 19921201

Family:

Publication number	Publication date	Application number	Application date
AT108121 E	19940715	AT19910115730T	19910917
AT141540 E	19960915	AT19920120451T	19921201
DE4030119 A1	19920326	DE19904030119	19900924
DE4030119 C2	19930617	DE19904030119	19900924
DE4141241 A1	19920716	DE19914141241	19911214
DE59102116 D1	19940811	DE19915002116	19910917
DE59206947 D1	19960926	DE19925006947	19921201
EP0477725 A1	19920401	EP19910115730	19910917
EP0477725 B1	19940706	EP19910115730	19910917
EP0547421 A1	19930623	EP19920120451	19921201
EP0547421 B1	19960821	EP19920120451	19921201
JP5138579 A2	19930601	JP19910272089	19910924
JP6165439 A2	19940610	JP19920353600	19921214
US5241875 A	19930907	US19910760452	19910916

Probable Assignee: KOCHANNECK UWE

Assignee(s):(std)**:** KOCHANNECK UWE ; UUBUE KOHANNETSUKU

Assignee(s): KOCHANNECK UWE 44145 DORTMUND DE ; KOCHANNECK UWE 4600 DORTMUND DE

Inventor(s):(std)**:** KOCHANNECK UWE ; UUBUE KOHANNETSUKU

Inventor(s): KOCHANNECK UWE 44145 DORTMUND DE ; KOCHANNECK UWE 4600 DORTMUND DE

Designated states: AT BE CH DE DK ES FR GB GR IE IT LI LU MC NL PT SE

International class (IPC 8–9)**:** B25J13/00 B25J17/02 B25J19/00 B25J5/00 B25J9/08 B25J9/12 B60K1/02 B60K7/00 B63H23/24 B64D47/00 F03D11/00 H02K11/00 H02K16/00 H02K7/14 (Advanced/Invention); B25J13/00 B25J17/02 B25J19/00 B25J5/00 B25J9/00 B25J9/12 B60K1/00 B60K7/00 B63H23/00 B64D47/00 F03D11/00 H02K11/00 H02K16/00 H02K7/14 (Core/Invention)

International class (IPC 1–7)**:** B25J13/00 B25J17/00 B25J17/02 B25J18/00 B25J19/00 B25J5/00 B25J9/08 B25J9/12 B60K1/02 B60K7/00 B63H23/24 B64D47/00 F03D11/00 H02K11/00 H02K16/00 H02K7/14

CPC: Y10T74/20317 B60L2200/10 B60L2220/42 B60L2220/46 B25J19/005 H02K11/20 H02K11/22 H02K11/33 H02K11/30 Y02T10/648 F03D80/00 H02K11/0094 B25J9/08 B25J17/0241 B25J19/0029 B60K1/02 B60K7/0007 B63H23/24 B64D47/00 Y02T10/641 Y02E10/72

European class: B25J17/02D B25J19/00E2 B25J19/00F B25J9/08 B60K1/02 B63H23/24 B64D47/00 F03D11/00 H02K11/00 H02K11/00F H02K11/00H1 H02K11/00K L60K7/00E T02K11/00F1C T02K11/00H T02K11/00K Y02E10/72D Y02T10/64B

US class: 180/8.6 180/86 310/112 446/90 446/91 74/479BE 74/479BP 74/490.03 901/1 901/15 901/23 901/28

Classification Explorer

Cited documents: WO8705554 A1, US5040626 A, US4988259 A, US4973215 A, US4766775 A, US4738583 A, US4684312 A, US4678952 A, US4641251 A, US4370091 A, SU1220780 T, GB2143205 A1, GB2053148 A1, FR2632561 A1, FR2599290 A1, FR2324407 A1, EP0233712 A2, EP0153884 A1, DE3717597 A1, DE3704951 A1, DE3441332 A1,

Forward Citations: WO9843783, WO9408760, WO08151317, US9545963, US9529365, US9477228, US9459627, US9442492, US9442491, US9442486, US9429955, US9411339,

US9411336, US9400502, US9268333, US9188984, US9168966, US8864546, US8816548, US8467941, US8453768, US8371894, US8364312, US8322477, US8190293, US8170780, US7967283, US7900725, US7757794, US7731558, US7690452, US7690447, US7567854, US7546889, US7479872, US7444205, US7407175, US7370713, US7339340, US7275607, US7210544, US7182166, US7174976, US7157875, US7096983, US7090040, US7023330, US7004271, US7000933, US6969079, US6965206, US6934603, US6915878, US6874591, US6868931, US6866107, US6847181, US6831436, US6827163, US6815919, US6796396, US6789640, US6779621, US6651766, US6581714, US6575802, US6564888, US6538411, US6438453, US6411055, US6367817, US6302230, US6150738, US5852353, US5850762, US5738558, US5701965, US2012286630, US2010114468, US2009099762, US2009047863, US2008035395, US2007293988, US2007224023, US2007187166, US2006249313, US2006214622, US2006125433, US2006108165, US2006108156, US2006101547, US2006095159, US2006061460, US2005236215, US2005211477, US2005126832, US2005121866, US2004118622, US2004069543, US2004055804, US2004055796, US2004054634, US2004030455, US2004024207, US2004011573, US2004007425, US2004007399, US2004007398, US2003205419, US2003141832, US2003048088, JP4638740, JP2006512964, JP2005161447, FR2696670, EP1059146, EP0996046, EP0923011, EP0923011, EP0743143, EP0722811, EP0612591,

Abstract:
Source: US5241875A A robot system with robot specific effects. Reconstructable for other fields of activities with few manipulations by the users themselfs. This objective is achieved in accordance with the present invention by standard robot−block parts of nearly the similar design for the installation of multiblock−robots with self operating walk, drive and manipulation faculties, with horizontally and vertically fitting, rotation flange plug connections, with turntables and driving motors and with current and communication channels which are leading through the center of the rotation plug connections and which provide current and communication supply lines and current and communication control lines. These lines are leaded to inside and outside slip−ring and induction units and to equipment components, composed of accumulators, sensors and electronic boards inside the block chamber. The multiblock−robots achieve only by rotary power and in accordance with the individual plug connection installations, variable manipulations, locomotions and walk−movements, with multi−axis free−motion efficiency, for the most different user applications and objectives.

0) US2951438A –

120) Family number: 23839009 (US2951438A) © PatBase

Family:	Publication number	Publication date	Application number	Application date
	US2951438 A	19600906		00000000

International class (IPC 1–7): G06C27/00

CPC: B41K3/04

US class: 101/288 101/68 101/90

Classification Explorer

Cited documents: US2672809, US2609746, US2601283, US2392838, US2318020, US2014707, US1960918, US1853741, US1722446, US1595519, US1169590, US1056765,

Forward Citations: US3263602,

Abstract:
Source: US2951438A 1. N. WEINGART 2,951,438 MACHINES FOR PRINTING AND ISSUING TICKETS AND BUSINESS FORMS Filed Dec. 17, 1954 18 Sheets–Sheet CL .2 a: z o(n ocn 3A 00019552 r, R0025 C 21–50 2.15 23.65 3A 00012752 C RWO4 C 9(4.ss 4z68' 51517 3A 4 81 – :__Vlllio 0 0 12 a 2 G R15134!c 2 SA 2 000,3052 C R P 101.87 10.19 112.06 3A BA 00013152 GX– C 1.15 cr 479 – –Y–"Ooo 13.252 C 1480 1246 C 1.65 .17 1.8.2 1.82 3A C) 00013352 c R2640 BA 52 C 0271 C 3.60 .36 3.96 3. BA C) 0001353A GX R0125 C 8.60 .86 9.46 9. 46 C) Fig – 33 TICKET JOURNAL TYPE OF SALE G –GOVERNMENT ORDER E –EXCHANGE ORDER X–TAX EXEMPT E P–PREPAID 0 U. .2 o CD a 0 576 cn z C– '0001 OV c U1234 4.50 0 3p C) C) 0000,3 60 E C0312 6.15 3p C) 00004 60 C D3341 8.65 3p OC)006 60 G B3475 3p LLMAN JOURNAL Fig .36 INVENTOR. CLASS SYSTEM U–UPPER CCOMPARTMENT RICHARD I.N.WEINGART L–LOWER D–DRAWING ROOM BY B–BEDROOM P–PARLOR CAR – R–ROOMETTE T–DOUBLE BEDROOM fi,44w, 4f,,A4 v Sept. 6, 1960 R. 1. N. WEINGART 2,951,438 MACHINES FOR PRINTING AND ISSUING TICKETS AND BUSIN–ZSS FORMS Filed Deci 17, 1954 18 Sheets–Shoot 17 PULLMAN ACCOMMODATION NOT VALID IF DETACHED 0 __532 OFFICE 0 I RECORD 530 C) I POOOOI FROM TO 0 DATEI C) V.P. TIME CAR NO. FARE TAX TOTA C) 538 PULLMAN ACCOMMODATION NOT VALID IF DETACHED 0 IPOO002 FROM TO DATEI 0 V.P. CAR NO.– TIME FARE TAX TOTAL NOT VALID IF DETACHED "OAeSSENGE_RW'S III RECEIPT 0 !POO003 FROM DATE INVENTOR RICHARD 1.,N.Vv'EIN GART BY Sept. 6, 1960 R. 1. N. WEINGART MACHINES FOR PRINTING AND ISSUING TICKETS AND BUSINESS FORMS Filed Dec. 17, 1954 18 Shtets–Shoot IS PULL ACCOMMOD ATION ID IF DETACHED 4 C ONDUC.TOR'S 44f C OUPON P02358/ AMERICAN TRANSPORTATION COMMUTATION TICKET /–578 OCT–1 54 12 TRIP TICKET' _–, 584 IMONTH, GOOD ONLY IN COACHES 1586 596– LINDENHURST AND PENNSYLVANIA STATION N.Y. – –592 _/ _PA_SS.TtRkDAP–MGR. 598 1 2 3 4 5 6 7 8 9 10 11 LIFT PUNCH NERE– X X X X X X X X X X x 590 00157 52 C FARE TAX TOTAL _K 00001 C 21.50 2.15 23.65 00 1 \1604 Fig –37 594 INVENTOR. 602 RICHARD 1. N. WEING ART BY United States Pateilt Offic(t MACB]NES FOR PRINTINTG AND ISSUING TICKE, TS AND BUSINESS FO–RIMS Richard 1. N. We_ngart, Broo_kvifle, N.Y., assi,–nor to Burroughs Corporation, Detroit, Mich., a corporation of AUchigan ri !led Dec. 17, 1954, Ser. No. 475,940 10 22 CWms. (Cl. This invention relates to machines and methods for issuin– business forms and to forms or tickets issued by the machine and in accordance with said methods. The general objects of the present invention relate to the issuance of business forins and particularly transportation tickets in such fashion as to avoidthe necessity f(yr carrying on hand stocks of preprinted tickets which, by virtue of their nature, represent documents of value, to provide accounting records of the tickets issued from which all essential data may be secured, to insure against falsification of records, and to facilitate the issuance of tickets. In accordance with the invention, a mechanism for issuing tickets and maintaining records is provided which is relatively simple and inexpensive and, hence, is particiilarly adapted for use at stations, airports, – relatively small ticket –agencies, etc., where the number of sales of tickets made would not warrant the cost of more elaborate machines. However, as will become apparent hereafter, machines of the type herein disclosed are by no means so limited in their capabilities that they would be inapplicable even to stations, or the like, where large volume sales are involved. Furthermore, the machines are adapted to other than transportation use, though for consistency of description they will be hereafter referred to as for that use. In brief, the machines of the present invention are ar– ran,–ed to print tickets from sheet stock, which may be in part preprinted, through the use of removable slugs corresponding to particular tickets to be issued. These slugs not only print suitable matters on the ticket strip toi form the tickets to be issued, but additionally provide complete printed records of the transactions involved' Furthermore, the machine is arranged to issue, and record the issuance of, tickets of "write–in" type in which certain information must be written in the ticket by the ticketissuin.–a.–ent. Such tickets may be involved, for exam– ple, when it does not pay to provide at the station of issuance slugs involving the issuance of tickets to small stations or destinations to which the traffic from the issuing station may be quantitatively very low. Write–in operation may also be involved in the case of issuance of puuman or coach reservation tickets, in which instances the ticket issuing agent may be required to ascertain space available and identffy on the ticket the particular space sold. The general objects of the invention outlined above, as well as other objects relating particularly to det0s of the machine, its operation, procedure in issuing tickets, and the tickets themselves, will become apparent from tne following description read in conjunction with the

accompanying drawings, in which: r Patented Sept. 6, −1960 cated at 2−2 in Figure 1, the, view being taken in the direction of the arrows; Figure 3 is a vertical section taken on the plane indicated at 3−3 in Figure 1; Figure 4 is a vertical section taken on the plane indicated at 4−4 in Figure 1; Figure 5 is a vertical section taken on the plate indicated at 5−5 in Figure 1; Figure 6 is a ver−tical section taken on the plane indicated at 6−6 in Figure 1; Figure 7 is a vertical section taken on the plane indicated at 7−7 in Figure 1; Figure 8 is an elevation viewed from the plane indicated at 3−8 in Figure 1 in the direction of the arrows; Figure 9 is an elevation, with part of the casing broken anvay, of a printing box located above the main top plate of the machine and containing various printing elements and devices associated therewith; Figure 10 is an inverted plan view of the printing box shown in Figure 9; Figure I 1 is a vertical section taken on the plane indicated at 11 in Figure 9; Figure 12 is a vertical section taken on the plane indi_cated at 12 in Figure 9; Figure 13 is a vertical section taken on the plane indicated at in Figure 9; Figure 14 is a vertical section taken on the plane indicated at in Figure 9; Fi,_ure 15 is in part a section and in part an elevation taken on the broken surface indicated at 15−15 in Figure 9; Figure 16 is a plan view of the machine with the top plate removed and various other parts broken away to show details; Figure 17 is a plan view of the top of the machine but with portions of the printing box broken away to show elements therebeneath; FigLire 18 is a vertical section through the machine particularly showing the storage provisions for the ticket strip and record members and illustrating the paths thereof through the operating mechanism; Figtire 19 is a perspective view of the upper. portion of the machine particularly showing the printing box in opened position for write−in purposes; Figure 20 is a perspective view of the machine showing the printing box in its normal partially tilted position in which it is ready to, receive a slug; Figure 21 is a plan view showing a typical preprinted ticket stook− Figur.e 2_ is a top plan view of a typical slug provided for use in the machine; FigLire 23 is a front elevation of the slug; Figure 24 is a bottom plan view of the slug; Figure 25 is a plan view showing the matter printed by a slug on one type of ticket; Figure 26 is a plan view showing the matter printed on −a ticket by a slug which is arranged for the issuance of a round−trip interline ticket; Figure 27 is a plan view showing matter typically printed on a ticket by a slug designed for the issuance of pullman or similar reservations; Figure 28 is a plan view of a tick−et which is typical of tickets issued for one−way transportation; Figure 29 is a plan view of a ticket typical of tickets ,),5 issued for round−tiip transportation on a single line; Figure I is a general Plan view of the operating mecha− Figures 30 and 31 are plan views showing coupon elements which are associated with the ticket strip for the nism of a preferred type of machine, showing, in particuproductio n of a round−trip interline ticket,, lar, the mechanism located below a top plate of the ma− Figure 32 is a plan view showing an asserhbly of coupon chitie, with various parts broken away to show details 7o elements associated to provide a round−trip interline of construction; ticket; Figure 2 is a partial elevation taken on the plane indi− Figure 33 is a fragmentary plan view showin,− a plor− tion of a ticket journal strip as printed in the machine, there being indicated in this figure certain legends indicative of types of sale; Figure 34 is a plan. view with portions broken away irustra_ve of a three−ply ptillman reservation ticket stock of preprinted type; I Figure 35 is a plan view showing associated pullman reservation coupons as provided by the machine and with certain data written therein; I _ Figure 3 6 is −a, fragmentary plan_ view, of a ptillmanreservation ticket journal as printed in the machine, and . Figure 37 is a plan view of a commutation ticket Nvhich may be issued by the machine. The preferred form of machine provided in accofdance with the invention will be first described, this descripti6n being followed by a description 6f the machine operation and by a description of the types of tickets and the various alternative ticket issuinmethods which may be employed in accordance with the invention. The machine comprises a housing vvhich incorporates various supporting frame elements the arrangement of which will become clear as the descripti6n proceeds withoiit the necessity for detailed description of these elements_ − Power for operation is provided by a motor 2 the sliaft of which through its pinion 4 drives gear 6 which, in turn, is conneeted to rotate with a pirlion S. A clutch arrangement is provided by a gear 10 arranged to mesh with p.inion 8 but having a portion of its circumference cut away to be completed by the teeth on a lever 12 pivoted at 14 to the gear 110 and urged in a counterclocknvise direction, as viewed in Figure 3, by a spring 16. The gear 10 is carried by a shaft 11 which furnishes drive to certain parts of the machine as will hereafter appear. 'ne lever 12 is provided with a pin 18 with which is engageable the hook end 20 of a lever 22 pivoted at 24 and normally urged in a clockwise direction, as viewed in Figure 3, by a spring 26. The lever 22 is held in engagement with the pin 18 by means of a lever 28 to which further reference will hereafter be made. The gear 10 meshes with a gear 30 which is secured to a shaft −32 from which various operations of the mechanism are derived. A pin 34 carried by lever 22 is arranged to engage a movable switch member 36 to produce circuit closure through the motor 2 by engagement of contacts 38− The shaft 11 is provided with a cam 40 arranged to act upon the roller 42 carried by the pivoted lever 44 which is ur.−ed by spring 46 to produce contact between roller 42 and cam 40. The lower end of the lever 44 is also a ranged to engage the switch member 36 to close the contacts. The switch member is normally ur−,ed into circuit opening position by a spring 45. Secured to the shaft 32 is a gear segment. 48 subtending 180' and arranged to drive through haff of a cycle of operation a pinion 50 secured to a shaft to which there is also secured a sproclet wheel 52 over which a _.ain 54 is trained to drive a second sprocket wheel 56 secured to a transverse shaft 58. A disk 51 secured to pinion 50 is provided with a notch to receive a detent roller 53 carried by a lever 55 urged by a spring 57 to provide a yielding detent action. The shaft 58 is provid6d with a pair of pin−,vheels 60 each carrying pins 62 for the driva of a ticket strip T. Edge stripping member_ 64 embrace portions of the circumferences of the pinwheels 60 to remove and deliver dowiawardly the perforat_d edge portions T' of the ticket strip T. A plate 66 is arr_nged to divert the central main portion of the ticket strip T outwardly of the machine. The shaft 58 carlies the Geneva drive member 68 which cooperates with a driven member 70 to which is secured a pinion 72 meshing with a gear 74 secured to a second transverse shaft 76. The shaft 76 is longitudinally slidable and is urged toward the left, as viewed in Figure 1, by means of a spring 78 to engage a pin 80 carried by shaft 76 wifliin a notch in the,end of a sleeve 82. It will be noted that the pinion 72 is provided with a wide face so that the lengthwise movements of shaft 76 will not disenga−,e the pinion 72 and gear 74. For the purpose of imparting movements to the shaft 76 toward the right, as viewed in Figure 1, to disengage pin 80 from sleeve 32,there is guided in Llie frame a pin 77 engageable with a head 75 formed on the end of shaft 76. This arrangement permits manual axial movement of the shaft while preventing the projection through the housing of the ro− tating shaft. The arrangement thus prevents m−,Lnual interference Nvith the shaft

rotation. The sleeve 82 is provided with a pair of pinwheels 84 provided with pins 86 for the feed of a pair of record strips R and R' Nvhich areperforated at their edges. A member 88 serves to hold these strips in engagement with the pins and forms together with a plate 90 an outlet opening for the delivery at –the rear of the machine of the record strip R. The tick–et strip T is provided from a bin 92 in the housing, as shown in Figure 19. The severed edges T' of this strip are received in a bin 94. A bin 96 supplies the record strips R and R' Nvhich are fan–folded in parahel in the bin. The record strip R' is ultimately delivered to a receiving bin 98 Nvherein it is automatically refolded. 2,5 To prevent interference of the several strips with each other, they are fed past spacing rollers 100 and 102 and over plate 103. The edge portions T' are guided to the bin 94 through guide members 104, while a plate 106 serves to control and guide the movement of the record strip R' to the bin 98. Secured to the shaft 32 are a pair of eccentrics 16,3 the straps 110 of which are pivoted at 112 to a carriage 114 which is mounted for horizontal sliding movements in the machine frame. A shaft 116 moun'Led in this cqrr,.age is provided with a pinion 118 which meshes with another pinion 120 carried by the carriage and which, in turn, ineshes with a fixed rack 122 mounled on a machine frame' The shaft 116 carries a seniicircular platen 124 of yielding rubber niaterial which, as will appear, serves to Press the several strips against type to effect printin,_. The carriage 114 is provided with a plate 126 which provides a backing for the writing of information on tickets. A housing 128, which will be referred to hereafter as printing box, is provided with ears 130 which serve to mount it pivotally on the ends of shaft 58, this being merely a convenient mounting. The bottom of the printing box 128 is open and mounted therein is a plate 132 provided Nvith lips 134 for the guidance of an introduced pair of magnets 136 are fixed above the plate 132 and are arranged to attract and hold upwardly a slug S inserted below the plate 132 which is of non–magnetic material. To the rear of the plate 132 and in position to be engaged by an inserted slug is a slide 133 which is slotted for guidance by pins 140, the slide being urged in r fo ,,5 a rward direction by springs 143. The slide 138 is provided at one end with a projection 142 which is arranged to cooperate with a shoulder 154 formed on an arcuate link 144 which is slotted at 146 for the passage of a screw 148 to secure it shdably to the printing box 128. _The depending portion of the Enk 144 is provided– witli an arcuate slot 150 embracing a pin 152 fixed to the m_,chine frame. A pair of rollers 156 and _158 serve to inount the reeled ends of an inked ribbon C. Knobs 160 ;_nd 162 serve for 66 control of movement of the ribbon C. N"ite its movement could be made automatic in obvious fashio–.i, this is unnecessary, the ribbon being idvanced manually through manipulation of the knobs as required. The ribbon is guided about rollers 164 and,166 and –also about guide strips 168 and 170 provided with slidable giiide pins which are urged downwardly by leaf springs 169 and il7l carried by the printing box. The members 168 and 170 also serve for the guidance of a slug S by cooperation with guide slots 172 and _174. In normal conditions prior tp ac_ual printing, the s ace between the plate 132 and the ribbon C is g_–eater than required for the reception of the slug and the slug is kept from engaging the ribbon C by means of the ma,–nets 132. However, as platen pressure is applied the members 168 and 170 are forced upwardly and serve to hold the slug in positive fashion and in defmite position by reason of the gliides 1,72 and 174 which receive projections on the slug as hereafter described. It may be remarked that the member li7O additionally normally holds the ribbon C away from other type surfaces involved in the printing box. Projecting through the top of the printing box are wheels 176 which carry date designations and are respectively coupled by means of gear trains _178 to correspond– , ing type wheels 180 which are located in the printing plane of the type surfaces of a slug. When particular date designations are uppermost on wheels 176, corresponding type elements are in lowermost printing positions. A printing numbering head is indicated at 182 and is ofconventional type provided with an arm 184 normally urged upwardly by a spring 186 and being arraiged vvhen depressed to advance the numbering head by one unit. For this purpose, a pin carried by the arm 184 is engaged by the forked end of a lever 188 pivoted in the box and provided with a pin !190 which is arranged to be engaged by the upper end of a slide 192 guided for vertical slidin–. movement in the machine frame by studs 194 and normally urged downwardly by a spring 196. The lever I 88 is connected by a link 198 to an arm depending from a shaft 200 journalled in the printing box and provided with dependiiag fingers 202 for the purpose of ejection of slugs. 'Ihese fingers are arranged to engage the slide 140 to move it forwardly. An operator's key 204 is arran.–Od to be inserted in the printing box and is provided with a code or other designation indicative of a particular operator of the machine, printing being effected through the medium of a type surface indicated at 206. The key 204 also serves to control operability of the machine and for this purpose is provided with a notch 208 engageable by the tapered nose of a slide 210 which is guided for horizontal sliding movement in the printin–, box an is normally urged toward the right, as viewed in Figure 9, by means of a spring 212. The end of the slide '210 is arranged to engage a shoulder 214 formed on _ vertical slide member 216 which is slotted at 218 for its vertical guidance. An opening 220 in the lower poftion of this slide which projects below the printing plane of the printing box is provided for purposes hereafter described. A projecting ear 222 is supplied at the opposite end of the printing box and is provided with a similar openin.– 224. For the purpose of providing coding of tickets to indicate types of sales involved, there projects through the upper surface of the printing box a –,vheel 226 carrying suitabl,– designations and geared as indicated at 228 to a printing type wheel 230 carrying type elements correspondin.– to the designations on wheel 226, corresponding designations and type elements being respectively uppermost and lowermost simultaneously. The printing box also contains fixed, but replaceable printing slu–,s for the printing of special data. For example, a slug 225 may be provided to print a member of code identifying the machine, and a slug .23]L may be provided to print the validating signature of some alithorized officer or agent of the transportation company. It will be evident that various other relatively unchangeable matters may be printed by suitably arranged slugs. A slide 232 is slotted to embrace pins 234 and 236 secured in the frame to mount it for vertical movements. A spring 238 normally urges this slide upwardly. The upper end of this slide is arranged to be engaged by the member 216 previously mentioned when the printing box is lowered. The slide 232 has a pin and slot connection :240 with lever 28 and when the slide is depressed by the member 216 operation of the machine is initiate(f by the removal of lever 28 from the lower end of lever 22. At 242 the slide 232 has a pin and slot connection with one arm of a bell crank 244. the other arm of which is pivoted to a link 246 which is in turn pivoted to a lever 248 pivoted to the frame at 24 and arranged to be engaged by a rofler 250 carried by the gear On the opposite side of the machine a slide 232' is mounted similarly to 232 and is similarly actuated through bell crank 244' and link 246' from a lever 248' which is acted upon by a

stud 250' carried by a disc 10' carried by shaft lil. _The shaft 32 carries a cam 254 and is arranged to act over an extent of approximately 180' upon a follower roller 256 carried by a link 258 which is slotted at 260 to embrace the shaft 32 for guidance. The link 260 is connected at its forward end at 262 with the operating arm 264 of a counter 266 which registers the number of operations of the mechanism. At its other end, the link 258 is pivoted at 268 to an arm 270 which is secured to a shaft 272 which carries a second arm 274 similar to 270. The respective arms have hooks at their upper ends arranged to cngage within the respective openings 220 and 222 of the members associated with the printing box.. A spring 276 normahy urges both of these arms to disengaging positions. A lever '278 is provided with a handle 280 projecting out,_vardly of the machine and is pivoted at 282 to the machine frame. A link 294 connects this lever with a second 1–ver 286 pivoted at 283 to the frame and tirged counterclockwise, as viewed in Figure 7, by a spring 287. At its lower end lever 286 is connected by link 292 to a lever 294 pivoted to the frame at its lower end at 296. This lever 294 is pivoted at 298, where a follower roller is provided, to a slide 300 which is slotted and mourited in the frame by pins 302 and 304, being urged toward t'_le left, as viewed in Figure 2, by a spring 306. At its upper end, the lever 236 is provided with a roller 308 arranged to enter a depression in a disc 310 carried by the shaft 58. Sectired to the ear 130 of the printing box is a cam 312 which is arranged to act upon the roller 298 at the upp–,r end of lever 294. The cam 312 is also provided with depressions 318 and 320 arranged to cooperate with a roller 316 mouiated in the forward end of a lever 322 which is pivoted to the frame at 324 and urged countercloc se as viewed in Figure 2 by a spring 326. A notch 327 in the lever 322 is arranged to cooperate with a lug 329 carried by the lever 286. A pin 328 on lever 286 is arranged to engage the depending arm of a bell crank 330 which is urged in a clockwise direction, as viewed in Figure 7, by a spring 331. This bell crank is carried by a shaft 333 which supports the plate 66, previously mentioned, and serves to provide swin,–ing of the free edge of plate 66 towards and from the portion of the cover plate 335 adjacent to the opening 337 thus clamping or releasing the ticket strip. A lever 332 pivoted to the frame at 334 has its rear end pivoted to the slide 192 previously referred to, and at its other end is provided with a roller 336 arranged to be acted upon by a cam 338 secured to the sbaft 11. As shown in Figure 20, the top of the machine housitig is provided in front of the print.ing box with a led.–e 340 the purpose of which is to prevent the removal of a pr;nting slug S when the box is in its lowermost position. it has a bevelled forward surface which is of assistance in guiding a slug int(_gt; position in the box. An inked ribbon D passes between the two record strips R and R' transversely across the machine, bein– supplied from a reel 342 and tak(,n up by the reel 344 which may be manually rolled by means of a knurled roller 346 projecting upwardly throu.–h the top plate of the housing. By means of this libbon the impressions to be recorded are impressed on both record strips R and R'. To attain this end, the ribbon D is of a type to apply ink from both of its faces and the upper record strip R is made of thin paper so that matter imprinted on its under side is visible from its top side. The strip R' may be of relatively heavier paper. Before describing the operation of the machine, reference may be made to the construction of a typical slug S as particularly illustrated in Figures 22, 23 and 24. This slug comprises a body 350 of steel having its side edges folded at 352 and shaped to provide ridges 354 presenti_l–g angular edges arranged to seat in the bottoms of the gu;Litgrooves 172 and 174. As a result of this construction, when the strips 168 and 170 are raised and upward pressure is applied to the sILig it is precisely and fixedly positioned in the printing box. The lower edge of the body, as viewed in Figur– 24, is inturned and cooperates with punched out tabs 359 to hold the printing matrix 360 which is held at its sides by lugs366and368pLmehedoutwardlyfromthebody. The matrlx, –%vhich is of the inexpensive type commonly used in addressing machines, has type elements thereon of t,,Vo groups, the first, 362, arranged to print matters on tickets only, and the latter, 364, arranged to print matters on both tickets and record or joumal strips. The latter, it will be noted, occupy only narrow strips on the matric,–s, i–n printing being aligned with the active type on the nl,–mbering b–ead, the type faces on the operator's key and slug 225, and the active type on the type wheel 230. The upper edge 370 of the body is inturned and cooperates with plinched out tabs 372 and 374 and with punched out lucs 376 and 378 to hold a slug identifying card 330 on wnich may be printed data corresp6nding to the matrix, i–iicluding, for ready reference by the tick–et agent, the price to be charged for the ticket issued through use of the slug. A large number of these sliigs may be stored in a rack in overlapping arrangement with their identifying cards 380 exposed to view. X's as indicated in Figure 24 may be provided to fill spaces on a ticket which should not receive insertions. They serve the further purpose of _providing even pressure to maintain the slug in proper printing position when the useful matter to be printed is asymmetrically locatd on the slu– as in the particular sltia illustrated. The structure of the machine havin_ been described there may now be considered the operations involved in printing a ticket throu.–h the use of a slug which contains all the m,,itters required to identify the ticket, i.e., reqtiiring no write–in. When the machine is in rest position, the printing box occupies a slightly tilted position as iuustrated, for example, in Figures 2, 3, 6 and 20. It is retained in this position by the 3,ielding engagement of roller 316 in the notch 318 of cam 312. The discs 176 will have been aditisted for the printing of a proper date by the printing of a proper date by the pri–iting type wheels 180. The operator's key 204 will be in position serving to locate the end of slide 210 over the shoulder 214 of the slide 216. The operator will adjust the disc 226 to secure printing by the Nvheel 230 of the designation on the ticket to correspond with the type of sale involved. The sILig corresponding to the tici_et desired is now iiitroduced, matrix down and held by the ed.–c containing the card 380, into the printing head, being guided thereinto over the member 340 and under the ears 134, and beiilg pushed into the opening between the plate 132 and the inking,ribbon C. The magnets 136 will attract the slug in its inward movement, raising it upwardly so as to avoid engagement of its advancing edge with the ribbon C. Prior to the insertion of the slug, the portion 142 of slide 138 will be resting on the shol–ilder 154 of the link 144 which will be prevented from do–,vnward movement by the fixed pin 152 in engagement with the upper end of the slot 150. As the slug reaches its innermost position, the slide 138 will be forced rearwardly so as to clear the portion 142 from the shoulder 154, thus freeing the print– ing box for downward inovement. To effect initiation of the operation the printing box is now pressed downwardly, the roller 316 yieldin–, to perniit such movement. It may be noted that if the slug was entered upside down, the ribs 354 would prevent guides 168 and 170 from moving upwardly relatively to the printin.– box so that by engagement with plate 126 they would prevent sufficient donvnward movement of the printing box to start the machine. The downward movement of the printing box produces downward movement of slide 232 against the action of spring

238 through the slide 216 which is backed up by the slide 210 because of the presence of the operator's key, tne slide 216 then being, in effect, ri.–id with tlle 1,5 printing box. The downward movement of the slide 232 rocks the lever 28 to release the lever 22 for movemeit under the action of spring 26. The gear segment 12 is thus released into mesh Nvith the pinion 3. SimLItaneously, the pin 34 acts upon the switch member 36 to caiis–, enaagement of con'Lacts 33 and thus close the eircui'c for operation of motor

0) IN00726CH2013A – SMART ACTIVE TYRE PRESSURE OPTIMISING SYSTEM TH...

121) Family number: 60105462 (IN00726CH2013A) © PatBase

Title: SMART ACTIVE TYRE PRESSURE OPTIMISING SYSTEM THAT ACTS IN INEVITABLE CRITICAL SITUATIONS TO ENHANCE EMERGENCY BREAKING EFFICIENCY, MITIGATE–LOSS OF TRACTION, STABILITY, ROLL OVER, HYDROPLANING, PUNCTURE, OVER AND UNDER STEERING

Priority: IN2013CH00726 20130219

Family:

Publication number	Publication date	Application number	Application date
IN00726CH2013 A	20150814	IN2013CH00726	20130219

Probable Assignee: PRASAD MUTHUKUMAR

Assignee(s):(std)**:** PRASAD MUTHUKUMAR

Inventor(s):(std)**:** PRASAD MUTHUKUMAR

International class (IPC 8–9): B60C23/00 (Advanced/Invention)

Classification Explorer

Abstract:
Source: IN00726CH2013A 'Smart Active Tyre Pressure Optimising System [TPOS] 102 is a highly time sensitive design and technique that instantaneously sense and controls the tire pressure particularly in imminent and inevitable critical driving situations to reduce emergency and high speed breaking distance, mitigate – loss of traction, hydroplaning, roll over or loss of stability, over and under steering, break failure, loss of control due to puncture by smartly sensing, perform context aware computing and directing the Tyre Pressure Control Units [TPCU] 104 to instantaneously control the tyre pressure in right time with right pressure on right tyres thereby actively controlling the footprint and sidewall deformation rate to enhance traction and stability simultaneously sustaining drivability or steerability ultimately to avoid or reduce the impact of collusion and overcome or mitigate critical situations for protecting the vehicles, occupants, pedestrians and other objects around or on the way; also according to design, configurations and scenarios the system instantaneously optimises the tyre pressure on all tyres for further safe driving till next restoration else restores the pressure to optimum preset value utilising inbuilt reservoir or other external restoration systems immediately after the vehicle overcomes the critical situation to continue with safe and comfortable driving. In critical situations TPOS performs sensing, pre computing, current computing for controlling the tire pressure during critical situation, post computing to optimise tire pressure after overcoming accordingly. TPOS 102 utilise smart and adaptive closed loop processing algorithm with predetermined and tested lookup table to instantaneously check and compare the effects between predetermined and tested real world scenarios to the actual real world scenarios for actively sensing, computing and controlling the tire pressure accordingly to mitigate the critical situations. The controlling of tyre pressure is computed mainly based on parameters comprising of sensor system, vehicle safety and stability systems, nature of breaking and break force distribution, tires upper and lower cut–off pressure values, sensing reservoirs and tires internal and external pressure, temperature, moisture, humidity, wheel and tire specifications, vehicle and wheel speed, acceleration and deceleration, vehicle orientation and axial rotation, transverse motion and lateral acceleration, tires position or angle of attack, load and torque distribution, tire traction, steering position, cornering effects, change in Centre of gravity, over and under steering, hydroplaning, sensing road conditions, etc and to further enhance the efficiency, the system interoperates with vehicles existing safety and stability systems like ABS, EBD, ESC, TCS, Rollover mitigation systems, ECU, BA, Precrash systems, suspension and vertical dynamics, radar assisted auto breaking, cruise control system, aerodynamics and airbrakes etc. Other aspects of present invention are controlling the tire temperature according to environmental temperature, moisture and humidity thereby to enhance traction and vary tire pressure according to change in centre of gravity and load, driving modes – comfort, standard and sports modes. FIGl

0) US5778796A – SWITCH SYSTEM FOR PERSONAL RAPID TRANSIT

122) Family number: 11012543 (US5778796A) © PatBase

Title: SWITCH SYSTEM FOR PERSONAL RAPID TRANSIT

Priority: KR19940014033 19940621 US19960602722 19960221 US19970919100 19970828 WO1994KR00130 19940928

Family:

Publication number	Publication date	Application number	Application date
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WO9535221 A1	19951228	WO1994KR00130	19940928

Probable Assignee: IN KI KIM KR

Assignee(s):(std)**:** IN KI KIM ; IN KI KIM KR ; KIM IN KI ; KIM INN KI

Inventor(s):(std)**:** IN KI KIM ; KI KIM IN ; KIM IN KI ; KIM INN KI

Agent(s): SHELSTON IP; SHELSTON IP PTY LTD

Designated states: AT AU BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CZ DE DK ES FI FR GA GB GN GR HU IE IT JP KZ LI LK LU LV MC MG ML MN MR MW NE NL NO NZ PL PT RO RU SD SE SK SN TD TG UA US UZ VN

International class (IPC 8–9)**:** B60L13/03 B60L13/04 B60L13/10 E01B25/00 E01B25/30 (Advanced/Invention); B60L13/00 B60L13/04 E01B25/00 (Advanced/Non–invention); B60L13/00 B60L13/04 E01B25/00 (Core/Invention)

International class (IPC 1–7)**:** B60L13/00 B60L13/03 B61B13/04 B61B3/00 B61B3/02 E01B25/00 E01B26/00

CPC: B60L2200/26 B60L13/10

European class: B60L13/10 L60L200/26

US class: 104/130.07 104/139 104/250 104/293

Classification Explorer

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Abstract:
Source: US5778796A An electromagnetic switching system for use in a Personal Rapid Transit (PRT) system having a personal rapid transit vehicle with an attached chassis operating over a network of interconnected guideways. The electromagnetic switching system comprises an electromagnetic switching unit mounted on each side of the chassis for directing the transit vehicle into a predetermined path at a switch section of the guideway. The electromagnetic switching unit has an electromagnet for exerting magnetic force on a continuous reaction rail which is attached to an internal sidewall of the guideway.

0) GB341017A – IMPROVEMENTS IN OR RELATING TO APPARATUS FOR DE...

123) Family number: 18823639 (GB341017A) © PatBase

Title: Improvements in or relating to apparatus for delivering measured quantities of liquid

Priority: GB19290027021 19290905

Family:

Publication number	Publication date	Application number	Application date
GB341017 A	19310105	GB19290027021	19290905

Probable Assignee: DANIEL LESLIE WRAY

Assignee(s):(std): DANIEL LESLIE WRAY ; HAROLD GUY CHRISMAS

International class (IPC 8–9): G07F17/26 (Advanced/Invention); G07F17/00 (Core/Invention)

International class (IPC 1–7): B67D5/08 G01F13/00

CPC: G07F17/26

European class: G07F17/26

Classification Explorer

Forward Citations: US9685030, US8425307, US8087993,

Abstract:
Source: GB341017A 27021. [Classes 106 (i) and 106 (iv).] Recording–mechanism is set by liquid–delivery apparatus, actuation being completed and the mechanism returned to zero position by a single member. As shown in Figs. 3, 4, 5 a cam rotated by the pump crank closes a mercury switch once for each half gallon delivered. A solenoid 88 is thus energized ; a pin 84 on the armature 86 draws forward the arm 80 of a bell–crank lever and engages a pawl 76 with a ratchet wheel 72 inside the type–wheel 10. When the solenoid is de–energized, a spring 82 causes the pawl 76 to advance the wheel 10 by one–tooth space. A pin 108 then ceases to obstruct a three–armed lever 110 which rocks under the influence of a spring blade 112 and lifts the depending arm of the lever from engagement with a notch in a lever 18. The type–wheel is mounted in a pivoted frame 12 and may now be raised by depressing the lever 18 thus making contact with a paper strip 22 and ink–ribbon 28. A second pivoted frame 30 is formed with a bar 34 which bears on the frame 12 and carries on an extension 38 a spring–restrained pivoted hook 40. When the lever 18 is actuated, the hook 40 swings clear of a pin 42 and engages a pin 44 on which is a catch 46 engaging a notch in the edge of the cash drawer 36. As the hook 40 falls with the return of the lever 18, the catch 46 is withdrawn, and the drawer opens automatically due to the engagement with a part thereon of a spring–impelled bar 54. A pawl 58 on the bar 54 at the same time rotates a ratchet wheel 62 on the spindle of the paper reel which is thus advanced. A cam 66 rotated by an external knob serves for lifting the pawls 68, 58 to allow a completed reel to be withdrawn. The lifting of the wheel 10 permits the spring 82, after advancing the wheel by means of the pawl 76, to lift the latter from engagement with the ratchet teeth leaving it supported by the upper end of the projection 106 carried by the armature 86. A tail–piece 59 lifts the retaining pawl 74 and allows the wheel 10 to swing back to zero under the influence of a coil spring 70. The zero position is determined by the engagement of the pin 108 with lever 110, which also relocks the lever 18. The blade–spring 112 also 'acts as a switch contact for a lamp 116 illuminated during the recording operation only. Any number of type–wheels may be included in one casing, each wheel carrying corresponding type for indicating the amount and price of liquid delivered, together with the pump number. Duplicate records, one of which is to be torn off, may be provided by adding a reel 122, Fig. 11, carrying a strip which passes beneath a roller 124, through a curved guide 126, beneath the platen 24 and out through a slot 128. The roller 124 is geared to the spindle of the first paperreel so that the second strip moves about six times as fast as the first. The ink–ribbon is led between the type and the second strip and back between this strip and that to be retained in the apparatus. In a modified construction, electric control is replaced by a Bowden wire, and the lever 18 by a hollow lock–barrel actuated by any one of a series of keys, the record made indicating which key–user is responsible. The insertion of a key 140 into the pivoted hollow lever 158 first pushes aside a catch 162. The lever 164 is thus released and falls forward until its end snaps into a recess in the underside of the key and prevents withdrawal. The spindle 170 of arm 164 carries an arm to which is connected a pivoted hook held by a spring in the path of the pump plunger which is thus released for operation by the movement of the arm 164. A lever 182 pivoted to and passing into the hollow lever 158 has its upper end in the path of the key, while a pin 186 abuts against a second lever 188 also pivoted to the hollow lever 158. The movement of the key against lever 182 allows lever 188 to swing until a pin 192 on lever 164 is just above a notch 190. The pump–delivery mechanism sets the type–wheel through a lever 204 and slide 156 which acts on the lever 80 controlling the ratchet advancing pawl 76. The key is then depressed, lifting the type–wheel into printing position, and allowing pin 192 to enter notch 190. During the return downward movement the bar 188 swings down the arm 164 sufficiently to release the key 140. At the same time, the pawls 74, 76 are released by a weighted detent 208 formed as a bell–crank lever rocked by a cam on the slide 156, and the type–wheel returns to zero under the influence of its enclosed coil spring. The. paper reel is advanced by pawl 196 mounted on a slide 194, having a pin and slot connection with the end of the hollow lever

158. In order that the keys may print distinctively, type−levers 212 corresponding in number and outline to the keys are pivoted at 214. Printing and the return to zero position may be effected automatically by the return to initial position of an operating member of the delivering apparatus. Electromagnetic means may be so employed, or the hanging up of the delivery nozzle may be the actuating medium. The Provisional Specification describes a construction in which operation is effected by a sliding bar having a V−notch engaged by a link depending from the platen mechanism. As the bar is withdrawn, the end of the link is lifted, trails along a serrated portion and drops into a semicircular notch. A small pivoted dog is drawn along by the link, and prevents reversal except at the extreme positions by jamming in the serrated part of the bar. Rack teeth are also formed on the bar and mesh with a pinion for turning the paper feed rollers. A ramp formed on the bar disengages the pawl holding the typewheel, and permits the latter to return to zero. A small projection advances the ink−ribbon. The paper strips are wider than the type−wheel permitting signature by the attendant, and the use of different price−scales, and affording a blank zone for use where liquid is to be withdrawn for a purpose other than sale.

124) Family number: 30056028 (US2001016626A) © PatBase

Title: Weatherable block copolyestercarbonate compositions

Priority: EP19990953218 19991019 US19980181902 19981029 US19990416529 19991012 WO1999US20413 19990907 US20010753878 20010103 WO1999US24317 19991019 WO1999US24317 19991019 US20030410693 20030411

Family:

Publication number	Publication date	Application number	Application date
AT258199 E	20040215	AT19990945533T	19990907
AT310035 E	20051215	AT19990953218T	19991019
AT420912 E	20090115	AT19990024810T	19991019
CN100462388 C	20090218	CN200610142169	19991019
CN1262572 C	20060705	CN19998015242	19990907
CN1288187 C	20061206	CN19998015062	19991019
CN1331711 A	20020116	CN19998015062	19991019
CN1332760 A	20020123	CN19998015242	19990907
CN1865315 A	20061122	CN200610077805	19990907
CN1865315 B	20121128	CN200610077805	19990907
CN1948361 A	20070418	CN200610142169	19991019
DE69914352 D1	20040226	DE19996014352	19990907
DE69914352 T2	20041209	DE19996014352T	19990907
DE69928431 D1	20051222	DE19996028431	19991019
DE69928431 T2	20060727	DE19996028431T	19991019
DE69940328 D1	20090305	DE19996040328	19991019
EP1124878 A1	20010822	EP19990945533	19990907
EP1124878 B1	20040121	EP19990945533	19990907
EP1124879 A1	20010822	EP19990953218	19991019
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EP1624008 A1	20060208	EP20050024810	19991019
EP1624008 B1	20090114	EP20050024810	19991019
ES2214046 T3	20040901	ES19990945533T	19990907
ES2251233 T3	20060416	ES19990953218T	19991019
JP2002528614 T2	20020903	JP20000579657T	19990907
JP2004500442 T2	20040108	JP20000579658T	19991019
JP4740457 B2	20110803	JP20000579658T	19991019
US2001016626 AA	20010823	US20010753878	20010103
US2003216539 AA	20031120	US20030410693	20030411
US6559270 BA	20030506	US19990416529	19991012
US6583256 BB	20030624	US20010753878	20010103
WO0026274 A1	20000511	WO1999US20413	19990907
WO0026275 A1	20000511	WO1999US24317	19991019

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** PATEL BIMAL RAMESH ; GEN ELECTRIC ; GENERAL ELECTRIC CO ; SABIC INNOVATIVE PLASTICS IP ; ZHOU HONGYI ; VOLLENBERG PETER HENDRIKUS

Assignee(s): VOLLENBERG PETER HENDRIKUS THEODORUS ; SICLOVAN TIBERIU MIRCEA ; SURIANO JOSEPH ANTHONY ; SYBERT PAUL DEAN ; WEBB JIMMY LYNN ; SABIC INNOVATIVE PLASTICS IP BV ; FISHBURN GEORGIA DRIS ; PICKETT JAMES EDWARD ; GENERAL ELECTRIC CO SCHENECTADY ; SABIC GLOBAL TECHNOLOGIES BV ; SABIC INNOVATIVE PLASTICS IP B V ; GENERAL ELECTRIC COMPANY ; BLOHM MARGARET LOUISE ; BROWN STERLING BRUCE ; BRUNELLE

DANIEL JOSEPH ; BUCKLEY DONALD JOSEPH ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std): BLOHM MARGARET LOUISE ; BROWN BRUCE ; BROWN S B ; BROWN STERLING BRUCE ; BROWN T M SICLOVAN J L WEBB S ; BRUCE BROWN STERLING ; BRUNELLE DANIEL JOSEPH ; BUCKLEY DONALD JOSEPH ; BUCKLEY DONALD JOSEPH JR ; BUCKLEY JR DONALD JOSEPH ; EDWARD PICKETT JAMES ; FISHBURN GEORGIA DRIS ; JL WEBB ; JO SICLOVAN TIBERIU MIRCEA BRO ; JOSEPH BUCKLEY DONALD JR ; LYNN WEBB JIMMY ; MIRCEA SICLOVAN TIBERIU ; PICKETT EDWARD ; PICKETT JAMES EDWARD ; SB BROWN ; SICLOVAN T M ; SICLOVAN TIBERIU MIRCEA ; SURIANO JOSEPH ANTHONY ; SYBERT PAUL DEAN ; WEBB J L ; WEBB JIMMY LYNN ; ZHOU HONGYI ; WEBB LYNN ; VOLLENBERG PETER HENDRIKUS ; SICLOVAN MIRCEA ; PICKET JAMES EDWARD ; PICKET EDWARD ; PATEL BIMAL RAMESH ; BUCKLEY JOSEPH ; TM SICLOVAN ; VOLLENBERG PETER HENDRIKUS THE

Inventor(s): VOLLENBERG PETER HENDRIKUS THEODORUS ; TM SICLOVAN JL WEBB SB BROWN ; T M SICLOVAN ; T M SICLOVAN J L WEBB S B BROWN ; SICLOVAN TIBERIU MIRCEA BROWN STERLING BRUCE ; SICLOVAN TIBERIU MIRCEA BROWN STERLING BRUCE PICKE ; SICLOVAN TIBERIU MIRCEA BROWN STERLING BRUCE PICKETT JAMES EDWARD WEBB JIMMY LYNN BUCKLEY DONALD JOSEPH JR ; S B BROWN ; J L WEBB

Agent(s): MODIANO MICAELA NADIA ET AL

Designated states: AT BE CH CN CY DE DK ES FI FR GB GR IE IT JP LI LU MC NL PT SE SG

International class (IPC 8–9): B60R13/02 B60R13/04 C08G63/64 C08G63/78 C08G64/18 C08J5/00 C08L57/00 C08L67/00 C08L69/00 C08L79/08 (Advanced/Invention); C08L67/02 C08L67/03 C08L79/08 F02B61/04 (Advanced/Non–invention); B60R13/02 B60R13/04 C08G63/00 C08L57/00 C08L67/00 C08L69/00 C08L79/00 (Core/Invention); C08L67/00 C08L79/00 F02B61/00 (Core/Non–invention)

International class (IPC 1–7): B60R13/02 B60R13/04 C08G63/02 C08G63/64 C08G63/78 C08G64/00 C08G64/01 C08L57/00 C08L67/00 C08L69/00 C08L79/08

CPC: C08L67/00 C08G63/64 C08G63/78 C08G64/18 C08G2261/126 C08L67/02 C08L67/03 C08L69/00 C08L69/005 C08L79/08 F02B61/045

European class: C08G63/64 C08G63/78 C08G64/18 C08L67/00 C08L69/00 C08L69/00B M08G261/126 M08L67/02 M08L67/03 M08L69/00 M08L79/08 R02B61/04B

US class: 525/165 525/165P 525/166 525/166S 525/176 525/176S 525/439 525/439S 525/445 525/445S 528/196 528/198 528/272 528/272P

Classification Explorer

Cited documents: US6664366 BB, US6514594 BA, US6306507 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5846659 A, US5821322, US5807965 A, US5714567 A, US5552463 A, US5510182 A, US5321114 A, US5318850 A, US5064704 A, US5036150 A, US5030505 A, US4992322 A, US4973652 A, US4948864 A, US4931364 A, US4643937 A, US4617368 A, US4576842 A, US4506065 A, US4503121 A, US4495325 A, US4487896 A, US4482694 A, US4454275 A, US4414230 A, US4334053 A, US4286086 A, US4286083 A, US4281099 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4127560 A, US3939117 A, US3905942 A, US3803085 A, US3506470 A, US3503779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, US3030331 A, US2973652 A, JPS62283122 A2, JPS56133332 A2, JP62283122 A2, JP62283122, JP6122756 A2, JP56133332 A2, JP56133332, JP5613332, JP56013332 A2, JP4041524 A2, JP4041524, JP3033154 A2, JP3033154, JP2002528614 T2, JP2002528614, JP1201326 A2, JP1199841 A2, EP0736558 A2, EP0733470 A1, EP0469404 A2, EP0448814 A2, EP0193176 A2, DE1927938 A1,

Forward Citations: WO15200272, WO15125051, WO15125050, WO14073764, WO13167542, WO13149884, WO13045549, WO13027167, WO12135584, WO12049264, WO11039301, WO11039292, WO10146091, WO10091898, WO10091823, WO10078138, WO09050648, WO09050648, WO08134229, WO08104999, WO07097953, WO07081536, WO07067462, WO06127245, WO06127231, WO06127222, WO06127219, WO06012250, WO05052024, WO05019300, WO05019300, WO04067621, WO03082949, WO03047857, WO0248263, WO0248263, WO0238648, WO02055570, USRE40508, USD691289, USD621068, USD486270, US9567445, US9538762, US9447234, US9400091, US9348065, US9337447, US9314938, US9260561, US9034949, US9011998, US9006348, US8945694, US8945688, US8691340, US8617695, US8592523, US8557158, US8481630, US8481624, US8318851, US8268106, US8263691, US8241714, US8182903, US8157942, US8084550, US8057903, US7838602, US7837912, US7837911,

US7829632, US7799855, US7790292, US7728056, US7709581, US7700696, US7691950, US7691470, US7691304, US7687583, US7686998, US7686997, US7652107, US7638091, US7605221, US7557174, US7550057, US7524919, US7514523, US7514147, US7452944, US7439289, US7401843, US7365125, US7365113, US7341784, US7326764, US7323536, US7323535, US7303810, US7279515, US7273917, US7273650, US7270882, US7251079, US7250612, US7223804, US7214432, US7200132, US7189779, US7169859, US7169615, US7153576, US7135538, US7135538, US7119140, US7109274, US7109274, US7094364, US7078447, US7060217, US6972147, US6916528, US6861482, US6846902, US6812320, US6734278, US6689474, US6664366, US6627303, US6610409, US6607814, US6599966, US6572956, US6538065, US6514594, US6486294, US6350848, US2016362549, US2012287556, US2012171438, US2012052314, US2011226424, US2011159237, US2010130700, US2010009207, US2009266991, US2009197058, US2009186966, US2009099297, US2009043069, US2009005477, US2008269400, US2008269399, US2008269386, US2008265308, US2008227896, US2008119631, US2008119618, US2008119597, US2008119596, US2008118729, US2008091643, US2008081895, US2008081893, US2008081884, US2008004404, US2007293626, US2007231576, US2007197739, US2007197700, US2007191549, US2007173619, US2007155914, US2007155913, US2007129492, US2007129489, US2007122627, US2007116959, US2007100088, US2007069153, US2007066765, US2007066741, US2007066740, US2007066737, US2007065615, US2007060716, US2007037960, US2007027290, US2007027271, US2007027268, US2006287429, US2006264582, US2006264581, US2006264580, US2006264579, US2006160961, US2006142486, US2006116487, US2006093826, US2006074156, US2006063867, US2006063866, US2006063865, US2006036035, US2006030647, US2006020075, US2006004154, US2006004152, US2006002814, US2005288406, US2005266232, US2005260369, US2005241759, US2005228130, US2005175832, US2005159577, US2005159543, US2005159542, US2005148719, US2005144309, US2005113535, US2005112768, US2005110978, US2005109984, US2005109983, US2005101733, US2005070643, US2005049369, US2005048401, US2005035626, US2005003208, US2004175593, US2004166323, US2004053040, US2003176541, US2003139529, TWI388615, SG114576, KR101737383, KR101286439, KR101286404, JP4130569, JP2014515878, JP2012514080, JP2009522427, JP2009508994, JP2009291167, JP2008504401, JP2007502343, JP2006052274, JP2005521765, JP2004500442, JP2003119262, JP2002069281, FR2830866, EP3132911, EP2757132, EP2703092, EP2592209, EP2216353, EP2216352, EP2157134, EP2157133, EP2133203, EP1969059, EP1820193, EP1734076, EP1490420, EP1349885, EP1349882, EP1302479, EP1300431, DE102009025123, CN106068294, CN106062073, CN104650566, CN104220526, CN102898630, CN102898630,

Abstract:
Source: US2001016626A Block copolyestercarbonates may be prepared by first conducting a reaction between at least one of resorcinol or an alkyl– or haloresorcinol and at least one aromatic dicarboxylic acid dichloride, preferably isophthaloyl dichloride, terephthaloyl dichloride or a mixture thereof, to produce a hydroxy–terminated polyester intermediate, and then conducting a reaction of the intermediate with a carbonate precursor, preferably in the presence of a dihydroxy compound such as bisphenol A. The products have excellent physical properties, including a high degree of weatherability. They may be blended with other polymers such as polycarbonates, poly(alkylene dicarboxylates), polyarylates, polyetherimides, and addition polymers to improve the weatherability thereof.

0) US2558277A – MANIFOLDING ATTACHMENT FOR TYPEWRITERS

125) Family number: 44418421 (US2558277A) © PatBase

Title:	MANIFOLDING ATTACHMENT FOR TYPEWRITERS
Priority:	19470329 US19490082569 19490321

Family:

Publication number	Publication date	Application number	Application date
US2558277 A	19510626	US19490082569	19490321

Probable Assignee:	EGRY REGISTER CO
Assignee(s):(std):	EGRY REGISTER CO
Assignee(s):	THE EGRY REGISTER COMPANY
Inventor(s):(std):	FOLKE SPRINCHORN BERTIL
Inventor(s):	SPRINCHORN BERTIL FOLKE
International class (IPC 8–9):	B41J17/00 (Advanced/Invention); B41J17/00 (Core/Invention)
CPC:	B41J17/00
European class:	B41J17/00
US class:	400/518.4 400/618 400/619

Classification Explorer

Cited documents: US2026845 A, US2000641 A, US1995087 A,

Abstract:
Source: US2558277A (Claim 1) 1. A type–writer attachment for permitting the typing and obtaining of copies on a plurality of superimposed paper webs adapted to be divided i–nto paper sheets and having carbon paper sheets interleaved with them, comprising a paper guide frame so mount–.d as to participate in the move– ments of the type–writer carr,',age, retaining means for temporarily retaining the paper webs in relation to said frame approximately when a, paper sheet arrives at the type–writer platen, releasing inealis for releasing the paper webs I 6 from said retaining means during the feed of a paper sheet past the type–writer platen, a member which is supported by the frame and over which the paper webs pass to the type–writer platen, said Y.–ember being movable towards and away from the type–writer platen, flexible elongated means which are passed over said movable member and one end of which is fixed to said frame, the other end thereof carrying the carbon paper sheets, and mearis operable in response to move– ment of said movable member towards the typewriter platen during the feed of a paper sheet past the type–writer platen for operating said releasing means for releasing the paper webs from said frar.,le. lo

0) BRPI1005974A – DISPOSITIVO PARA O CORTE DE ROCHAS, CONCRETO E/...

126) Family number: 51468771 (BRPI1005974A) © PatBase

Title: dispositivo para o corte de rochas, concreto e/outros materiais, e, mandril aperfeicoado Device for cutting rock, concrete and / other materials, and mandrel perfected (Machine translation)

Priority: BR2010PI05974 20100805

Family:

Publication number	Publication date	Application number	Application date
BRPI1005974 A2	20120703	BR2010PI05974	20100805

Probable Assignee: IND MECANICA TENEDINI LTDA IMETEL

Assignee(s):(std)**:** IND MECANICA TENEDINI LTDA IMETEL

Assignee(s): INDUSTRIA MECANICA TENEDINI LTDA IMETEL

Inventor(s):(std)**:** TENEDINI GIOVANNI DE ALMEIDA

Inventor(s): GIOVANNI DE ALMEIDA TENEDINI

International class (IPC 8–9): B28D1/04 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI1005974A DISPOSITIVO PARA O CORTE DE ROCHAS, CONCRETO E/OUTROS MATERIAIS, PROCESSO PARA CORTE, MANDRIL APERFEICOADO. A presente invencao proporciona um dispositivo e um processo para o corte de rochas, concretos e/outros materiais, e um mandril aperfeicoado. O dispositivo da invencao e particularmente util para o corte de granitos, marmores, ardosias, outras rochas, pedras, concretos e materiais diversos, e compreende: um sistema automatizado do avanco da mesa e aprofundamento do corte; sistema de corte capaz de abrigar multiplos discos de corte; e sistema de controle de rotacao dos discos. O mandril aperfeicoado da invencao e capaz de abrigar um ou mais discos de corte com diametro igual ou variavel, proporcionando vantagens nos processos de corte de rochas e afins.

Machine translation: DEVICE FOR CUTTING OF ROCKS, CONCRETE AND / OTHER MATERIALS, PROCESS FOR CUTTING, CHUCK improved. The present invention provides a device and process for cutting rock, concrete and / other material, and a mandrel perfected. The device of the invention is particularly useful for cutting granite, marble, slate, other rocks, stones, concrete, and miscellaneous materials, and comprises: an automated system of advancement and deepening of the table cut, cutting system capable of holding multiple discs cutting, and control system of rotation disks. Chuck perfected the invention and capable of housing one or more cutting discs with diameter equal or variable, providing advantages in the processes of rocks and the like.

127) Family number: 55157864 (IN04542CH2011A) © PatBase

Title: SMART ACTIVE TYRE PRESSURE OPTIMISING SYSTEM FOR VEHICLES THAT ACTS IN INEVITABLE CRITICAL SITUATIONS TO ENHANCE EMERGENCY BREAKING EFFICIENCY, MITIGATE–LOSS OF TRACTION, STABILITY, ROLL OVER, HYDROPLANING, PUNCTURE, OVER AND UNDER STEERING

Family:

Publication number	Publication date	Application number	Application date
IN04542CH2011 A	20131115	IN2011CH04542	20111223

Probable Assignee: PRASAD MUTHUKUMAR

Assignee(s): PRASAD MUTHUKUMAR

Inventor(s): PRASAD MUTHUKUMAR

International class (IPC 8–9): B60C (Advanced/Invention)

Classification Explorer

Abstract:
Source: IN04542CH2011A Smart Active Tyre Pressure Optimising System [TPOS] 102 is a highly time sensitive design and technique that sense and instantaneously controls the tire pressure particularly in imminent and inevitable critical driving situations to reduce emergency and high speed breaking distance, mitigate –loss of traction, hydroplaning, roll over or loss of stability, over and under steering, loss of control due to puncture by smartly sensing, performing context aware computing and directing the Tyre Pressure Control Units [TPCU] 104 to instantaneously control the tyre pressure in right time with right pressure on right tyres thereby actively controlling the footprint and sidewall deformation rate to enhance traction and stability ultimately to avoid or reduce the impact of collusion and overcome or mitigate critical situations for protecting the vehicles, occupants, pedestrians and other objects around or on the way; also according to design, configurations and scenarios the system instantaneously optimises the tyre pressure on all tyres for further safe driving till next restoration else restores the pressure to optimum preset value utilising inbuilt reservoir or other external restoration systems immediately after the vehicle overcomes the critical situation to continue with safe and comfortable driving. In critical situations TPOS performs sensing, pre computing, current computing for controlling the tire pressure during critical situation, post computing to optimise tire pressure after overcoming accordingly. TPOS 102 utilise smart and adaptive closed loop processing algorithm with predetermined and tested lookup table to instantaneously check and compare the effects between predetermined and tested real world scenarios and parameters to the actual real world scenarios for actively sensing, computing and controlling the tire pressure accordingly to mitigate the critical situations. The controlling of tyre pressure is computed mainly based on parameters comprising of sensor system, vehicle safety and stability systems, nature of breaking and break force, tires upper and lower cut–off [threshold] pressure values, sensing reservoirs and tires internal and external pressure, temperature, moisture, humidity, wheel and tire specifications, vehicle and wheel speed, acceleration and deceleration, vehicle orientation and axial rotation, transverse motion and lateral acceleration, tires position or angle of attack, load and torque distribution, tire traction, steering position, cornering effects, change in Centre of gravity, over and under steering, hydroplaning, sensing road conditions, etc and to further enhance the efficiency, the system interoperates with vehicles existing systems like ABS, EBD, ESC, TCS, Rollover mitigations systems, ECU, BA, Precrash systems, Suspension and vertical dynamics, radar assisted auto breaking, cruise control system, aerodynamics and airbrakes etc. Other aspects of present invention are controlling the tire temperature according to weather or environmental temperature, moisture and humidity thereby to enhance traction and vary tire pressure according to change in centre of gravity and load, driving modes – comfort, standard and sports modes.

0) US2015182867A – HAND HELD SPINNING TOY WITH ILLUMINATED IMAGE

128) Family number: 59627340 (US2015182867A) © PatBase

Title: HAND HELD SPINNING TOY WITH ILLUMINATED IMAGE

Priority: US20130822917P 20130514 US20130878148P 20130916 US20140299231 20140609 US20140487423 20140916 US20130899312P 20131104 US20130904732P 20131115 US20150684479 20150413 US20140951620P 20140312 US20140991556P 20140511 US20140992999P 20140514 US20150104792P 20150118

Family:

Publication number	Publication date	Application number	Application date
US2015182867 AA	20150702	US20140299231	20140609
US2016018083 AA	20160121	US20150684479	20150413
US2016074759 AA	20160317	US20140487423	20140916

Probable Assignee: LIGHTUPTOYS COM LLC

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Abstract:
Source: US2015182867A A hand held electronic spinning novelty toy that can illuminate a spinning centrally molded translucent three dimensional image with a film contained within, and with other spinning lighted elements capable of producing visual patterns in space.

0) US2111119A – TABULATING MACHINE

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Abstract:
Source: US2111119A een staggered. tacts associated with the even number are placed at the upper level and their links 41 have only the upper nose SI. tacts associated with the odd number are placed at the lower level and their ljnks 41 have only the lower nose 51. The contype bars operating The comtype _baxs operating ' Briefly then, the energization of the printing magnet 31 will interrupt the type bar 20 with a printing element in position. Immediately following the interruption of the type bar movement, the resultant relative movement between interposer 46 and camming element I5 Wil] cause momentary closure of the associated pair of crmtacts 52. These contacts are utilized to conwol the entry into the accumulator of the value set up on the type bar in the manner to be pres–= ently explained. ~ ' Accumulating mechanism The adding mechanism is entirely similar to that shown and described in the application rcferred to and the description thereof will accordingly be limited to a brief explanation of its manner of operation. The accumulator _dive shaft 53 (Fig. S) is geared directly 1.0 the pulley shaft 5 of Fig. 1 so that it is in operation as long as the driving motor of the machine functicns and the driving ratio is such that shaft 53 makes one revolution for each card feeding cycle of the malchine. Shaft 53 has slidably mounted thereon but keyed for rotation therewith a clutch element 54, one for each dE!1OIT1i1'1BtiGI1_1 order 'of the accumulator. The element 513 is provided with s. groove in which Hts the short mm of zz lever 55 which is pivoted as shown and provided with a block 56 normally held as in Fig, 6 by armaturc latch 51 of adding magnet SE. A leaf spring 59 bears against the extremity of the longer arm of lever 55 and moves the same in a counterclockwise direction upon release of block 56 by armature 51. This movement will bring clutching member 54 intp engagement with cooperating teeth GB integral with z» gear 65 loosely mounted on shaft 53. Gear EH, when thus cou~ pled to shaft 53, will rotate ca. gear which meshes therewith and will displace the accumulator index wheel 63. ' The rearward extremity of member 55 is adapt– 'ed to be engaged by a linger EQ toward the end of the cycle for the purpose of disengagmg the clutch element 54 from teeth GK! and re–latching izlock'56 on armatuse 51. Briehy summarizing the adding uyeration, the magnet 58 may be energized at various points in the cycle of the machine, depending upon the location of a perforation in the column of a record card analyzed by the 'lower brushes LB. This energization may take place in response to 9. perforation in –any of the index point positions from 9 to 1, inclusive. A perforation in the “9” index point position will trip the clutch element El" nine steps before finger 54 is operated to declutch it and 2. perforation in the “E” index point position will trip the clutch element 513 one step before it is declutched by the finger GBE, Each step of clutching engagement corresponds to a. tenth of a revolution in the 'accumulator index wheel 63 so that a “9” hole will move it £5 cf a, revolution and the “1” hole will move it 1% si a revolution. _ ` ThE' energization of magnet SS is controlled by the closure of the contacts 52 associated with the printing méchanism. The manner in which the circuits are completed will be set forth in connection with the explanation of the circuit diagram. Read–out meciumism Also driven by gear GI! (Fig. 6) is a. gear 65. Since the ratio of gears 65 and 62 is 211, the former will turn through a. halirevolution for each revolution' of the latter. Carried by and insulated from geir 65 is sc pair of electrically connected brushes 66, one of which cooperates successively mth ten conducting segments 61 while the other cooperates with an arcuate con~» ducting strip 813. ' The relationship of the parts is such that when the index wheel S3 is inlits zero position, one of the brushes 68 is in contact with the zero seZ~ ment ET and the other brush is in contact with the strip 68, thus forming an electrical con;1ec»~ iiion between the two. If the wheel 53 is displaced; to indicate, –say "S", then one of the brushes EEE will be in contact with the “S” segment S7 and the other brush will be in contact with the arcuairs– strip "fine positioning of the brushes 66 provides zz convenient electrical read–out mechanism lox' controlling total transferring and total priming operations and the electrical circuits involved in these functions will be more fully explained connection with the circuit diagram. Accumilator reseiting mechanism The shsit (Elia.

6_gt;.upon' which the index wheels G3 of an accumulator are loosely mcuntafl is slotted for coo;_gt;era,ticn with spring–pnessecl pawls (mot shown) pivotecl upon ami carried by the individual index wheels in such manner cowntercluclwdse rotation of shaft 69 will engage and :Hive the index wheels G3 forwardly to zera posliicm during; a. single revolution of shaft Referzing to Fig. 2, shaft G9 carries 2. gear W at its extremity which is in engagement with gear WS mmmted upon reset shaft 72. Gear `H,' of which there is one for each accumulator, ;:m:1 be selectively coupled to the resetting shaft Fil in 'blue well known manner more fullylexplained in the application above referred to. At the cr;– tremity M shaft 72 is a. gear U3 (see also 5) which is adapted to be driven by an intermediate gear irli– which is secured to shaft 35. Also to shaft H is an arm TIG which carries spIr§\;fgpresses clutch dag W normally held in the ;:scsition shcvm 131 2 by a latching mm 'EB su§9= ported by armsymre shaft ‘MB of magnet amass ture U®. ` Energlzzmtinn oi magnet 8| Will release dog 171' for enga–gemeiit with clutch driving elemeniy SZ, Element 32 is integral with a gear 33 which meshes with 9. gear (XC secured upon constantly running shaiiz GQ. ‘With tltls a,rrsLll3e311en'h;_c11'ive element is in constant `\;_ta,tion and Whenever it is desifecl to effect resetting of the accumudatovs, magnet SU is energized to provide a co'nnection 'between the slement B2 and the ycsettlng shaft 72; Resetting is usually an accompsmiraemt of total taking and by virtue of the mtelmittexaiz gear connection occurs during the latter pmt of Q total taking cycle. ` ` C'ércui1§ controlling devices) ‘ln ‘E‘ig'. Q is shown a, so–called emitter wlcich cooperates with the read–out devices of the ELCCQmulator for ideal printing; or total transferring operatimns. /Garried by 9. stud S5 coaxially with the T5 is az, pair of electrically connected ga so as so ss: “O G5 4 V' V – A 1,111,119 I brushes lil, one of which contacts with conducting segments I1 while the other wipes over a common arcuate conducting strip IB. The brushes Ili are carried by a gear I! driven through an idler 90 from a gear 9| carried by constantly running shaft |9. The emitter used for controlling total Printing operations is' timed so that a brush 85 successively contacts with each of the segments I1 as the corresponding type elements 33 of Fig. 3 approach printing position opposite platen Sl. The emitter used for controlling total transferring operations is timed so that one ol' its brushes 15 successively contacts with each of the segments I1 at times appropriate to the entry of corresponding digits into the accumulators. In Fig, 3 are shown a. plurality of cam controlled contacts whose operation is controlled by cams carried by a shaft 92 driven from shaft 15. The contacts are prenxed “P” to indicate that they function only during totalytaklng and resetting operations. Similar cam controlled, contact devices prefixed with the letter "L" are carried by or may be driven' from the shaft £8 and these are in constant operation as long as the driving motor functions. In Fig. 1 is shown a shaft B3 which is driven from the gears of the card feeding mechanism and. rotates only when cards are being advanced. Controlled by suitable cams on shaft 53 are con–V tact devices, each of which is designated by the letter “F" indicating that they are associated with the feeding mechanism and operative only when the feeding mechanism functions. All these cam contact devices are indicated in the timing diagram (Fig. 7) where their relative timing may be observed. General explanation of the circuit diagram 'I'he wiring diagram of the' electric circuits is shown in Figs. B, Ba and 8b wherein the various cam controlled contact devices are diagrammatically shown and suitably labelled F, L or P for identincatlon as lust explained. The exact timing of these contact devices is shown in Fig. 7 to which reference may be made for the actual time in the cycle of operation during which they function. Due to the numerous interlocking relays employed in the present arrangement, it has not been advisable in all instances to show relay magnets and their associated contacts in close proximity to one another. For purposes of clarity in the wiring arrangement, the relay contact points are shown in the circuits which they control and their relay magnets a.re repeated adjacent thereto. Further than this, the contacts are designated with the same reference numeral as their controlling magnet, followed by a lower case letter. General operation.–The general operation of the machine will first be outlined with particular reference to Figs. 9 and,10. The record card R ls provided with data fields labelled as shown, which are to control the printing by type bars 2U and certain of which will control the entry of data into the accumulators 1–5 indicated below the row of type bars. All of the card fields from which printing is to be controlled are connected directly to the appropriately located type bars 20 as by connections indicated Sl. This is with the exception of fields labelled "Demand," “Gross Tax,", “Net Tax" and “Arrears” These fields are connected directly tc the accumulators #3, #4 and #5 as by connections 95. Some of the connections 9| from the direct llstina llelds are branched to effect the same entry into more than one section of the type bars; for example, the consumption field enters its data in two places, In such case, these positions of the type bars are provided with the checking contacts 52 to insure that printing will actually be the same in the related positions. The “gross bill” and “net bill" nelds are connected for entry into three sections of the type bars through a connection indicated at 91 as follows: from the card fields through connection 91, relay contacts R9Ba, 119911, and Rllllla in series. connection IDI, to the appropriate type bars lll, as indicated by 'vertical lines extending upwardly from connection llll.' It the data is correctly prlnted in the several positions on the bill, the same information is entered ln ACC#| through connections 98 which, under control of the type bar contacts 52, transfer the data through connection 96, relay contacts R.IU2a, to ACC#|, The timing of ACC#| is adjusted to take account of the time delay between the analysis of the card lleld and the eventual entry into the accumulator. If a record card contains “tax” or “arrears” perforations, a cycle of operations follows an lnltial entering cycle, during which following cycle the datavstandlng in ACC#| is printed and transferred to ACC#i, and during a succeeding cycle the data in ACC#5 is similarly Printed and transferred. . During the "tax" transfer cycle the contacts R8811 are open and contacts Rl9b are closed and the data is read from the upper or read–out section of ACC#4 through connection HIP., contacts R99b, contacts Rl Ma, connectlon IIII, to the "gross and net bill" sections of the type bars and from there, if the duplicate printing is correct, through the checking contacts 52 and connections 56 to ACC#£. During the “arrears” transfer cycle, contacts Rllllla are open and Rllllllb closed so that the transfer ls similarly effected from the read–out section of ACC#5 through connection llll, contacts Rllllllb, connection I0 I, to the type bars, and from thence to ACC#i. After all the record ‘cards for a particular account or folio number have been analyzed, the machine will enter into a total taking cycle of operations during which contacts R98a, andRID2u. are open so that the total in ACC#–H may be transferred from the read–out section thereof through connection IGS, contacts R98b, now closed, contacts R.99a, Rllllla, connection IDI, to the several sections of the type bars and, again. if the printing ls the same in all positions, through connections 96, contacts Rl02b, to ACC#2. At the completion of this total taking cycle, ACC#l is cleared but the data ls retained ln ACC#2 which will receive all totals and at the completion of all tabulatlng operations will

show what is termed the "route" total which may be compared with a known value, After all the record cards for a particular “route” have been analyzed the machine will stop. Initial reset cycle,–In the lower part of Fig. 8 is shown the usual group control mechanism, generally designated GC, and as is usual in tabulating machines, it is nrst necessary to set up the major and minor holding relays RA2 and RAS before the machine can be started. This is effected by depression of the reset key to close contacts Ill), thereby completing a circuit from right side of line Ill, wire Ill. contacts Ill), relay contacts RBSC. Rllllc, relay coil RSD, to left side of line IIS. Energizatlon of magnet R30 will close its contacts R300 in the upper part of sill! Fig. 8 which will thereupon complete a circuit from right side of line Ill, stop key contacts Ill, contacts R4Ba, wire ||5, contacts `R30a, relay magnet R25, `conta.cts IIB, main drive clutch magnets II1, to line HS. Energization of magnets ||1 will cause coupling of the driving motor to the pulley shaft 6, mentioned above, and will, incidentally, cause opening of contacts M6 whereupon relay RI will be included in the series circuit through magnet II1 andpwill close its contacts Rla to complete the circuit through motor TM. ' I Contacts R25a provide a holding circuit which is traceable from the contacts through cam contacts LI and wire H2 to line Ill. Cam contacts LI open toward the end of each cycle, and at such time, the circuit through magnet R25 is maintained through either contacts‘”UCLa, or contacts LCLa which are in_series with contacts RSQU., Rlla, R49a, andstop key contacts I 54. The manner in which one or more of these contacts in the holding circuit may be opened to interrupt the same will be explained hereinafter. When the machine is set for automatic resetting, following total taking operations, switch is closed to short–circuit contacts R491 The relay magnet RI–ID, energized by depression of the reset key will close a second pair of contact points R305 for completing a circuit from line UM, wire H2, cam contacts L2, contacts Ritllb, reset magnet BI, to line H3. As explained in the mechanical description, energization of magnet BI will eiect resetting oi the accumulators and will cause a cycle of operation of the P cam contacts of which contacts ?U (the lower part of Fig. 8) close to set up the minor control circuit and contacts PS operate to set up the major control circuit. The detailed manner in which the group control mechanism GC functions to control the operation of the machine is well known in the art and fully set forth in the Patent No, 1,976,617 above referred to so that such detailed description will be unnecessary here. Sumce it to say that upon a change in the minor group classification perforations which in the present case relate to “folio–number", relay magnets R43, RSE will become deenergizecl and s change in the major group classiiicaticn perforations which in the present case relate to the “recite ntunber”, will cause deenergization of relay magnet R42 along with R43 and RM. Starting circuit.–With the group control set up, that is, with magnets R42, RAS, and RH enercized; and the accumulators cleared, the machine is in readiness to feed cards and analyze the data thereon. Depression 'of start key and closure of contacts I |`9 will complete a circuit from line |ll,w'lre ll2, contacts IIB, relay magnet RHS, contacts Rdilb, relay magnet R32, to line JUS. The contact points R33a are in parallel with the contacts R30a and will complete the following circuit through the driving clutch magnet and cause operation of thc motor TM. From line H3, magnet II1, relay RI, magnet R25, contacts R33a, wire II5, contacts R48a and Hd to line lil. Relay magnet R32 is provided with a pair of contacts R32a which are adapted on closure to complete a. circuit to the card feed clutch control relay magnet R39. This circuit is traceable from llne H3, magnet R39, contacts R32a, stop key contacts ||4u. (operable concurrently. with the contacts Ill), contacts R43c of the minor control relay magnet R43 which are now closed, contacts Rlllbg, R55g, contacts PS, wire H2, to. line Ili. This circuit, it will be observed, can only be con;– pleted when the group control relay magnet 43 is energized. Magnet R39 will close its points R.39a to provide a holding circuit for the magnet and a. second pair of points R39la wired in series with the card feed clutch magnet IB will energize the latter so that cards may commence to feed. The holding circuit for magnet R39 is traceable from line H3, magnet R39, contacts R.39a, contacts LCLp, Ella, R43c,\RllJDg, R.99g, PB, wire H2 to line Ill _ ' ' Card lever circuits.–As the cards are advanced past the upper set of analyzing brushes UB, the usual card lever contacts |28 are closed to complete a. circuit. from line Ill, contacts |2(l, relay magnet R21, magnet UCL, wire |2|, to line II3. Magnetf UCL controls a number of contacts which are disposed in various circuits for controlling purposcs. One of these contacts, for example UCLa pointed out above as being in the holding circuit of the motor drive clutch, will open to interrupt this circuit, if cards fail to feed past the upper brushes. Since the card lever contacts |20 open between the successive cards, a holding circuit is provided through contacts R2'la and cam contacts L5 which serve to maintain magnet UCL energized during the interval when contacts 628 are open. In a similar manner, the ‘lower card lever contacts H22 cause energlzetion oi relay magnet R29 and lower card lever relay LSL and the contact points R2Sa. cooperate with cam contacts LG to proidde a similar holding circult. Lisung circuits.–The circuit for the listing magnet '26 is completed from line ill, ‘wire Ht. contacts L2..1="lO, list car./1 clutch :magnet EQ, to line HS. Through this circuit, magnet 29 is energized each cycle oi operation of the machine and the printing roechanism will fuxlction acccrdinglir. As the record cards advance past the lower brushes LB the entries made in the fields containing descriptive data are directly entered on the type ba–rs as explained in connection with Fig. 9 and any data. contained in the “deme.nd", “tax” or “a1‘reai–s” fields entered into ACC#3, ACC#rl. and éiCC#ii, respectively. Entries in the “hill” fields Will be printed on the bill directly and upon closure of contacts will he thereupon entered into ACCQM, These entering circuits are show; in Figs. 8a and Sb and e, representative circuit illustrating the manner of entering from the bill ield of the card will be traced thereon. Connection G5 in the lower part of Fig. Bc ia connected to a lower brush and will receive –current 'through a periorction in the bill flelol from right side of line ill, thence through contacts 9811, connection W6 (Fig. So), contacts 895, con–_ nection I|l'l, contacts Mila, connection lull, to printing magnet Bl and through plug connections DDE to similar printing magnets 31 in the appropriate positions for duplicate Drintine' of the amount sensed. With the circuit just traced, the amount perforated in the selected card col–~ umn will be printed in three places on the bill and as each type bar is interrupted, the associated pairs of contacts 52 will be closed at the same time if the bars are correctly positioned. The contacts 52 are shcwnin Fig. Sa. and arranged in groups as shown. Assuming the three lowermost contacts to be associated with the three type bars positioned as just explained, their concurrent closure will complete 'a circuit from right side of line »i H i, through the emitter, generally designated |23, Wire 124, the three lowermqst contacts 52, wire 125, enclosed in the cable as shown, contacts Rllllb, accumulator magnet 58 of ACC#|, to left side of line II3. As exDlained in the mechanical description, the contacts 52 close momentarily at the time the upward movement of the type bar is intercepted and unless the three associated type bars are intercepted at the same time, the last traced circuit will' not be completed and no entry will be made in the accumulator. Error indicating circuits.–The circuit traced through

contacts 52 in series has a parallel branch circuit extending from the contacts through the right hand coil of a double wound relay magnet R15 and through wire |26 to line II3 so that the relay becomes energized whenever there is correct duplication of the printing. Energlzation of the relay will close associated pairs of contacts R,15a and R15b, the former providing a holding circuit for the relay which extends from line I|3, through wire I26, left hand winding of relay R15, contacts R15a, wire I21, cam contacts LB, to right side of line III. This circuit is maintained until contacts L8 open near the end of the cycle. Contacts R15b are wired in series with silnilar contacts associated with other groups of type bar positions so that if correct printing–takes place in all positions, all of the contacts R15b will be closed and a circuit will be completed therethrough extending from line III, through wire I2II, contacts R.15b, relay magnet RSE, to line I I3, Relay magnet R36 is normally held energized through a circuit extending from line ill, magnet R3G, cam contacts LIII to right side of line. Near the end of each card feeding and analyzing cycle, cam contacts LID open momentarily and if there has been agreement in all printing positions, the circuit through the relay will be malntained through the serlesscontacts R1 5b as traced. If one of the contacts R15b fails to close, the relay circuit will be deenerglzed. _gt; Referring now to Fig. 8 the deenergization of relay magnet R36 will permit closure of its contacts Riia thereby establishing a circuit from right side of line I I I, through wire III, contacts RSSZ7, contacts R3$a, relay magnet R35 to line |I3. A parallel circuit will also now from contacts R3Ea through a lamp I28. Magnet R35 will close its contacts R35a to provide a holding circuit to maintain the lamp illuminated. The contacts R35a also provide for causing the machine to stop after the next succeeding total taking operation of the machine. This is brought about as follows: During the total taking cycle when cam contacts P5 close near the end of the cycle, a circuit is established from line |I3, through relay magnets R38, RI1, contacts P5, switch ISU, contacts 113541, contacts 3321, wire I I2, to line I I I.” Magnet R11 closes its contacts R31a to provide a holding circuit for the relays through cam contacts LI, Relay magnet RSI opens its contacts 38a which are in the main clutch magnet circuit at the upper part of Fig. 8, so that the machine will stop at the end of the cycle. _ It will be apparent from the foregoing that the lamp |29 w'l1l be illuminated at the time an error in Drlntlng is detected but the machine will nevertheless complete the preparation of the bill and will then come to a stop with the lamp |29 indicating the reason for stopping. As will be pointed out hereinafter, the machine may automatically stop at this time for other reasons and the lamp |29 ,serves to identify the stopping action as being due to the non–conformity of the duplicate printing. , Thus far we have seen hoW~the data perforated in the three fields of the card, namely, the "bill" field, the “tax” and the “arrears” fields, are entered into ACC#I, ACCF4 and ACC#5, respectively and the amount of the bill printed. This cycle of operations takes place for each of the cards of the group having the same folio number. i Tan: trans/er cz/cle setup.–Referring now to Fig. 8, a plug socket ISI is provided from which a plug connection is made to the lower brush LB associated with column 22 of the record card R. Record cards containing a perforation in the “X” index point position of this column are thereby identified as containing "tax" data which is to be cross added with the other amounts on the bill. ' The analysis of this "X" perforation as it passes the lower brushes will complete circuits to prepare thc machine for a transferring operation at the end of the analysis of the group of cards reiating to the particular account which have “tax” or “arrears” items thereon. The initial circuit extends from the right side of line I I I, lower card lever contacts I22, wire I32, cam contacts P2, circuit breakers I33, cam contacts FI, lower brush common, X22 perforation, plug connection such as I34, socket I3|, contacts FE, relay magnets R45 and R41 in parallel, wire I2|, to line IIS. This circuit is held through contacts Rlia extending from line II I, through relay contacts R52a, contacts R46a, relay magnets R46 and RH, wire Ill, to line Ill, Magnet R41 is adapted to close 9. pair of contacts R41a which will set up a circuit upon completion of the analysis of the card group as will be explained later, A second pair of contacts R41b will also be opened' at this time. Thus an X22 perforation in any of the cards of the group will energize relay magnet R41 which will thereafter remain energized to control the "tax" amount transferring operations during later cycles. I Arrears transfer cycle setu1J.~An exactly similar set of circuits is completed to prepare the machine for transferring the "arrears" amount. In this case, the socket I35 is provided which is plug connected to the lower brush LB which traverses column 80 and an perforation in this column wlll, through cam contacts FS, cause energizatlon of relay magnet R45 whose contacts R45a provide a holding circuit and whose contacts R45b prepare an “arrears” transfer circuit in the same manner as contacts R.41a. Thus, if the “tax” amount is to be transferred, relay magnet R41 will be energized during the analysis of the card or group of cards and its related contacts will be operated and if the "arrears" amount is to be transferred, the relay magnet R45 will have been similarly energized and' its related pairs of contacts also shifted. `C]ICIES of operation Initiation of transferring operations.–In the following It will be assumed that the machine is to perform successive tax and arrears transferring operations upon the completion of the analysis of a group of cards and the various step; A involved in these operations are now to be explalned. ' _ It may be explained at this point that a group of cards relating to a particular account are arranged with service cards, such as gas and elec– 2,111,119 _ 7 trlclty cards, leading and any cards having data relatlng to merchandise placed at the end of the group. In order that the merchandise item appear as the last item on the bill (see Fig. 10) the machine is arranged to perform the tax and/or arrears transferring operations before the merchandise card is analyzed. The manner in which such analysis is suspended until transferring has been effected will be explained hereinafter. Record cards bearing data relating to merchandise have an “X” punching in column 54 and the upper brush traversing this column is connected to a plug socket 136 (Fig. Ba_gt; and on the sensing of this “X” perforation, a circuit will be completed from line 113 (Fig. 8), cam contacts L1 1, LIZ, upper brush common. X54 perforation, upper brush UB, 'plug connection such as 131 (Fig. 811) , socket 135. cam contacts FII, relay magnet R55, wire 138, upper card lever relay contacts UCLIJ, to line HI. Relay magnet R55 closes its contacts R55a to provide a holding circuit through cam contacts FIU– whose time of closure is the same as contacts F2 and F3 except that the point of opening of contacts F1 Il is slightly earlier in the cycle. Relay magnet R55 will close a second pair of contacts R55b so that near the end of the cycle, closure of cam contacts L13 will complete a circuit from right side of line Ill, cam contacts L13, contacts R55b, contacts R41a, relay magnet RBS, wire 121, to line llil. Magnet RS! will close its contacts R9Bd to provide a holding circuit through cam contacts L11 and P8. A second pair of contacts R§5g in the stop circuit of the machine opens to break the above traced holding circuit which extends through stop key contacts 1|4a and includes relay magnet R39. The consequent deenergization of magnet RIB will cause opening of its contact points RSBD in the card feed clutch magnet circuit so that cardfeed clutch magnet 111 will therefore become deenerglzed and further

card feeding suspended until transferring operations have taken place. If the group of cards contains no merchandise card with the distinguishing X54 perforation, the same interruption of card feedlngand energizatlon of relay magnet R99 will be brought about under control of the group control mechanism GC shown ln the loweri part of Fig. 8 which in the well known manner will cause deenergization of relay magnets 4| and 48. Magnet |3 will open its contacts Rl3c in series with the contacts R999 and will cause interruption of card feeding ln the same manner. Deenergization of relay magnet R44 will permit closure* of its contacts Rlla, wired in parallel with the relay contacts R555 so that cam contacts L13 may effect energizatlon of relay magnet R99. T411 transfer cycle.–The machine is now prepared to transfer the tex amount from ACC#| to ACC#1. This transferring is again controlled through the type bar contacts; that is, the data is read from the accumulator and entered upon the type bars, which, if properly set for duplicate printing, will effect the entry in ACC#|. Referring now to Fig, 8b the amount standing in ACC#| will be represented by the location of the various brush structures 55 which bridge the individual segments'51 and common strips 55. The emitter shown in the lower portion of Fig. Sa will have ~lts common strip 811 connected to the right side of line 111 through wire 139 (see also Fig. 8), impulse distributors 133, contacts PZ, wire 132, and lower card lever contacts 112. Impulses will thus be successively impressed upon the segments 81 through the brushes 85 in the order 9, 8, '1, etc., to transmit these impulses to all of the nine segments 51, all of the eight segments 51, and so on in succession. Wherever a. segment is connected by a brush 55 to its related strip 58 the circuit will be completed as follows: Assuming that the brush EE in the hlghwt denominational order of the ACC#4 is set (as indicated ln dotted outline) to bridge the “5” segment 61– and its strip 58, at the “5” time ln the cycle, therefore. 9. circuit will be completed from line 111, to common 88 of the emitter brushes 86, “5” segment 81, to all of the "5" segments 51, brush 55 in the highest order of ACC#4, strip 68, contacts 9911, now closed due to the energization of magnet R99, wlre 1111, contacts llllla. wire 1111, to one of the print magnets 31, and through plug connections 1118 to other print magnets 31. Printing will take place in the same manner as explained' above in connection with the direct entries from the card and as the type bars are selected for printing, the associated contacts 52 will be closed and now again. if the setting of the type bars is identical in the three positions ln which the tax is printed, the same entering circuit for ACC#1` will be completed and the tax data will accordingly be added therein. In this manner, the amount standing in ACC#4 will be transferred to the type bars. their setting checked, and the amount thence entered into A.CC#I. As before, if there is any disagreement ln the type bar setting, the signal lamp 129 will be illuminated to call the discrepancy to the attention of the operator. The previous energizatlon of magnet R99 has closed a pair of contacts R99e (Fig. 8) completing a circuit from line I1 1, cam contacts L16, contacts R99e. relay mag– –net R52, wire 121, to line 113. Contacts Rub provide a holding circuit which runs through cam contacts P8 so that the magnet R52 will remain energized until total printing operations have been performed. A second pair of contacts R52a will he opened upon energizatlon of magnet R52 thereby interrupting the holding circuit through the tax pickup relay magnets R45 and R41 which in turn will now permit opening of contacts R41a and closure ol' contacts R41b so that relay magnet R99 can now be deenergized when cam contacts LI1 open. Arrears taa: cycle.–Near the end of the tax transfer cycle, cam contacts L13 will again close, this time completing a circuit from line 1 1 1, contacts_L1S, contacts R55b or R44a as the case may be. contacts R41b, contacts R4517. closed as explained above, relay magnet RI110, wire 121, to line 'I I3. Magnet R100 will close its contacts RllllId to provide a holding circuit for itself through cam contacts L11 and PB and a pair oi’ contacts R1110e w'11l~close to energize relay magnet R51 when cam contacts L15 close later. ' In Fig. Bb. relay magnet R100 will close its contacts RIhllb so that transferring during this cycle may take place from ACC#5 to the type bars 81. Such transferring circuit is traceable from the read–out strip 5| of ACC#5, through contacts Rillllb, Wire 101, to the print magnets I1 and again as ln the case of the tax amount, if the type bars are all positioned alike. the entry will be made into ACC#1 and lamp 125 illuminated If there is any discrepancy. After this transferring of the arrears amount has been effected, cam contacts L11 open so that magnet R1 Il) will be deenerglzed and its varlouc l contacts will return to the positions shown in the circuit. Entering the merchandise amount.–If the group of cards contains a merchandise card following the service cards, the machine will enter upon one or more card feeding cycles during which the merchanidse amount will be printed and entered into ACC#|. Resumption of card feeding is brought about as follows: When both relay magnets R99 and Rllllll are deenerglzed their related contacts R§!y and Rllllllg will be closed and the circuit through relay magnet R39 re–established so that in turn contacts R39b will be closed to energize the card feed clutch magnet Ill and the merchandise card will proceed past the lower brushes which will complete the printing and entering circuits in the same manner as explained in connection with the entry of data from the gross and net bill flelds. It is in these same nelds that the merchandise amount is perforated. Total printing and reset cycle The circuit through relay magnet R39 includes the minor control relay magnet contacts R|3c and R|3d which upon detection of a group number change by the automatic group control mechanism GC will interrupt further card feeding and automatically initiate total taking and resetting operations. Opening of contacts Rllc will interrupt card feeding in the now familiar manner and closure of contacts R|3d will complete a circuit from line III, wlre ||2, contacts P9, R§847, Rlllbg, Rlid, cam contacts LIB, relay magnets RM and R49 to line Ill. The contacts Rilla of relay magnet RIO are in the reset magnet circuit and upon closure will cause energlzatlon of this magnet through a clrcult extending from line II3. reset magnet Ill, contacts Rilla, cam contacts Ll, wlre ||2, to line Ill. Through the mechanism controlled by magnet il, theshaft carrying the cams for controlling the P contacts wlll function. The nrst operation to take place will be printing of the total standing in ACC#|. This is brought about as follows: A pair of contacts Rlllb in the upper part of Fig. 8a wlll close to complete a circuit extending from llne H3 (Fig. 8) contacts R,|3b,wire llll (Fig. Ba), contacts Rmb. relay magnet RSI, cam contacts LIB, wire lll (Fig. 8), cam contacts LI1 and Pl, to line Ill. Energizatlon of magnet R98 will close its contacts Rllb in the lower part of Flg. 8a and open its contacts R!la so that the emitter brushes U5 will establish circuits from the read–out strips G! of ACC#|, through contacts R9lb, wire IIIG, contacts R99a and Rlhlla, now closed. wire llll, to the print magnets 31, Once more the checking contacts I2 will determine whether printing is correctly efllected in the several portions of the blll. Relay magnet RID! ln parallel with magnet Rl! wlll cause closure of its contacts_R.l02a in the lower part of Fig. Ba and opening of its contacts R|I2b so that the entering circuits extending from contacts 51 through wires |25 will extend to the adding magnet ll of ACC#2 instead of to the adding magnets of ACC#I as before. . In this manner, the entry in ACC#I is printed on the bill and through the checking contacts B2 to the route total ACC#2.

Later in the reset cycle, the resetting lnstrumentallties will come into play to zerolze the several accumulators in the manner explained above. In connection with ACC#2, however, the resetting mechanism is inef!ective and the amounts ln this accumulator will continue to accumulate to obtain a grand total of all the entries transferred from ACC#l. Automatic resumption of card feeding Cam contacts L3 (Fig. 8) are provided to energize the start relay magnets R32 and R33 near the end of the resetting cycle of operations to pick up and energize the card feed clutch magnet l8. The circuits lnvolved in the starting of the machine have already been traced in detail and the operations controlled thereby will proceed in the same manner as explained above. If it is desired to have the machine stop after the completion of the resetting operation, switch |30 (Fig. 8) is initially set ln its dotted line position a.nd near the end of the resetting cycle cam contacts P5 close momentarily to complete a clrcult through the relay magnets R31 and RSI, the former of which provides a holding circuit through contacts R.3`la and cam contacts Ll. The relay magnet R38 opens its contacts Ella in the upper part of Fig. B to prevent the reestabllshment of the starting circuit and the machine will consequently come to rest at the completion of the resetting cycle of operations and resumption of operations may then proceed through initiation of the start key to close contacts IIB. As explained above, the failure of the type bars to record identical information ln the several portions of the bill will effect energlzatlon of relay magnets R35 and R36 and will illuminate lamp |29 and with switch |30 in its full line position during the total taking 09813– tlon closure of cam contacts P5 wlll complete a circuit from line l|3, through relay magnets R38. R/31, contacts PE, switch lill, contacts Rlia, R33b, wire ||2, to line III. As just stated energizatlon of relay magnets R31 and R38 will cause the machine to stop at the completion of resetting and the continued illumination of lamp Ill will indicate to the operator that the stopping of the machine has been occasioned by a discrepancy In printing in one or more lines of the bill Major total stop The machine ls arranged to automatically stop upon a major group change; that is, when all record cards having the same group number ln columns 9 to 12 have passed through the machine. In such event, the group control mechanism GC will cause deenerglzatlon of the major control relay magnet RI! permitting closure of its contacts R420 which will establish a circuit from line III, contacts Rlla, wire Ill, in parallel through lamp Ili and relay magnet RH, cam contacts LIS, contacts Rnd, Rllllg, RUM, cam contacts P9, wire ||2, to llne I I I. R/elay magnet RAI opens its contacts Rlla in the starting circuit, preventing the completion of the same. The machine will come to rest with lamp IIS illuminated. It will thus be apparent that the machine will automatically come to a. stop under two conditions. First, when there has been a discrepancy ln printing, and second, when there has been a. major group change. In order to indicate under which of these conditions the machine has come to rest, the lamps |19 and ll! are provided, for former indicating by its illumination that the stopping is due to a. printing discrepancy, and the latter, that the cards relating to a particular route have all been analyzed, Single transfer e1/cle !Where one of the cards of the group contains an X22 perforation but none contains an XDR perforation, only the tax transfer relay circuits controlled by relay 'magnet RI1 will be ener» gized so that upon the operation of the group control mechanism or the analysis of the merchandise card, the machine will proceed tlizcough the tax printing and transferring eycie of operations as described above. At the completion of this transfer cycle, since the arrears pick.–up magnet R45 was not energized duiiuf; ihe analysis cf the group, its contacts R455 will be opened, the arrears transfer magnet RIM! will not be energized, and consequently both contacts R.i0'J§y and R999 will be closed at the end of the tae; transfer cycle so that the total taking and rel setting cycle or merchandise feed cycle will be initiated at this time as explained. If a card of the group contained an X80 perforation but no X22 perforation, then only the arrears pick–up relay magnet R45 would be energized and not the tax pick–up relay magnet RH, so that upon the iriiniatiou of transferring operations, magnet RIM will be energized instead of magnet R99 due to the fact that coutacts. R41 will open and contacts RUE and R–45% close. At the completion of the transfer cycle, durine which the arrears amount or total in Awaékii is transferred to ACC#l, magnet RHIC! Wm be deenergized and again contacts B.l00g emi 353g are closed at the end of the cycle se that total taking and resetting cycles or merchandise feed cycle willimmediately follow. Where none of the cards of the group contain either the X22 or X80 perforation, indicating 'that no transferring operations are to 'cake place fox: that group, contacts Rilliig and RSM will both be closed at the end of the iasi; card cycle so that closure of contacts MQ near the end of that cycle will initiate the total iaekirig resetiing operations withowh intewemng ti'ens= ferring cydes. While there has been shown and deseziiiezi and pointed out the fundamental novel Eeetuires of the invention as applied io s single r;'mdi6_ee;m1on, it will be understood theb V3'Z'IU\lE} omiesinzvs sind sukistitutions and changes in the iam? ani; dietsils of the device illustrated erzéi iz; its agemtion may he made by iirinse skillet! in 51;–ri: without departing frnm the spirie–ef i11ven~ tion– it is the iuterxieu therefore te ice iimted amy as indicated by the scope of time feilovrizig eiaims. Wkizai; is ciesimeai is as icliwrs: 1, e niecimee of the eless ciescclbei means for enalyzirxg e, eoiui–mi uf e record :ard :fee srl item entry therein, se plure,Hty of time bers camciu~rent1y_comtrc]`le§ by said enalyiiig means be the analyzed item in eupiiceie, ei; eceuniiilater and means jointly mrx,'i;ro1ie»§. all bers when all ere controlled to print; the same item fer eiiecting entiiy ef said item inte said accumulator. \ 2. A tabuleting machine lmving reused. analyzing n':,eaiJs;`g:~rix1ting‘ mechanism eomprlsing a plurality of di.€ferentia,liy pe_gt;si'bi::x;w.b1e time can riers, means under contxel of the analyzing means to select the same type cheraci;e1“ in eeeh carrier in accardance with record aueiysis, eutxff receiving mechanism having si diEere11i:ial device for operating the same at ciiliierererrtiel times, contacts associated with each of said carriers and adapted to be operated thereby upon positioning of the carriers to select a. characta’ for pcimtiug and means 'jointly controlled by :said ,eoxitacts when aa. common ehsrwter is selected on each. cai'rie:~ for controlling the differential device to eiiect an enzry in accordance with said common ciiaxacter into the entry receiving device. 3. A tabulaéing machine having record analyzing means, printing mechgmism comprising differentially positionalole type carriers, means under control of the analyzing means to select SL type character in each carrier for duplicate printing– in _accordance with record analysis, entry receiidw mechanism having a differential device for operating the same at differential times, a circuit incluciing means under the joint control of said carriers for completing said circuit when each carrier is positioned to select the same character for printing and means controlled by said circuit for contrnlliug the differentiai device to eifect an entry in accordance with said character into the entry receiving mechanism 4. In a tabulating machine, means for analyzing a. column of a record card for an item entry therein, a plurality of type bars concurrently controlled by said analyzing means to print the analyzed item in duplicate, an accumulator, means jointly controlled by said bars for effecting entry of the item into said

accumiilzitoi' only when the bars are positioned tn print the same item and further means jointly controlled by said bars for in_cating a. dissimilar positioning of said bers and the consequent failure to enter an item into the accumulator. . 5. _ ei machine of the class described, Q plurality of entry receiving dewoes, means for entering an liem into cne af said devices, memis :for reading out the eniered item, a plurality of type bars positioned under central of said ree–ri–out means to eieei; duplicate printing of said item, and means controlled by and in accordance with the pesitionirsg oi sad bars for eEeeting 'imizsier ui me item into another cf saicl devices. 5. In ei tabmiiatirig' machine, means for piiniing in duplicate items Qerived from each of e group of record carrie, means controlled by said printing means for deierminirig the eozmformiiy of i]11Ci items pziizinei, axial error indicating meansecntrolled by eeirl determining means for imdisexing meu~confcz':==:iiiy of eupiieete printed itesnis with Que ara:/izher. 7. in e machine of the class aiiescribecl, means ei; item means for sensing a colmi: of e record card for entry therein, 2. pémality of type bers, controlled by seici eneiyzing means ie? eenclufe senile" coutzrcxllhzg the positionirig ni sais; bers, each ii; eccoi"dec1:;e miie the iiem entry sensed, an ecemiuietec, amd :i'1ea.ns`jointiy cc~iet;~o§.ie:L by all bees when 5.11 are positioned te print the same character lo! e§_lt;–:cting entry mi sesiel item into said eccugiulater. XE. .Qi sazimuleting machine having record analyzing meem, px'i:itin§\,\znec1zs.nism cempdsing si 1;_gt;11irzEii;y_4ci rliiierestiaily pusitionable type carriers, :means under control of the analyzing means te select the same character in each carrier in accordance ‘vvith record analysis, 'entry re~ ceiyimg mechzmism healing a. differential device for operating the same at diierential times. e. member associated with each of said' carriers and adapiezi to be operated thereby upuri positioning of the cewiers to select ei character for printing, and meeris jointly coritrqiled by said members when sz common charactei' is selected on each ceriier for controlling the diiferential device to eiieci: an entry in accordance with said Ei IU* Gi! GG , y _gt;8,1l.1,l.19 _ – , common character into the entry receiving device. B. In a tabulatlng machine, means for analyzing a column of a record card for an ltem entry therein, a plurality of type bars concurrently controlled by said analyzing means to print the analyzed item ln duplicate, an accumulator, means jointly controlled by said bars for etlecttng entry of the ltem into said accumulator only when the bars are positioned to print the same item, a signal lamp. and further means controlled by said bars for causing the lllumlnatlon of said lamp upon a dissimilar positioning of said bars and the consequent failure to enter an' item into the accumulator. ' 10. A tabulatlng machine having anentry recelvlng mechanism, 'means for entering an amount therein, readout mechanism positioned by said entry receiving mechanism, prlntlng mechanism comprising a plurality of dilferentially posltionable type carriers, devices under control of said readout mechanism to select the same type character ln each carrier in accordance with the amount ln said entry receiving mechanism. a'second entry receiving mechanism having a differential device for operating the same at dl!– ferential times, contacts associated wlth/ each of said carriers and adapted to be operated thereby upon positioning of the carriers to select a character for printing, and means jointly controlled by said contacts when a common character ls selected on each carrler for controlling' the dllferentlal device to etllect an entry in accordance with said common character into the second entry receiving mechanism. . ll. A tabulatlng machine having an accumulator, means for enterlngan –amount therein, readout mechanism positioned by said accumu~ latorr, printing mechanism comprising a plurality of dllferentially posltlonable type carriers, devices under control of said readout mechanism to select the same type character ln each. carrier in accordance with the entry ln said accumulator, an accumulator and entering means therefor, a member associated with each of said carriers and adapted to be operated thereby upon posltlonlng of the carriers to select a character for printing, and means Jointly controlled by said members when a common character ls selected on each carrier for controlling the last named accumulator entering means to edect an entry ln accordance wlth said common character into the accumulator. , 12. In a tabulatlng machine, an accumulator, entering means therefor, a readout device associated therewith, a second accumulator, means for transferring an amount from sald iirst–named accumulator to said second accumulator, including a plurality of type bars concurrently controlled by said readout mechanism to print the amount ln the rlrst accumulator in duplicate, and means ‘jointly controlled by said bars for etfectlng entry of the amount into said second accumulator only when the bars are positioned to print the same amount

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Title: APPARATUS AND METHOD FOR USING TETRAZINE–BASED ENERGETIC MATERIAL

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AU2007339414 AA	20080710	AU20070339414	20070213
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EP1993977 A1	20081126	EP20070861234	20070213
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Classification Explorer

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Abstract:
Source: US2009301601A The present invention comprises apparatus and methods employing a gas produced from a tetrazine−based energetic material such as that known as "BTATz" containing 3;6−BtS(1H−1,2,3,4−Tetrazol−5−ylamino)1−,2,4,5−tetrazine 3;6−BtS(1H−1,2,3,4−Tetrazol−5−ylamino)1−,2,4,5−tetrazine or salts thereof. The tetrazinebased energetic material is ignited through the use of a percussion cap, a piezoelectric crystal or a battery−supplied electric spark or by encapsulating it in a container that is then exposed to a burning flame. The gas produced upon ignition is employed a propellant such as to inflate life rafts, life vests, emergency evacuation slides, tires, air bags and other inflatable devices. The gas produced upon ignition is alternatively employed to power an engine and many other applications such as a fire suppressant.

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Family:

Publication number	Publication date	Application number	Application date
DE102010005264 A1	20110721	DE201010005264	20100120

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Assignee(s): SMOLKA

Inventor(s): ERFINDER WIRD SPAETER GENANNT WERDEN

International class(IPC 8–9)**:** E21B7/18 (Advanced/Invention)

CPC: E21B7/14 E21B7/18 E21B10/02

European class: E21B10/02 E21B7/14 E21B7/18

Classification Explorer

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Abstract:
Source: DE102010005264A1 Besonders tiefe Bohrloecher (14–30 km fuer 300 degrees centigrade und mehr) sind mit der jetzigen Technik sehr teuer oder nicht moeglich. Dann, wenn 300 degrees centigrade ueberall wirtschaftlich erreicht werden koennen, koennen alte Kernkraftwerke und alte Kohlekraftwerke weiter verwendet werden, da dann der Dampf durch Erdwaerme erzeugt wird. Dies liegt daran, dass bei Tiefbohrungen noch so gebohrt wird, wie vor 150 Jahren: Oben ist der Antrieb, unten der Bohrmeissel (Steuerung „von oben"). Stahlplatten koennen durch Wasserstrahlen hoher Geschwindigkeit zersaegt werden. Ein Ring mit zahlreichen, im Regelfall schraeg orientierten Duesen, z. B. alle zwei Millimeter eine Duese, bei zwei oder mehr Meter Durchmesser, aus denen Wasser mit sehr hohem Druck austritt, bewirkt, dass Gestein ringfoermig zerkleinert wird. Duesen entlang Radien zerteilen den entstehenden Kern in z. B. drei Segmente, die vom Bohrgeraet verpackt und an eine Foerdereinrichtung uebergeben werden. Diese faehrt einige hundert Meter nach oben und uebergibt ein Kernsegment an eine weitere Foerdereinrichtung (Stafettenprinzip). Abwaerts fahrend nimmt die Foerdereinrichtung z. B. Wandsegmente und Ausruestung mit. Strom, Wasser, Daten (LAN–Kabel) etc. findet sich in der Bohrlochwand. Die Arbeiten werden von Kameras etc. Ueberwacht und durch Manipulatoren/Greifer ausgefuehrt. Bohrlochwand, Foerdereinrichtungen, Bohrgeraet und Rechner bilden ein Bohrsystem, mit dem so, ohne Bohrstrang und ohne Bohrmeissel, sehr grosse Tiefen rasch erreich werden koennen.

Machine translation: Particularly deep boreholes (14–30 km for 300 degrees centigrade and more) are very expensive or not possible with the current technology. Then, if 300 degrees centigrade can be achieved everywhere economically, old nuclear power stations and old coal–fired power stations can be further used, since steam is then produced by terrestrial heat. This is because of it that with deep wells one bores still in such a way, as before 150 years: Above the drive is, down the drilling bit (control „from above "). Steel plates can be sawed by water jets of high speed. A ring with numerous, as a rule diagonally oriented nozzles, e.g. all two millimeters a nozzle, with two or more meters of diameters, from which water with very high pressure withdraws, causes that rock is circularly cut up. Nozzles along radii divide the developing core into e.g. three segments, which are packed by the drilling equipment and handed over to a conveyer system. This drives some hundred meters upward and hands a core segment over to a further conveyer system (Stafettenprinzip). Downward driving the conveyer system e.g. takes. Wall segments and equipment also. River, water, data (LAN cable) etc. is in the borehole wall. The work is supervised by cameras etc. and implemented by manipulators/grip arms. Borehole wall, conveyer systems, drilling equipment and computers form a drilling system, with which so, without boring rank and without drilling bits, very large depths rapidly achieve become can.

0) CN204055684U – SELF POWER SUPPLY TYPE AUTOMOBILE PIT ESCAPING ...

132) Family number: 58086715 (CN204055684U) © PatBase

Title: SELF POWER SUPPLY TYPE AUTOMOBILE PIT ESCAPING DEVICE

Priority: CN201410460067 20140911 CN201420520001U 20140911

Family:

Publication number	Publication date	Application number	Application date
CN104228736 A	20141224	CN201410460067	20140911
CN204055684 U	20141231	CN201420520001U	20140911

Probable Assignee: UNIV QILU TECHNOLOGY

Assignee(s):(std)**:** UNIV QILU TECHNOLOGY

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Inventor(s):(std)**:** WANG YI

International class (IPC 8–9)**:** B60D1/00 B60R21/00 (Advanced/Invention)

Classification Explorer

Cited documents: GB2507802 A1, CN2913106 Y, CN204055684 U, CN202986704 U, CN202518047 U, CN202294110 U, CN103978855 A,

Forward Citations: CN104228736,

Abstract:
Source: CN204055684U The utility model relates to an automobile self rescuing device, in particular to a self power supply type automobile pit escaping device capable of conducting self rescuing when an automobile is located on a muddy, wet and slippery road surface or road pit. The automobile self rescuing device comprises an axle and hubs installed on the two sides of the axle. The self power supply type automobile pit escaping device is characterized in that long bolts on the hubs are connected with a plurality of bolts through long nuts, winding wheels are installed on the bolts, traction ropes are wound on the winding wheels, the traction ropes penetrate through a claw rod, and a plurality of claw pins are installed on the claw rod. The self power supply type automobile self rescuing device has the advantages that in the rotation process of tires of the automobile, the automobile can be slowly and automatically pulled out of the small muddy road surface pit, other mechanical power and manpower are not needed, and the self power supply type automobile pit escaping device can be detached after being used. The self power supply type automobile pit escaping device has the advantages of being simple in structure, convenient to use, high in efficiency, safe and reliable.

0) FI9261A – FOTOGRAFISK KOPIERINGS– OCH FRAMKALLNINGSMASKIN...

133) Family number: 39298372 (FI9261A) © PatBase

Title: Fotografisk kopierings– och framkallningsmaskin Fotografiska kopierings Science framkallningsmaskin (Machine translation)

Family:

Publication number	Publication date	Application number	Application date
FI9261 A	19221027		00000000

Inventor(s):(std): KARL SCHMIDT

Inventor(s): SCHMIDT KARL

International class (IPC 8–9): G03D3/12 (Advanced/Invention); G03D3/08 (Core/Invention)

International class (IPC 1–7): G03D3/12

Classification Explorer

Abstract:
Source: FI9261A – lO – Patent tiTaatimi met – i. valokuvaus– koploimlB– Ja KeftittuiniBJCone, tmsoerkkinaan, että puriatuaiaatta U4) Ja koploliulsialtteen Buiiouapftt (7.d), aexá Jokeottaia käynti inpanmit paperljcal b taieen BÿôttëvaiBBit (62,63) pannaan Käyntiin tiBTTfyiiwiiflnn (119,94,71) välityksellä, autka kareet peräkkäin panee käyntiin ytiteinen, yhdetfimiftalBeatl pyörivä namaaarataw (–64, 65.66.67.S6). 2. Patenttivaatimuksen i« uu kal nei* icône, tu/iüUBmer <klnään, et– 'turnés– „ 4r and ê – tä irtPTliomnn (7i), Joxa pi tae. Käynnissä Byëtié*aie*e,ia (62,63) on KonBtruoltu liaaonastangoicBl. Jcjca cm tartunnassa toisen syöttövaieeln (63) teu» na ainoastaan yütern pytirlntaauuutaan aen kanaaa kytketyn naot– maørattaan välityksellä, ja Jota pitää kcqrnniaaa neixar.tu.va vipuyo) korkeuaauuntaaA aseteltavan kuieuiitea (72) avulla. 3. Patenttivatinuaten 1 Ja 2 HUkainei« leone, tunnuaneriuinaan, että kuietin (72) ou liukumat louais i yndietetty narnmaatankoon (71) frumastaukoa itseään voldai saaaeiia íotíguítmii+i–. u. aseteltavan laa– Kerin (ruuvin 77) avulla. a 4j_FategttivaatinuBtei. 1–3 mukal»»**! Kone, tur–nuBmekkinäaii, et– tä plsrtoxBiypt itf9,94).Joitten tenttivänä on pitaa käynnissä koploimle– laitetta, pidetään käyn..lasa uikoneuien (tf/,dtf) avulla. Ja että niitten liikunto Rilrretään puriatuaiaattaan (14) aekä sulkuiappài (7,á) ham– maptanKoKozieiBton (91,2j? seka 97–100) välity kae.kia. 5. Patenttivaatimusten 1–4 nälkäinen gone, UuuaiamerKiclnaän, että puristua laatan (1) üarz and aatankokvneisto (?i) on järjestetty as.e– teltavakBi/atertinanpa 1 litan (ö9) puristuksen sääte lÿtarkoitukseecii. 6. Patenttivaatimusten I–5 mukainen kone, tunnusmerkkinään, että kopioimlelaltteen vaxotusiaatlxco (6) voidaan kaantät* ylöspäin Ja että BulJoiläppiä JcsynulBsayltava namiätatanko (96) on sovitettu varsi– naiseen laatikkoon. 7. Patenttivaatimusten 1–6 mukainen kone, tunnusmerkkinään, et– onee*– tä oyöttSvalsalt (62,63) ovat tartunnassa toistensa kanssa –nammasiai– taltten (79,30) mautta Ja e;tä aiempi valsai on varustettu »ivureiau– 1aatölliä (S3), Jotka tarttuvat yiemasHsa vaiselaoa cuevliu renaeuxlln (B4). S. Patenttivaatimusten 1–7 mukainen kone, tunnusmerkki naaa, et– tä paperirullan (27) tela (2d) on laakeroitu uloaveaettuvalie kenyk and ei– le (31,33), Jolla teiatuet (30) ovat aseteltavia polkittaistaokojà (131) pitkin, Jotka ovat teian suuntaisia;» 9. Patenttivaatimusten 1–8 mukainen kone, tunnuBmer okinaan, että kylpyjen lapl jona a tun paperia eyèttëvaiBBlen kenygeet (103) ovat rlpuBtet'ut ffoneteiineseeii. loi Patenttivaatimusten 1–9 mukalaan kone, lujjubiiier jcklnaan, että ori nesteitä oisaitavien jcaukaioittea 11,52,53) pohjat ovat va– roa täit Byvenz$'XBlilà (53) lietteeiierottumleen vasalta. S9Z' ¦1 Schaidt « ljenlBr, rlln. / > qcîi framkallalngarnaskln Uppfinningen n and nör sig till en maskin för att automatiskt kopiera, framkalla» fixen ocb trätta fot grafiska 'bilder jA Unga pap– persremsor och av3er an s and dan konstruktion ar de anordningar, *nn āro «¦r'u.ierliga for pappersremsans lagring, styrr.lns, fr and iditrQrelBS» orpoe– rlnj och vidare tetandling, att Taskinen lätt kan ‘betjänas och 1 sin drift visar en större tillför11tlignet än de 'tända maskinerna ar liknande slag. Isyr.–nerse–t jäller detta oe aen anordning, som fraamkjuter pappersremsan avsatavls frin en mekanism ned likformig rörelse ocft santidlgt föranleder de enskilda exponeringarna. enligt vfioatra sidan av fl*. **• £1.;. a visar 1 ä:;3iT* skala koplerlnanordnlngens plaa'ta lî.da A ritningen är ett utförlngsexeapel av denna uppfinning åakld– liggjort med olika detaljer. ?i£. 1 visar Kela maskinen JÉbte dess raotor sedd frln eldan. ?ig. 2 visar maskinen utn undre ställning sedd från r.otsatta sidan* Flä* 3 är e*t vertiUulï längdsnitt genom maskinens *vr(C) del esligt flg. 1. 71g. ii– visar * större skalaövre delen av flg. l sedd frSn vin– ster. 7i and. 5 visar kuggi–tlngsdrlvanordaingen för kopierlngeanorinlngen enligt ftSgra aldan av flg. percent med mtarvalsarna för paypret. j'lg. 6 vlsax kuötiiogsdrlvanordnlnjen sedd uppirln. ?l£. 7 visar kUbgstångadrlvanordningen *ör papperwiatarvalsarna med exponeri neîucxornae lgångsättning. FIS» visar kopierings,inordningen m–,4 stapelrullen för det foto– grafinsa papp. et, sedd baklfr and n. 10 visar anordningen enligt fff. 9 sedd urøl+r and n. ïlg. il jr an ï ÍAâagenrialcfirnlng av ns– io– ns– 12 visar sedd frfin aldan excentern rör att sätta Kopierlngs– anorínlnsens trycfcplatta 1 rörelse. ïl.*– 13 visar aedd?r?ji aidan en al dû vy av stapelrullens Jtdragtara s*Sd. Flg. ih visar anorúnln'en enligt fis. 13 sedd upplfrfin. 13 risar let éna av de bigge rull etuden enligt flg. 14. ïlg. 16 visar ett vdi'tlcait längdsnitt genon «“xpoBerlnfsancid– rlnca låda må casse*.tan för negativet. 5ig. 17 f iar negulvetB Kassett sedd uypifr and n. KGpierlKfaS– oan franfcillnin påskiner. ‘nar ett orrelle 1, aor. st Är ued fätterna 2 pù len Ui:ure ställningen 3. Setta upptër samtidigt en lgårg– •ättuliVf smetar k (eléfctromatir) ojh en transmission 5, fr*n vll'een den «vre ivarYJ rwn.trives. I onltRlJet X Veflrni sig utit ljus‘l*t slutande de en«tIlda an– orJAUçaraa, son tjäna till a~.t upptaga pappersremsa? att –rycka den emot vid kopierinn, att frammata, a–t axpcivia, att rixera aofc att tvätta

ipu– sai*,.?i omnöliet är antrad «n upptill flppca expoierlnssiåda. £, eor lnne– ï and iler 1 sin unare del ii.*,.* klaffar 7,d (ri. 5 ooh d), soc upptill kunna 5>prias. lilaan p.r lagrad 1 en rum 9* son kan «f–ingas omkrtng en axel 10, s?i att den kon bringas: det 1 fis– 1 punkterat åskädllgsJorda liget# Tmder denna lÄda ligger benSiljn för eativet, soo stall kopieras, t.er. en kaesett. il» av det 1 rig. 16 oeû 17 iaiådllggjor.ia slaget. Senna kassett Br Inrättad för att upptaga tv and nne negativ ocn för detta ändnr.ål försedd rcad tvänne utakömlngar 12 ocn 13– Den ian förskjutas 1 lådans ur.dre del» ai att tnar. efter förgottflzmando kan sujuta ln 1 l and dan den ena eller ien andra utskärningen med det 1 aansanui för tillfället lagrade negativet, negativen ligga 1 kassettens utskäxnlnguf ised tildaxtktet fritt redåt, a\ att a*»t:jue– könslia pappersskifctet medelbart '£an prässas mot det. på negativen mäste genomträngas a/ ljus» sä ligga ae antingen enaaat med sina Kanter p and utakär– ningarra ellar œed ne lu. sin yta mot en glaaplatta* som är elastiskt laßrad 1 utsicsralnun. c ¦ sedano(R) Itá*" 6 ãr den övre vaggen av orahöljet genombruten och ¦anûBX ûenna Sppnlng befinner elg tryckplattan W Cfig. 3 o*ä 9 till il), sor Iran JläJaS O and l B and DKU 00b VlIICED and T belagd 1B6d Gtt TüJlllCt flklkt 15 av fllt, gummi eller dylikt på Bin yta. Den ãr fãetad på en sï:ena 16, a om griper oti vertikala Bt;Tnli(R)s9kenor 13 med sina bågge med riot ¦"örsedda ündor 17« Skenaa 16 bär uvsnne nedåt Hänganae bultar 19» som gå' Ihanaa en tvåratång 29. *9' mellan skenan 16 ocn stången 20 swa på bultarna 19 l and gratd f'ådrar 8ï, súu 'ist stingen 20 ocr* p and vilka skenan 16.iäsata txakplattaa fcvilar. om– kring v/iirstängari–i.?? gripa med excentriska slitsar 21 (flg. 1?' tvS excent*»' skivor 22» som art fãstade på en øel 23» sam går lgénom omlröljc.âggarna på den ena av de bägge sidorna. På denna axels yttre Enda sitter en fri arm 2K, asm tjänar till att förr«gla, den Insatta Kassetten 11. Få axelns andra ända befinner sig ett kugg and lul 25, medela vilken axeln kan.vridas av oon an. Htir– iÄi avängdä öxcentersklvoraa 22 1 motsvarande grad ocn hö.la o an sänka tryck– plattan 1 and.15 medels sina excentriska slltser 21. över denna tryokplatta föres det fotografiska pappret 26 (flg.3), bod avrullas från en rulle 27. Rullen är lagrad på en lös ut.tagbar spindel 26, som vilar 1 sneda inskärningar 29 £ tvänne skenor 30. Skenorna utgöra san– tlcigt sidostjrningen für rullen ocn firo Instäilbara l spindelns lärrlKt– nlng på atSnstr 31, så att de kunna anpassas efter de olika breda rullorna; De fadtbc.ttas 1 sitt läge p* ctè'ngerna genoc kl and ukrwar 32. Detrea stånger firo lagrade 1 skenor 33» som försk.1utbara ligga på skenrrna 3M–. Be slstnëmida ligga tlllBuzsmans med skezioxia 33 1 styrnlngslister 35 vid oaUHJets v. vie äfcunorna 33 be rl cna sl and nedtagare 36, bod samverka med skenornas 34 ar, alag 37 ocfc 33 a*. att vid rar.üne 31*33 utdragande ekenoma 3M– medtagas Genom sr,– slager. 36,33» ser. irckjvtae genom. «i–.iigeg 36»37 Tld ramens Inskjutning. Skenorna 31* – .* and v tv.'sra tilroer 39. Bauaxpia» som bildas av skenorna ocn stuagnrnu, bllda en sild, bos van kan utdraga 'or vasklnoisaöljet for att lnaåtta en pappersrulle oon sedan åter inskjuta mó. rullata. Siloens –dtdra– nl?ig bugrSnsas rjjtii:od anslag som stöta tr.ot fasta anslag 11, såsom fraÉ– *£r u: fig. 13. 7oi att r–rxa ligg» ln rullen flr ontoffljet Tid sin frfimre »nda försett mud ett ljust and tt slutande look 42 (flg. 3). PapjertibiLja*– 26, som avrjiildj trån rullen, föres 9ver ledstËnger 43. W. *5, på vilka raatetâiibara slider befinna alg för sldos*.yrnirg av pa:.persremsan (fig, lo och 11). Få axeln 23 ir medele etyrat'mg 47 uppärd.svi A4d/ en tuan valu 45, eom till följd av fjädrar 49 lägger alg mot rullens 2/ periferi:>cjn toromaar rullena vridnir.i. r» c b* f.ro anslutna \ ena aidan vid ion de "bägge Btyrstångöma 47 s ammatit indånde st£ngen 5°» ä an and ra blûan vid excenter 3kl vorm 22. Härigenom tyckes ïrernsvaleen 43 mot ruii– aklvuni* oafcrets, d£ tryckplattan 14 lyftes genom exoentersklvorva (flg. 3) • Till rurmet, aom lnneiiåller pappersrullorna ooh den tieekrlvra kopleTlngaanorûningen, ansluter sig 3 norr. omiiöljet det likaledes ljustitt slutsa rimet, aom ou fattar anordningarna att framkalla, fixera ocn tvätta. tfttiapel ãro 1 detta run anordnade sex tråg, genon vilka den expore– raae ruipereretnaan ledea lgenorc pä känt sitt onvexlande uppSt ocr. redåt. Za hägge trügen 51 ttaehålla '"rackallningstadat, trügen 52 lxertiadet ocn ile *rägen 53 genoniströnnaB kontinuert i* av vatten. l tragen îrênga via dei. övre och den undre endan uttagbara ranar ned ledvalsar 54J5ver vil– ka pamperstandet löper génois de Enr.llda trigen efter varandra. Trigen ero ôieeiïta nedanoE. den undre.Udruller. med fördjupningar 55, 3 v'lka det upp– BtfuîndL eläimet kan avsätta slg. ce fr£n varandra skilda trägen 51 och 52 bava vid dlna undre delar ane lutnings rör för 1 fy Uni nge b langar 56, eon nol– las vid onfcöljets yttre sidor genom hakar 57 oon toesltta ifÿllningstrattar 5â. 3*r.oíj dôíEa trattar hällas vä*, b kor na in j de enskilda trägen.. t.rv i d ¦.L'üitó:.ò.Men neetäinnes genom –.lattarnafl eget höjdlise. renom att sänka slur.– garra t–öirmes »rifeen. Trügen 53 £ro öitundna ned rcranáxa genna ett 'jöjt tôt 59 and ön hava en genasa tliiop.aaiang 60 –or anslutningen till en vat– tenl*drJng ocn ett avlopp 51* saker* det aleta tvnttr'.jë* "r atfüragï ett dragvalapar £2,£?, Ke– ron vllket paiiperarenaan drea geno1– 'i–de–xi ccfc över kopierJiigsaÉordTilnTer osi*:ivrullas från rullen, sä pappersremsan under kopieringen måste st1, stil– la undtr negativet» sä erhålla valfa ar na er, ryckvls tkeerde rörelse genrar, följande anordning. Prår. transmissionen 5 drives medels »omar. kedjor eller dylikt ett hjul 64, son år fästat på en axel 65, son är lagrad vid cnï–.ni– jets urare c–lda. Senna oxel har på sir andra, ända ett kugghjul 66, som In– griper 1 ett kuggfrUl £?. På detta hjul sitter en vévtapp 68, ttver vilken en nävani 70 ligger» ecm kan fritt svängas ankring en tapp 6}. ïixrfër den– na sa–**?* är anordnad en loarätt rörlig kugst and ag 71. som har en över hav– armen gripande edtagaretapp 72 oefc ned al nu. »*vre '.i ar ingriper 1 ett kug–.".jul 7> scm sitter löst på den undre natarevalsens 63 axal 73. KurjuUt 74 i.r kompit* 1 den ena rotatlonsriktningsn, ned vals axeln 73 Sénom en eparj. – fcîT–lffutvaxling 75. "L <Unu 75 si**– ***** Sr–dsrAi '/J inkor T, sùb ingri– pa i înaggnjulet 74. Kugsatånigen vila.– rua û Bin unare 3naa på en akruf 77, sr t; i KBJC «cii £o and asta–ällas medels en Kontransu–ter 75. oas. ¦:0r,«m vilksn sålunda nöjdiüjst av –ten medtaartapp 72» bok \i.+i–rer sig p* kunttaan • t e s t faawø – Tinasi salonen 5. Därvid löper vevrappen 63 ortfarande i en toruta ocii lyf– Vr rol: etater 'nãriãenon das pi aanaauKa limande nâvamen "fe, so(R) »rå–far not rüdtagarfitappen 72 vid sin rörelse upp and t o db därigenom lygter ragge*.."r.– 71. enra rrider d and valsen 63 att mot iu£gst\ngsrörølsen svarande stycke r.eicis out 1 danna rotationsriktning Kopplade 1wtt!*Vilet 64« jar tappen 53 Sv3rsic?liit aitt fiögsta. läe, al aänker sig hSrarmen lb 4ter ocn likae* *ven den p* desarøna tned tappen 72 V–Tanae t.issat'.n–e?'., tilis danna Baxter elg pi skruron 77– icuj–p'–tøreno atunkaade, a–m 'arderatMeø Tredels en irag– f tider 73, utövar in ica n'<£on vrl darrte "»tfcan tb* w?lsen,*d kuggfclulet 74 i deita –Ul lüpsr fritt örer koppilngaklinlconm. tf*.ttpt pk valana vridning rr at.lund percent.eroanaa av tappens 12 *enoo st and llakruven 7/ best and iaiU 'ïljjlüfi*« ooK K£rrli lyftes kuggsnrî and n desto större sträcka, 02a valsen vrides c** desto större m*tt,.lu djupare *appen 72 liggsr vid b awi?jit r and ffande t ved 'r.åv– s*4nen 70 ort* of.vînt er deoto mindre etrscka,.lu nftgre len tøflnner si, emedan ääv and rHèr. *2,.lasto senare träffar not den. S* dessa olika nö.ldliSser. Taes*Srr–a9>nom skruven

77, si följer därav» att mättet av dan –“Sr varje gSng erforderliga pappersnalnlnen Kan inställas enkelt utan att ändra i–ns– själv. åtminstone den övr#tsoa former i beröring pmppret cânellga attfct. 3*ör att fHrekorma ött glidande mellan detta allpprlga skikt ocn den övre vala «in drives denna sistnämnda från den undre t–inglöpande '„~enom riggnjul 79 gcíí madöls *n ställatcruv 82* Fôr att pappersrssaT?cke skall kurma kom. r*i.ior tugulon 79 oon 30, Ir:sen unore valsen 63 utrustad vid kuggk.Vuir» ïnaor r«ed ringskivor 33. lentöitot deaaa ligga notavarac–o ringspär 34 ar den Övre valaen ojî: s desaa intruder rinsklvana n and rlisgan.ie del. HlnslTivorr.a fjv ninaxa e–*noi: –tt Inaripa 1 ce andra valsarnas spir, dessas långd'nrs'iciutnlrÆ o an ett otövararMa rivande pi pappersskiktet ocn tjëna samtidigt tili att jEu;*ulet 67 drives ortfarande likforæigt' av rotom 4 fdels 62 ocn 63 åro lämpligen nelagda ned gisrøl » 30«?¥:3e vals and rn– y.mK. – saa m?t varandra £enem sn bygelf lider 31, soïï. rpMnnes avnlllõ, 'r*n fl?« unira valsens axai, –ir33 loger sea 1.ngsÄttrlrj 'ra*tsetj Aon pr äs 3 as ut ur pappret génois valaarna. 1 dst a–n vattnet rinner ned Xinga divorna ocí 'bortrinner från len nn–lre kanten ln 1 en samlinga ränna 35 t'liî–3) unier det «£2£valáarna 62,63 stå stilla åger Kopieringen rum. H!lr– vîi prässas ae*, övar tryoKplanan 14,15 liggande apret not ie* 1 kassetten v='irî+ll–i r.ügativet, 1 det att tryckplattan äöloa genom excentersï?:.– 22. a percent *ar exponeringen rum.enoa att de t*Æi klaffarna 7,8 < lûan 6 – öppnas Qsr. s lutea, ’ienr.a kopierlngsproaass fftranledes paroin *81lande utv and x– 11 ng. Âuö.lulot 67. sotn irlves av axels 65. situer p* en axel 36, son via sir, ar.'ira J>ia har två–ne Dredvld varandra Uggande utspr and ag 87 osh iå. –'5*+–. «r.ot '–*9jjrÄnget ligger en aom pedels kuggar 91. sora ãro f«r– Dtäirbr.r– i?5.njdrittnlngen "enon–en skrut 90, Ingriper 1 ku–amulet 25, a ou: " ' sl**er –p' exeins 23 vttra Snda. aenotn att aet ro+er–'nde utsprînget 37 rrT– far tsot ar. via f*»ft'ffi*flbragd tryckrulle 92 örskjutes s*aken ocn dSri– "anoi:, vrides –îxeln 23, agi lyfter *ryckplattan 14 medeie exeentersfcivorna 22. ::är utcpr*jag«t 87 gli dit Doft från tryokruilen 92, vrides axeln 23 åtsr tin– if* taka enom fjädern –«r ocä Hela txokplattans vikt ncïi därisenott •terBrss sorTaBS liî¥nr.? l3sl Ü£öt. Mittemot utspringet 38 llgar 4flate en tryckrul– le 93 an wistfs 94, via Yllken en aubfceiarmad Åvatåag 95 år ledat fvatad. renzia ’–'ivatngs ôvre Sada lägger alg "rltt mot en krökt kugget and ng 96, som "r rekutTt lagrad 1 lAdun 6 oefc ingriper sed undr« kuggarna 97 j ett kuçjs– îijul 93 och *ed da övre tokarna 99 i ett kuggítful ljo. Eeøaa Digge kuggfcjul 31 "ta p and.de 1 lidan 6 toe~lntilga fftrraglíngBklafamas 7 ocn 8 axlar. Höree ffiretayT?4 framåt genou utaprnget 33. s and förakjutes niwtåapn 96 net– jr–raade ocfc dl de täge tuggraaerna 97 0021 99 angripa pk motsatta sidor av kugilulän 93 os* 3q0, aå ftppnaa dessa oan med dem orroglIagaklaffama r.e– aels till varandra note and tt vrl–lning. 2n fjäder 101 f percent saa+ilga delar å*er tilltja'Äa i aet ursprungliga läget eter det utaprnget 33 g*t fflrtl. Ledvalsarna 54. Över vilka pappersreasan ledes genom de enskll*" De– den, äro lagrade and ramar 103» aom uppifrån äro insatta l trågena 51,52,53. ïôr att leda pappret likformigt 00H säkert äro ramarna likväl 1 cïte a Aeon anrirc övligt ställda p*. trägens Dottnar, utan upphängda oyanom *r*gen h martla– øtSllnlnen. Ldan £ ï:an tlllscamana ised kassetten vikaa upp, varigenom cet.iå– mnsen Dllr enksl. Setta är nflUliort enom att anordna kuggat.en 96 vic sjfelra oc. 'enoia l'is t *;irfclnaa t varman 95 med kuggB+ngen. Såsom TaE.'år ur fis. 9 ka– en "ult 1q5» E– f’fraeld red en yttre t jne– 3q it» sättas över splnielna 23 fyrkantiga tala. Bullen lo 5 at and r ur»Jer inverkan av en f.läder 1q6 ocn roterar ned spindeln» då paprat drakes *r”r* rullen* AT snaVbhe+en av tungans rotation tan nan då se» når pa–npret blir jslu*, aä att en ny rulle lean insättas, innan p.ndan av fler gaala *Ht över ¦vropièringDanoraningtón– uaskinen verkar p’ följande sätt: Har rullen *ied det klnaliga papp– ie* inlagts 1 allden 33»34 ocn pappret ellar ett dfirmed förenat tygtard förts £vui ––.T'sfcplattan» genom Dåden oc'n gtnom dragvalaarna, sä föraä*ta8 »otom 4 1 £*.nj on* darinat n.lulet 64» axaln 65 ocn Hjulet 67 ’sed axeln 36 1 etên– é and htfåduAé* db rotation. Därvid kommer ntar–st iftwtMM 39 att röras framåt senare ut– Gp.–’Ai–t 37 ocn üxeln 23 att vrida aig medels ku–TSatänen 91 ocn kuggnjulet 25– ~e drpl sittande excentèrakivcrna lyfta tryckplattan 14, am ned sin iju'". '¦i'VKj and ü.aÀ pràasar pappereremsana däruppâ lihanae atyeke mot det ny an– otti det sauna lagrade negativet– Dàrpâ tr'à'far ut spränge t 33 mot tryckrullen 93 ocn framluter stånssn 94, sota oppnår tiiireällngsklaffania 7 sedels n and v–arnien 95. kuggst and ngen 96 ocn kfrfgnduløn 93 ocn loo – Därlzenoo exponeras psp– peraâtyaïet, sot. llifiir unaer negativet, frSn iJuak and Uan, som anbragte orar– om ildan g. Har utspringet 33 frigivit miÿM94, så. sluta elg tllifagUzigs– kiaffariia, rccoan utaprtxyet 37 Snnu fastnåiier tryokpla–tan s l£nge, *nia tHlrgllngsroreleen ãr slutförd. Friges at ängen 39, a* alnker sig trycfcplat– *an oel. pappersremsans 'astkiaraning uppfcSves. Därp* Dör lar vevtappen 63» com Biner vid niulet 67, att lyt*.* n and varmsn 70, som då trS'far not medtagaren 72 ooh se de la denna lyfter kufjgatånen 71. Därijenora vrides matarvalsana 63 ocn 63 sedels sparrnjulsanordningen 74 ocn 75 ett TfrirfT, son motsvarar kuö5Bt*n– ens lyftade and tjckef0c]~. sålunda frasskjutas pappersremsan av valsarna ett notsvarande stycke sencr –naklnen. Kar *appen 63 nått sitt niistä –läge, sh ¦ up fc3r valadrlften, ocn nlvamên 70 vilnder JSmte kugga+itafløn 71 tiiisaka till sitt. viloläge. Emellertid tri*ra ut sprängen 37 ocn 36 äter p and mmtyéSnéTe*' ocn 94» varpå de teekrlvm nänoelserna it er upprepas. Måttet av den för varje ging förekommande I>apper8fra and 8fc]utnin<en regleras genom att förställa skruven 77, varigenom upplyftandet av kU£gstS.n– gön 71, äORi vilar pfi skruven,Ineíãlles. Sxponpringstlflen regleras.’enon sruVD– tare eller l and agsaumare gäng av iggsättninsFotarn. rör a't ernå er, mycket 1‘nEúffl sang av mäkinen är en iiandvev 102 anordnad p* axeln 65, som ir/en agnars kan användas för att driva raskinen. » *#¦ /' PatsntansBrSic. 1) ïotografiak kopiering och framkallningBTr.aBkin, kännetecknad genom att tryckplattsn (1*0 och tillreglingaklafama (/,£) av kopleringa– an.ordnln–en o«n te avaa?a percent 'ls I rörelse aatta majarevalaama (£2,63) *ör pap– X–CTSTer and m aätue i g*ng under fömridling ar TflviÿBi (89»91ll7I)i som eter varandra isingaätea av en gereenaam, likformigt roterande kugghjulautvexllng (65.66,67,36). 2) isiäkin enl! et anspråic 1), kännetecknad sanon att.wavMtA and K (71)» car. arlverwSSrmlaarna (62,63) är konstruerad a oa kuiiga+åns, sar. står 1 injrepp med den ena na*arr alaan (63) äenom ett blott 1 en rotatlonarlktnîng.iJiraed kopplat ku;njul och arivea av en avänganae hävarre. 70 medels en 1 hBJftlSget fratälltiar tt.ed*;are (72). 3) Vae'.:in a nil 3 t ancpråk 1) och 2), kännetecknad genom att Rted+aça– nb (72) är f–iat fnitunden tned kuggatSngen (71) och ku£gatSn.~ei3 ai a lv *.r ”«t, ternir önon **tt 1 häiden företälltart lagr r (skruv 77). 4) Maskin enligt anapråk 1) till 3), kennatecknad genom a*tww*a uuem (89» 9*0« bok tjäna till att driva koplerlnisanordnlnsen, drlvea –erom utsprang (37,38) och att deraa rcirolaer överfSraa pü tryckpla‘tan (lU) och fillreHngsklaffarna (7,3) gønon en ku/ijatngack"«}to 91i25 ooh 97 till lon) 5) maakin enligt anspråk 1 till it, kännetecknad çenoe att kugga*?:r.s–vëanlaccn (91) *rj'Okpiattan (1*0 är inordnad –Srställbart p aln (39) r att reglera präaatrycket. 6) Maikin enligt anaprik 1) till 5), kännetecknad enom att kopi– erJngasnordningcna exponpringalåda (6) kan vikaa upp och att

kuatången (96) '5r.i‘t driva tlllregllng3kla*,rarr.i?r aiïbragd pîl s.1Slva lädan. 7) –..üiln enligt anspråk 1) Mil 6), kännetecknad genom att valsarna (62,63) stu i ingrepp ned varundra genau, kugi.lul (79,30) och i*t den undre valsen är föraedd red aidorJngaklvor (83), aoa Ingripa 1 den övre salaena ringapÄr (34–). 8) i–aakln enligt, anaprfik 1) till 7)» kännetecknad genon att apin– oin (28) «Sr íapperarullen (27) Ir lagrad på en utdragbar ram (31.33). p.* vilken apJr.ielstMan (3p) äro ffirstållbara på tvårstångarna (31)» sor lî£ga i«irall(íit till aplnfleln. 9) Maskin enligt ana prik 1) *111 3), –ne tecknad?enac a*t rar.ar– na(103) för «ftrvalaarna (54) –ftr dat.7enon baden –«raa paopret äro upn and Fng– da vlâ naakl r.F *¦.'illr! næ n. –9– /i 10) Justin eslig* anaprlit lj till 9), lcannetøGtøaa genon at* tr and gan (51.52,53) Or de oliica ***rtoraa äro vid bo+tnet rüraedda r.ed r– dJupr.iaar (55) för olawRavsmining. x – lO – Patent tiTaatimi met – i photography koploimlB And KeftittuiniBJCone, tmsoerkkinaan that puriatuaiaatta U4) and koploliulsialtteen Buiiouapftt (7.d.), aexa Jokeottaia visit inpanmit paperljcal b taieen BYottevaiBBit (62.63) into Start tiBTTfyiiwiiflnn (119,94,71) through autka kareet in a row in motion to ytiteinen, yhdetfimiftalBeatl rotating namaaaratataw (–64, 65.66.67.S6). According to claim 2 i «new film nei * icone, tu / iueUBmer <klnaeaen, you–" turnes, "4r and e – of irtptliomnn (7i), pi joxa guarantee. running byetie * intent * e, ia (62.63) is konbtruoltu liaaonastangoicbl. jcjca cm in engagement with the second syoettoevaieeln (63) slaughter »na only yuetern pytirlntaauuutaan aen kanaaa connected naot–maoerattaan through, and must be kcqrnniaaa neixar.tu.va vipuyo) korkeuaauuntaaa adjustable kuieuiitea (72). 3 Patenttivatinuaten 1 and 2 HUkainei «Leone, tunnuaneriuinaan that kuietin (72) ou Available Price drift in yndietetty narnmaatankoon (71) frumastaukoa injury voldai saaaeiia iotiguitmii i. u. an adjustable quality of Keri (screw 77) form. a 4j_FategttivaatinuBtei. 1–3 mukal »» **! Machine, safety nuBmekkinaeaii, you plsrtoxBiypt–of itf9, 94). Scholars are finding tenttivaenae is to keep going koploimle device, will be held start.. lasa uikoneuien (tf /, dtf) form. And: their liikunto Rilrretaeaen puriatuaiaattaan (14) aekae sulkuiappai (7, A) ham–maptanKoKozieiBton (91.2 j? Mixed 97–100) passed on kae.kia. 5 as claimed in claims 1–4 gone hungry, UuuaiamerKiclnaaen that compression of the slab (1) and uearz aatankokvneisto (? i) is arranged as.e–teltavakBi / atertinanpa 1 Litan (O9) regulating the pressure lytarkoitukseecii. 6 claims I–5 in the machine, the hallmark of the kopioimlelaltteen vaxotusiaatlxco (6) can be kaantaet * Up And that BulJoilaeppiae JcsynulBsayltava namiaetatanko (96) is arranged in the Annual box. 7 claims 1–6, machinery, symbols, you onee–* – oyoettSvalsalt of (62.63) are in engagement with each other, nammasiai–taltten (79,30) mautta and e, is earlier than valsai is equipped with a "ivureiau – 1aatoelliae (S3), which stick to yiemasHsa vaiselaoa cuevliu renaeuxlln (B4). S. as claimed in claims 1–7 wherein machine, characterizing naaa, et of the paper roll (27) roll (2d) is mounted uloaveaettuvalie kenyk and non–Ic (31,33), which teiatuet (30) are settable polkittaistaokoja (131) finishes, Which are teian direction; »9 to claims 1–8, wherein the machine tunnuBmer okinaan the baths LAPL hours during which a paper eyettevaiBBlen kenygeet (103) are rlpuBtet'ut ffoneteiineseeii. created according to claims 1–9 mukalaan machine, lujjubiiier jcklnaan the stallion liquids oisaitavien jcaukaioittea 11,52,53) Bottom of va–lion head lice Byvenz $ 'XBlila (53) lietteeiierottumleen vasalta. S9Z '| 1 Schaidt «ljenlBr, rlln. qcii framkallalngarnaskln The invention of the normal and the signal till I mask for att automatiskt kopiera, framkalla »ocb fixen of exchange fot grafiska 'photos AND Unga pap–persremsor Science av3er an s and the construction thereof ar de anordningar, ARO * nn« | r'u. ierliga For pappersremsans, Storage Seal, styrr.lns, Friday and iditrQrelBS »orpoe–rlnj och further into tetandling, att Taskinen laett national 'betjaenas och sin 1 shows a drift a larger tillfoer11tlignet an de' Tanda MASKINER ar liknande kind. Isyr.–nerse t Jaller ratio oe aen an arrangement, som fraamkjuter pappersremsan avsatavls I fringed the mechanism ned likformig roerelse ocft santidlgt foeranleder de enskilda exponeringarna. according to vfioatra sidan av fl *. • ** £ 1,. shows a 1 s:; 3iT * skala koplerlnanordnlngens plaa'ta li.da A drawing, AER ett av utfoerlngsexeapel Denna invention was aakld liggjort–med olika Detaljer. ? £ i. 1 shows the coil maskinen JEbte dess raotor seen from frln eldan. ? ig. 2 shows the maskinen utn staellning lower impact as viewed from the side r.otsatta * FLA * 3 is e * t vertiUuli longitudinal section of maskinens * vr (C) del esligt flg. 1 71g. ii * shows a larger skalaoevre like part av flg. l seen from FRSN vin–ster. and 7i. 5 shows kuggi–tlngsdrlvanordaingen for kopierlngeanorinlngen according to ftSgra Aldan av flg. percent for med mtarvalsarna paypret. j'lg. 6 vlsax kuoetiiogsdrlvanordnlnjen seen from uppirln. ? £ l. 7 shows kUbgstangadrlvanordningen * oer papperwiatarvalsarna med exponeri neiucxornae lgangsaettning. FIS »kopierings shows, inordningen m, 4 stapelrullen s of the photo–grafinsa Papp. you do not, as viewed baklfr and n 10 shows the device according to fff. 9 as viewed uroel and n and r ILG. il jr i IAaagenrialcfirnlng an av–io ns–ns–12 shows in a view frfin Aldan Excenter roer att Satta Kopierlngs–anorinlnsens trycfcplatta 1 roerelse. IL. * – 13 shows aedd? r? ji fence I du al vy av stapelrullens Jtdragtara s * Sd. Flg. shows the human anorunln'en according to F sharp. 13 as viewed upplfrfin. 13 risar let Ena av de bigge rull etuden according to flg. 14 ILG. 16 shows a longitudinal section vdi'tlcait genon «" xpoBerlnfsancid–rlnca lada ma casse *. Tan for Negative. 5ig. 17 f iar negulvetB uypifr seen from the cassette, and n KGpierlKfaS–oan franfcillnin paskiner. 'Nar ett perch 1, aor. st aer ued fatter 2 PU air Ui: Staellning ure 3 Setta uppter simultaneously en–lgarg • aettuliVf smetar k (elefctromatir) I ojh transmission 5, fr * n vll'een the «vre ivarYJ rwn.trives. I onltRlJet X Veflrni signal utit ljus'l * t The end of de en «tllda an orJAUcaraa, son Earn points till a ~.'s upptaga pappersremsa? att rycka the parents at the kopierinn, att frammata, at axpcivia, att att rixera aofc TVAETTA IPU received *.? omnoeliet i AER antrad «'s upptill flppca expoierlnssiada. £, difference with lnne–i iler 1 blue unare del ii. *. * Klaffar 7, d (5 ri. ooh d), soc upptill kunna 5> prias. lilac pr journalled 1 no rum national level 9 * «f ingas omkrtng a shaft 10, s? i in that it is brought into the Group: det 1 in F sharp at points 1 askaedllgsJorda liget # Tmder Denna Lada ligger benSiljn for eativet, soo stall kopieras, t er. I kaesett. il »av det 1 rig. 16 OEU 17 iaiadllggjor.ia slaget. Senna kassett Br Inraettad for att upptaga TV and nne negativ ocn ratio for each provided aendnr.al RCAD tvaenne utakoemlngar 12 ocn 13 – Den ian be displaced 1 ladans ur.dre del »ai att tnar. efter foergottflzmando national sujuta ln l 1 and the graph of GMOs ena eller andra utskaerningen med det 1 aansanui for tillfaellet journalled Negative, Negative lie at least one cassette utskaexnlnguf ised tildaxtktet freely redat, a \ att a * »t–jue koenslia pappersskifctet medelbart '£ an I pressed toward the. Negative pa maste genomtraengas a / ljus »SAE lie at least in either an e enaaat med sina Kanter p and utakaer–ningarra ellar œed the lu. I do not sin against the surface of glaaplatta * som AER an elastic lassrad 1 utsicsralnun. c | sedano (R) East * "6 of the upper wall constituting av orahoeljet genombruten Science | anuBX uenna Sppnlng befinner elg tryckplattan W Cfig. 3 o * s 9 to II), turning Iran JlaeJaS O and l B and DKU

00b VIIICED and T belagd 1B6d GTT TUEJlllCt flklkt 15 av fllt, rubber or dylikt pa Bin yta. Ar Den faetad pa en Si ena 16, a griper om oti vertical Bt; Tnli (R) s9kenor 13 with Sina bagge med riot | "oersedda uendor 17« scenario 16 bar downwards uvsnne Haenganae Bultar 19 »som ga" Wonderful I tvaratang 29 * 9 'between the skenan 16 ocn the rod 20 swa pa Bultar 19 I and gratd f'adrar 8i mouth' ist stingen 20 ocr * p and vilka skenan 16.iaesata txakplattaa fcvilar. om–Kring v / iirstaengari–i.? Gripa med excentriska slits 21 (1 flg.? "TVS excent *» 'skivor 22 »som art elevator shaft pa en oeel 23» sam gar lgenom omlroeljc.aggarna pa den ena av de Bagge the sides. PA Denna axels outer Enda sitter en fri arm 2K, asm tjaenar till att forr «gla, the Insatta cassette, 11 remain subjected to a second phase axelns befinner sig ett kugg and lul 25, medela Vilken the shaft kan.vridas av an account. Htir–IAI avaengdae oexcentersklvoraa January 22 corresponding to grad ocn hoe.la No printing an Arm–1 and.15 the plate Medels Sina excentriska slltser 21 oever Denna tryokplatta Fores det Fotografiska pappret 26 (flg.3), bod avrullas from a rulle 27 Rullen are mounted pa en los ut.tagbar spindle 26, som rests 1 sneda inskaerningar 29 £ 30 tvaenne skenor Skenorna utgoera san – tlcigt sidostjrningen fuer rullen ocn firo Instaeilbara l–spindle laerrlKt NLNG pa atSnstr 31, so that the de kunna anpassas efter de Olika breda rullorna; De fadtbc.ttas 1 sitt laege p * cte'ngerna genoc at 32 and ukrwar Detrea stanger firo journalled 1 skenor 33 »foersk.1utbara lie at least som pa skenrrna 3M. Be slstnemida lie at least tlllBuzsmans med skezioxia 33 1 styrnlngslister 35 at the oaUHJets in aefcunorna takes 33 cna be rl and sl nedtagare 36, bod cooperate with the skenornas Article 34, Alag 37 ocfc 33 a *. in that vid rar.uene 31 * 33 utdragande ekenoma 3M medtagas Genome sr, – Slager. 36.33 »ser. irckjvtae Genome. «I–.iigeg 36» 37 Tld ramens Inskjutning. Skenorna 31 * –. * and v TV. "sra tilroer 39 Bauaxpia» som formed by the skenorna ocn stuagnrnu, bllda I sild, bos van national excerpts' or vasklnoisaoeljet for att lnaatta I'm pappersrulle sedan is once again inskjuta mo. scrolling. Siloens–dtdra–nl? lg bugrSnsas rjjtii: od anslag som stoeta tr.ot fasta anslag 11, As is Frae–* £ ru: fig. 13 7oi att r–RXA Ligg »ln rullen flr ontoffljet Time sin frfimre» nda provided along mud ett ljust The end of the look and tt 42 (flg. 3). PapjertibiLja * – 26, som avrjiildj tran rullen, Fores 9ver ledstEnger 43 W * 5, pa vilka raatetaiibara slider befinna alg for sldos *. yrnirg av pa. persremsan (fig, lo and 11). FAA shaft 23 ir medele etyrat'mg 47 uppaerd.svi A4d / I cast tuan 45, till the EOM as a consequence of Fjaedrar 49 Lagger alg against rullens 2 / the periphery:> cjn toromaar rullena vridnir.i. r »cb * f.ro each connected \ ena fence at the ion de" Bagge Btyrstangoema 47 s occupations indande st £ ngen 5 degrees »s and an ra bluan vid Excenter 3kl vorm 22 Hereby tyckes irernsvaleen 43 against ruii–aklvuni * oafcrets, d £ 14 tryckplattan lyftes Genome exoentersklvorva (flg. 3) • Till rurmet, aom lnneiialler pappersrullorna ooh the tieekrlvra kopleTlngaanoruningen, connects to the signal 3 norr. omiioeljet det likaledes ljustitt slutsa rimet, aom ou fattar anordningarna att framkalla, fixera ocn TVAETTA. tfttiapel Aro 1 ratio Run arranged sex trag, genon vilka the expore–raae ruipereretnaan ledea lgenorc conventionally by sitt onvexlande uppSt OCR. redat. Za Hagge truegen 51 ttaehalla '"rackallningstadat, truegen 52 lxertiadet ocn ile * Ragen 53 genonistroennaB kontinuert i * av water. tragen I irenga via dei. upper and the lower endan uttagbara Ranar ned ledvalsar 54J5ver wild–ka pamperstandet, extends genoise de Enr.IIda Trigen after the other. Trigen difference oieeiita nedanoE. den undre.Udruller. foerdjupningar med 55, 3 v'lka upp det–BtfuindL animals national avsaetta slg. £ n ce fr each other skilda Tragen 51 och 52 bava at the lower impact DLNA ett par ane lutnings of pipe for 1 fy Uni nge b Langar 56, eon zero las onfcoeljets at the outer sides of the Genome being caught on 57'm toesltta ifyllningstrattar 5A. 3 * r.oij doIEa trattar be left in place at *, b j interest in an in de enskilda Tragen t.. rv id |. L'ueito:. o.Men neetaeinnes Genome –. lattarnafl eget hoejdlise. renom att headband slur. – garra T–oeirmes »rifeen. Truegen 53 £ ro oeitundna ned rcranaxa genna That in joejt tot 59 and I do not hava the Ministry genasa tliiop.aaiang 60 or anslutningen till en vat–tenl * drJng ocn ett avlopp saker * 51 * det drop tvnttr. "Je * 'r ett atfueragi dragvalapar £ 2, £?, Wed–ron vllket paiiperarenaan drea geno1–' i xi–de–ccfc oever kopierJiigsaEordTilnTer osi * ivrullas from the rullen, weather pappersremsan under Kopiering must also be taken st1, stil–la undtr Negative »SAE erhalla valfa ar na er, ryckvls tkeerde roerelse genrar, foeljande an arrangement. Prar. transmission efficiency of one are 5 drives Medels »omar. kedjor eller dylikt a wheel 64, son ar PA faestat a shaft 65, are mounted at the level of CNI–.ni–jets urare c–lda. Senna Oxel har pa andra sir, remain subjected to ett gear wheel 66, In–som ett griper 1 kuggfrUl £?. Cards ratio hjul sitter I vevtapp 68, ttver Vilken I naevani 70 ligger »ecm national swung freely ankring a pin 6}. Iixrfer the same as **? * I loaraett is arranged for moving the kugst and ag 71 which has the I oever hav–arm gripande edtagaretapp 72 oefc ned nu al. »* Vre '. Ingriper 1 ar i ett–kug.". Published 7> scm sitter pa dissolved the lower natarevalsens Axal 63 73 74 ir misery Kompit * 1 den ena rotatlonsriktningsn, Ned rolled the axle 73 Senom I eparj. – FciT–lffutvaxling 75 "L <75 unu si ** – ***** sr dsrai '/ j inkor t, ingri sub–pa i inaggnjulet 74 kugsatanigen vila. – rua u bin unare 3naa pa en akruf 77, sr t i kbjc «cii £ o and asta pool medels i kontransu–ter 75 oas. |: 0r, «m vilksn Thus was noejdiuejst av as medtaartapp 72» bok \ i i–rer signal p * kunttaan • test faawoe – Tinasi salonen 5, extends thus been vevrappen 63 ortfarande i do not toruta ocii lyf–Vr rol: etater 'nariaenon das pi aanaauKa Limanda navamen "fe, i.e., the (R)» The crude far not ruedtagarfitappen 72 at its roerelse and the upp to daerigenom lygter Ragge db *..' r. – d rrider ENRA 71 and the roller 63 in that mot iu £ gst \ ngsroeroelsen information corresponding stycke r.eicis out 1 danna rotation of Kopplade 1wtt! * Vilet 64 «jar of the pin 53 Sv3rsic? related aitt fioegsta. Lae, the Al aaenker signal hSrarmen lb 4TER ocn likae ** ven the p * desaroena tned the pin 72 V Tanae t.issat. 'they'. ', danna subtilis Baxter elg pi skruron 77 – icuj–p–toereno atunkaade, am "arderatMeoe Tredels I IRAG times by f 73, the Utovarna in the ica '<£ vrl is darrte" "tfcan tb * w? lsen, d kuggfclulet 74 * dei i–ul luepsr freely oerer koppilngaklinlconm. tf *. ttpt small valana twisting rr at.lund percent.eroanaa av tappens 12 * enoo st and llakruven 7 / best and iaiu 'iljjluefi * «ook k £ rrli lyftes kuggsnri the desto a larger and over a distance, the roller 02a vrides c ** desto a larger m * tt,. djupare lu * appen 72 liggsr vid b awi? jit r and t ffande ved 's r.aev–4nen * 70 * ort of.vint er deoto smaller etrscka,. nftgre air toeflnner lu si, emedan aav and rher. * 2. lasto senare not the hits. s * olika noe.ldlisser industry. Taes * SRR a9> nom Skruven 77, si foeljer outside the home »av att maettet dan –" Sr varje gSng a required pappersnalnlnen Kan instaellas enkelt utan att aendra i–ns–sjaelv. atminstone the OVR # tsoa former i beroering pmppret canellga attfct. 3 * oer att fHrekorma Ott glidande allpprlga ratio between the upper layer at the ocn oath «Denna in the cassettes from the drives and the lower T–ingloepande '" ~ enom riggnjul 79 GCII madoels's staellatcruv * 82 * In order to provide pappersrssaT? Cke Skall Kurma com. r * i.ior tugulon 79'm 30, and Ir: the unore the roller 63 at the utrustad kuggk.Vuir »inaor

r« ed ringskivor 33 lentoeitot deaaa lie at least notavarac–o ringspaer 34 of the upper valaen Oji: s desaa rinsklvana the intruder and rlisgan. del ie. HlnslTivorr.a FJV ninaxa e–ordinates *: tt–ce Inaripa 1 second valsarnas spir, dessas No langd'nrs'iciutnlrae an ett otoevararMa rivande pi pappersskiktet ocn Tjena simultaneously account att Jeu, * ulet 67 drives ortfarande likforaeigt 'av Rotom 4 fdels 62 ocn 63 Aaro suitably nelagda ned gisroel »30«? ¥: 3e rolling and rn–y.mK. – Get the m? £ s to each other more sn bygelf lider 31, anisole. rpMnnes avnlllo, 'r * fl «unira valsens axai, ir33–loger sea 1.ngsaettrlrj' ra * tsetj Aon pr recently earned 3 as ut ur pappret genoise valaarna. 1 dst an vattnet Rinner ned Xinga divorna OCI 'bortrinner from the air nn–LRE edge together ln 1 en Samling raenna 35 t'lii–3) unier det «£ 2 £ 62.63 valaarna Sta stilla Aager Kopiering rum. H! Lr–VII pressed the e * Ovar tryoKplanan 14.15 radial projection apret not one of the cassette, ie * v = ' iri–i ll r.uegativet, 1 det att tryckplattan aeoeloa Genome Excenter?:. – A 22 percent ar * exponeringen rum.enoa att de t * AEI klaffar 7.8 <luan 6 – qsr is opened. s lutea, "ienr.a kopierlngsproaass fftranledes paroin * 81lande the x–and dev 11 ng, respectively. Aeuoe.lulot 67 sotn irlves av axels 65 situer p * a shaft 36, via son, sir, ar. 'ira j> ia har TVA them Dredvld each other Uggande utspr and ag 87 osh IAA. – '5 * –. «r.ot '– * 9jjrAnget ligger en aom pedels kuggar 91 gravel Aro f« r–i Dtaeirbr.r? 5.njdrittnlngen "Uncle, I do not Skrut 90, Ingriper one such amulet, 25, a ou "" er SL ** p 'exeins 23 vttra sNDA. aenotn aet att ro er 'nde utspringet 37 rRT–far TSOT ar. via f * »* ft'ffi flbragd tryckrulle 92 oerskjutes s * aken ocn dSri," pleaded, vrides ixeln–23, agi lyfter * ryckplattan 14 medeie exeentersfcivorna 22 :: AER utcpr * jag «t 87 gli dit Doft from the tryokruilen 92 vrides shaft 23 atsr tin–if * enom back to the spring, –« r OCA Bush txokplattans vikt ncii daerisenott • terBrss sorTaBS liiynr.? l3sl ue £ panies. Mittemot utspringet 38 llgar 4flate I tryckrul–le 93 an wistfs 94, via Yllken I aubfceiarmad aevataag 95 ar hinged fvatad. renzia '–' ivatngs upper Sada Lagger alg "rltt mot I bent kugget and 96 ng, som 'r rekutTt journalled 1–track 6 oefc ingriper sed undr« kuggarna 97 j kucjs–ett och iijul 93 * ed da upper tokarna 99 i ett kuggitful ljo. Eeoeaa digge kuggfcjul 31 "to 1 p and.de lida 6 ~ toe lntilga fftrraglingBklafamas ocn 7 8 shafts. Horee ffiretayT? 4 forwards Genou utaprnget 33 s and 96 foerakjutes niwtaapn net–jr–Raade ocfc dl de Tage tuggraaerna 97, 0021 99 angripa SMEs opposite sides of the kugilulaen 93 pcs * 3q0, mjm ftppnaa industry oan med dem orrogllagaklaffama re–aels each other till the note and tt VRL–lning. 2n by a spring 101 percent gets f ilga ett par a * er tilltja'aea i aet Originating laeget eter det utaprnget 33 g * t fflrtl. Ledvalsarna 54 oever vilka pappersreasan LEDES Genome de enskll * "De–den, Aro journalled and Ramar 103» aom from above ARO insatta l trough 51,52,53. IOR att leda pappret likformigt 00H Saekert Aro ramarna likvael 1 Cite a Aeon anrirc oevligt staellda p *. traegens Dottnar, utan upphaengda oyanom * r * h martla gen–oetSllnlnen. ldan £ i: an tlllscamana ised wrong upp cassette, causing the current cet.ia–mnsen Dllr enksl. Setta AER nflUliort enom att ANORDNA kuggat.en 96 vic sjfelra oc. 'L'enoia is t *, t irfclnaa safe med kuggB 95 ngen. As is guarantee. "ar ur fis. 9 ka–en "ultra 1q5» E–f'fraeld an outer red t–3q etc it »saettas oever splnielna 23 fyrkantiga low. Bullen lo and 5 at r ur» Jeremiah inverkan av en f.laeder 1q6 ocn ned spindle rotates » da paprat drakes * r "r * AT * rullen snaVbhe I av tungans rotation tan nan da it" reaches a pa–npret blir jslu *, AA att en ny rulle lean insaettas, Inna p.ndan av fler Gala * Ht oever | vropieringDanoranington – uaskinen verkar p 'in the following way: Har rullen * ied det klnaliga PAPP–ie * inlagts 1 allden 33 »34 ocn pappret ellar ett dfirmed foerenat tygtard Forts £ vui –. T'sfcplattan» Genome Daaden oc'n gtnom dragvalaarna, weather foeraae * TA8 »Otom January 4 £ *. * nj is darinat n.lulet 64» axaln 65 ocn Hjulet 67 'sed the shaft 36 1 Eten–e and htfaduAE * db rotation. thus been kommer NTAR–st iftwtMM 39 att roeras forwards senare ut – Gp. – "Ai–t 37 ocn uexeln 23 att vrida aig Medels such TSataenen 91 ocn kuggnjulet 25 – ~ e drpl sittande excenterakivcrna required to raise the tryckplattan 14 am iju ned sin. '" '| I'VKj and ue.aA praasar pappereremsana daeruppa lihanae atyeke toward the an–ny det took a bath journalled Negative DARPA tr'a'far ut Sprang's 33 against the tryckrullen 93 ocn framluter stanssn 94, the war oppnar tiiireaellngsklaffania 7 sedels's and Arnie's V–95 kuggst and ngen 96 ocn kfrfgnduloen 93 ocn loo – Daerlzenoo exponeras psp peraatyaiet, sot. llifiir unaer Negative, FRSN iJuak and Uan, som anbragte orar–om ildan g. Har utspringet 33 frigivit miyM94, the weather. sluta elg tllifagUzigs–kiaffariia, rccoan utaprtxyet 37 Snnu fastnaiier tryokpla–tan sl £ nge * nia tHlrgllngsroreleen ar slutfoerd. Friges at aengen 39, a * alnker sig–trycfcplat * an oel. pappersremsans' astkiaraning uppfcSves. DARP * Dor lar vevtappen 63 »com Biner at the niulet 67, att Lyt *. * N and varmsn 70, som da trS'far not medtagaren 72 de la ooh it Denna lyfter kufjgatanen 71 Daerijenora vrides matarvalsana 63 ocn 63 sedels sparrnjulsanordningen 74 ocn 75 ett TfrirfT, kuoe5Bt level corresponds to the f * n lyftade and tjckef0c] ~. Thus was frasskjutas pappersremsan the rolls av ett notsvarande stycke sencr–naklnen. Kar * 63 reaches its Appen–of Lage sh | fc3r up valadrlften, ocn nlvamen 70 vilnder JSmte kugga itafloen 71 tiiisaka till sitt. vilolaege. Dr. Emellertid * ra ut Sprang 37 ocn 36 aeter p and mmtyeSneTe * 'ocn 94 »varpa de teekrlvm naenoelserna er it is repeated. Mattet the av converter for each ging foerekommande I> apper8fra and 8FC] utnin <i regulatedthe by connecting the foerstaella skruven 77, causing the current upplyftandet av ku £ gsts.n–gon 71, aori rests pfi skruven, ineialles. sxponpringstlflen regulatedthe. 'uncle sruvd–tare eller l and agsaumare gaeng av iggsaettninsfotarn. roer a't erna er, mycket 1'neuffl sang av hilly aer i iiandvev p * 102 is arranged to the shaft 65, som ir / en agnars national anvaendas for driving the heavy kind. »* # | / 'PatsntansBrSic. 1) iotografiak Kopiering Science framkallningBTr.aBkin, characterized thereby that the tryckplattsn (1 * 0 och tillreglingaklafama (/, £) av kopleringa–an.ordnln–en o «n you open? percent a 'ls I roerelse atta majarevalaama (£ 2.63) * oer pap–X–CTSTer and aaetue ig m * ng under foemridling ar TflviyBi (89 »91ll7I) som i eter each other isingaaetea av en gereenaam, likformigt rotating kugghjulautvexllng (65.66,67,36). 2) isiaekin enl! you anspraic 1), characterized by saying att.wavMtA and K (71) »car. arlverwSSrmlaarna (62.63) is a konstruerad oa kuiiga AANS, col. star 1 injrepp med den ena na * arr field (63) aeenom ett Blott one I rotatlonarlktning.iJiraed kopplat ku, njul arivea och av en avaenganae haevarre. 70 Medels I 1 hBJftlSget frataelltiar tt.ed *, are (72). 3) Vae. "in a 3 nil t ancprak 1) and 2), characterized thereby that the ACA rted –nb (72) is f–iat fnitunden tned kuggatSngen (71) and described £ gatSn. ei3 ~ ai a lv *. r '«t, ternir Ono ** tt 1 wedding foerataelltart lagr r (skruv 77). 4) The machine according to anaprak 1) till 3), kennatecknad By means of a * a * tww uuem (89 "9 * 0« bok Earn points to your driving the koplerlnisanordnlnsen, drlvea–Erom utsprang (37.38) and in that Deraa rcirolaer oeverfSraa PU tryckpla'tan (IU) and fillreHngsklaffarna (7.3) such goenon l / ijatngack "«} to 91i25 ooh 97 till lon) 5) The earth according to one till it ansprak, characterized in that the cenoe kugga *?: rs–veanlaccn (91) * rj'Okpiattan (1 * 0 ar inordnad Srstaellbart p–aln (39) r att REGLER praaatrycket.

6) anaprik according to one of Maikki) till 5), characterized in that the enom copies, erJngasnordningcna exponpringalada (6) can be wrong and in that the upp kuatangen (96) r.i '5 's Driva tlllregllng3kla *, rarr.i? r aiibragd PIL s.1Slva Ladan. 7) –.. Ueiln according to ansprak 1) Mil 6), characterized thereby that the rolls (62.63) into engagement stu i ned varundra genau, kugi.lul (79,30) and i * t the lower the roller AER foeraedd Red aidorJngaklvor (83), aoa 1 Ingripa the upper salaena ringapaer (34 –). 8) i–according to aakln, anaprfik 1) till 7) »genon characterized in that the API–oin (28)« Sr iapperarullen (27) lr journalled pa en utdragbar ram (31.33). p * Vilken apJr.ielstMan (3p) ARO ffirstallbara pa tvarstangarna (31) »rin ga li £ i« irall (IIT till aplnfleln. 9) The machine according to the analysis prik 1) 111 * 3),–the Tecknade? ENAC a * s rar.ar bead (103) for «ftrvalaarna (54) ftr dat.7enon Baden –" crude paopret aro upn and FNG–da VLA naakl rF * |. 'IIlr! Nae n –9 – / i 10) Justin eslig * anaprlit lj till 9), lcannetoeGtoeaa genon at tr * and gan (51.52,53) Or de oliica *** rtoraa Aro at the bo TNET rueraedda r.ed r dJupr. iaar (55) for olawRavsmining. x

134) Family number: 31167574 (US3839665A) © PatBase

Title: APPARATUS MEASURING RELATIVE VELOCITY OF MOVABLE MEMBERS INCLUDING MEANS TO DETECT VELOCITY FROM THE POSITION ENCODER

Priority: US19700023569 19700330 US19710157283 19710628 US19760726386 19760924 US19740505105 19740911 US19730394072 19730904 US19720229314 19720225

Family:

Publication number	Publication date	Application number	Application date
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AU197352569 A1	19740829	AU19730052569	19730223
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Probable Assignee: XEROX CORP

Assignee(s):(std): DIABLO SYSTEMS INC ; GABOR A ; XEROX TE ROCHESTER NEW YORK VER ST V A CORP ; XEROX CORP XEROX SQUARE ROCHESTER NEW YORK E U A ; XEROX CORP US ; XEROX CORP

Assignee(s): XEROX CORP 14644 ROCHESTER N Y US ; XEROX CORP ROCHESTER N Y V ST A ; XEROX TE ROCHESTER NEW YORK VER ST V AM CORP ; GABOR A US ; GABOR ANDREW

Inventor(s):(std): GABOR ANDREW ; GABOR A ; ANDREW GABOR ; ANDORIYUU GAABOUA ; A GABOR

Inventor(s): GABOR A US ; GABOR ANDREW DANVILLE CALIF V ST A ; GABOR ANDREW DANVILLE CALIF US ; GABOR ANDREW DANVILLE CALIF

International class (IPC 8–9): B41J1/24 B41J1/30 B41J19/18 B41J19/20 B41J29/38 B41J7/34 B41J7/48 G01P3/42 G01P3/44 G01P3/481 G05D13/62 G06K15/00 G06K15/06 G06K15/08 G11B21/08 G11B5/55 G11B5/596 H02K11/00 H02P23/00 (Advanced/Invention); B41J1/00 B41J19/18 B41J19/20 B41J29/38 B41J7/00 G01P3/42 G05D13/00 G06K15/00 G06K15/02 G11B21/08 G11B5/55 G11B5/596 H02K11/00 H02P23/00 (Core/Invention)

International class (IPC 1–7): B41J1/22 B41J1/24 B41J1/28 B41J1/30 B41J1/32 B41J19/18 B41J5/00 B41J7/36 B41J7/48 B41J9/00 B41J9/04 G01P3/42 G01P3/44 G01P3/56 G05B1/00 G05B5/01 G05D13/62 G06K15/00 G06K15/02 G06K15/06 G11B21/04 H04L17/16

CPC: B41J19/20 H02P23/16 G11B5/5547 G11B5/596 G01P3/42 G01P3/481 G01P3/44 B41J1/24 B41J19/202 B41J29/38 G11B5/5521

European class: B41J1/24 B41J19/20 B41J19/20B B41J29/38 G01P3/42 G01P3/44 G01P3/481 G11B5/55D G11B5/55D1D2 G11B5/596 H02P23/00D

US class: 101/93.19 197/53 318/603 318/608 318/61.6 318/616 318/618 318/654 318/660 318/661 400/144.2 400/157.2 400/162.1 400/162.2 400/162.3 400/163 400/175 G9B/5.187 G9B/5.192 G9B/5.216

Classification Explorer

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Abstract:
Source: US3839665A A transducer coupled to a motor shaft provides both position and velocity information for use in a closed loop control system. The transducer includes a disk with deposited metallic parallel conductors each conductor carrying current in a direction opposite to the adjacent conductor. Relative movement of one disk with respect to another produces a position signal in a manner well known in the art. However, multiple windings are used to provide multiple position signals displaced in space phase which are then processed by differentiation and commutation to provide a velocity signal used as a control voltage in the control loop. A reference signal is also derived by commutation from the position signal.

0) US2006119175A – UNDERCARRIAGE SYSTEM OF MULTIPLE ENDLESS CHAIN ...

135) Family number: 33057920 (US2006119175A) © PatBase

Title: UNDERCARRIAGE SYSTEM OF MULTIPLE ENDLESS CHAIN LINKS OF A TRACKED WHEEL TYPE

Priority: US20040633450P 20041207 US20050056646 20050211

Family:

Publication number	Publication date	Application number	Application date
US2006119175 AA	20060608	US20050056646	20050211

Probable Assignee: GARZA ENRIQUE

Assignee(s):(std)**:** GARZA ENRIQUE

Inventor(s):(std)**:** GARZA ENRIQUE

Agent(s): ENRIQUE GARZA

International class (IPC 8–9)**:** B62D55/08 (Advanced/Invention); B62D55/08 (Core/Invention)

CPC: B62D55/14 B62D55/20 B62D55/26 B62D55/283

European class: B62D55/14 B62D55/20 B62D55/26 B62D55/28C

US class: 305/157

Classification Explorer

Cited documents: US5881831 A, US5303992 A, US4470641 A, US4452495 A, US4381828 A, US4119356 A, US4109971 A, US4027925 A, US3934664 A, US3764185 A, US3063401 A, US2758561 A, US2141421 A,

Abstract:
Source: US2006119175A An improved traction with automatic operation of the undercarriage system into terrain to various terrain including amphibiously having a resilient chainlink chasis Fig. 1 of resilient metal or resilient plastic or resilient composite or the combination thereof employing a multitude of resilient traction penetrators Fig. 3 chainlink side ends angled downward for greater traction Fig. 22 resilient enlongated traction penetrator Fig. 8 and 9 resilient flap traction penetrators Fig. 37 and 38 with rubber traction pads capable to quick release and attach to chainlinks with optional pad materials the penetration assembles systems attach unto chainlink chasis the multiple penetrators work together simeoustaneously flexing or exstending and retracting automatically dictated by the combination of vehicle weight and temperment of terrain and the automation is manipulated in combination with resilient technology principals and resilient roller wheels activater and diactivator Fig. 23 and 26 and 49 figure links adaptable unto rubber wheel assemblies

0) US5090256A – METHOD AND APPARATUS FOR SAMPLING THE GASEOUS C...

136) Family number: 3714926 (US5090256A) © PatBase

Title: METHOD AND APPARATUS FOR SAMPLING THE GASEOUS CONTENT OF A LIQUID

Priority: CA19892006766 19891228 FR19890005518 19890426

Family:

Publication number	Publication date	Application number	Application date
CA2006766 AA	19901026	CA19892006766	19891228
CA2006766 C	19951017	CA19892006766	19891228
ES2017566 AF	19910216	ES19890003912	19891116
FR2646508 A1	19901102	FR19890005518	19890426
FR2646508 B1	19940429	FR19890005518	19890426
GB2230857 A1	19901031	GB19890024606	19891101
GB2230857 B2	19920325	GB19890024606	19891101
GB8924606 A0	19891220	GB19890024606	19891101
IT1237916 A	19930618	IT19890022712	19891215
IT8922712 A0	19891215	IT19890022712	19891215
JP2028643 C3	19960319	JP19890338055	19891226
JP2297039 A2	19901207	JP19890338055	19891226
JP7060128 B4	19950628	JP19890338055	19891226
NO302716 B1	19980414	NO19890005046	19891214
NO895046 A	19901029	NO19890005046	19891214
NO895046 A0	19891214	NO19890005046	19891214
OA9056 A	19910331	OA19890059675	19891101
US5090256 A	19920225	US19890441546	19891127

Probable Assignee: GEOSERVICES EQUIPEMENTS

Assignee(s):(std)**:** GEOSERVICES ; JIYOSERUBISU SA

Assignee(s): SOCIETE ANONYME DITE GEOSERVICES ; ANONYME GEOSERVICES SOC ; GEOSERVICES EQUIPEMENTS ; GEOSERVICES S A ; GEOSERVICES SA ; GEOSERVICES ZONE IND ; ISSENMANN OLIVIER

Inventor(s):(std)**:** ISSENMANN OLIVIER ; OLIVIER ISSENMANN ; ORIBEIYA ISENMAN

Agent(s): FETHERSTONHAUGH AND CO

International class (IPC 8–9)**:** E21B21/06 E21B49/00 G01N1/00 G01N1/14 G01N1/22 G01N33/24 G01N33/28 (Advanced/Invention); G01N1/24 (Advanced/Non–invention); E21B21/00 E21B49/00 G01N1/00 G01N1/14 G01N1/22 G01N33/24 G01N33/26 (Core/Invention); G01N1/24 (Core/Non–invention)

International class (IPC 1–7)**:** B01D19/00 E21B21/06 E21B49/08 G01N1/00 G01N1/02 G01N1/14 G01N1/22 G01N27/62 G01N33/24

CPC: E21B21/01 G01N1/2294 E21B49/005 E21B21/067 G01N1/14 G01N1/24 G01N33/2823 G01N2001/2267

European class: E21B21/06N4 E21B49/00G G01N1/00B2 G01N1/14 G01N1/22F G01N1/24 G01N33/28E S01N1/00B2 S01N1/22F5 S01N1/24

US class: 73/863.21 73/863.23 738/632.3

Classification Explorer

Cited documents: US4887464 A, US4836917 A, US4765182 A, US4739655 A, US4699886 A, US4635735 A, US4546640 A, US4365977 A, US4319482 A, US3982432 A, US3759087 A, US3381536 A, US3306229 A, US3118738 A, US3039309 A, US2923151 A, US2704658 A, US2700897 A, US2341169 A, JPS58202858, JPS5764684 U, JPS56114814 U, JP58202858 A2, JP57064684 U1, JP56114814 U1, GB1438105 A,

Forward Citations: WO16165813, WO13021010, WO05045179, WO04027208, WO03027641, WO0122050, US9651481, US9568419, US8912000, US8810794, US8632625, US8056408, US7752906, US7748280, US7465426, US7458257, US7421881, US7232548, US7213443, US7032444, US6396276, US6374668, US6188223, US5883516, US5199509, US2016115786, US2014130671, US2013263647, US2011308391, US2010031732, US2009050369, US2009049889, US2008041172, US2007137293, US2005150381, US2004265176, US2004014223, US2003226394, US2002001543, JP9292318, JP3281535, JP2008514837, ITMI20091792, GB2424847, GB2424847, GB2421792, GB2421792, FR2829945, FR2815074, FR2799790, EP3081740, EP2557265, EP1167945, EP1131615, CN104986195, CN102580360, CN102580360, CN102580359, CN102022114,

Abstract:
Source: US5090256A A method and apparatus for sampling the gaseous content of a liquid laden with solids initially involves sampling the liquid as close as possible to the source of the liquid. A strainer housing having a strainer plate for filtering out debris in the liquid is connected to a suction pump for sucking the liquid into the housing and to the pump. The pump delivers the sampled liquid to a degassing device mounted on a frame with the pump. The degassing device agitates the liquid to liberate gases suspended therein. The gases are then collected from the degassing device so that the gases may be analyzed. A motor mechanism on the frame drives the pump, a rotating agitator in the degassing device and a rotating scraper on the exterior of the strainer plate simultaneously. This method and apparatus are particularly applicable to the sampling of drilling mud from an oil well exploration site for purposes of analyzing the hydrocarbon content of the drilling mud.

0) US2013085642A – ANALYZING ROAD SURFACES

137) Family number: 53414767 (US2013085642A) © PatBase

Title: ANALYZING ROAD SURFACES

Priority: EP20110183423 20110930

Family:

Publication number	Publication date	Application number	Application date
DE602011023988 D1	20160428	DE201160023988T	20110930
EP2574511 A1	20130403	EP20110183423	20110930
EP2574511 B1	20160316	EP20110183423	20110930
JP2013079937 A2	20130502	JP20120141120	20120622
JP5571125 B2	20140813	JP20120141120	20120622
US2013085642 AA	20130404	US20120606553	20120907
US8825306 BB	20140902	US20120606553	20120907

Probable Assignee: HONDA RES INST EUROPE GMBH

Assignee(s):(std)**:** DANKERS ANDREW ALEXANDER ; HONDA RES INST EUROPE GMBH

Assignee(s): HONDA RESEARCH INST EUROPE GMBH ; HONDA RESEARCH INSTITUTE EUROPE GMBH

Inventor(s):(std)**:** ANDREW ALEXANDER DANKERS ; DANKERS ANDREW ALEXANDER ; DANKERS DR ANDREW ALEXANDER

Agent(s): MITSCHERLICH PATENT U RECHTSANWAELTE PARTMBB; RUPP CHRISTIAN; SQUIRE PATTON BOGGS US LLP

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

International class (IPC 8–9)**:** B60T7/12 B60T8/172 B62D6/00 G01B11/30 G01M17/007 G01N19/02 G05D1/00 G06F15/00 (Advanced/Invention)

CPC: B60T8/172 B60T2210/12 G06N3/049 G06K9/00791 G06K9/605

US class: 701/1 701/48 701/82 702/155

Classification Explorer

Cited documents: US5652655 A, US2008135731 AA, JP7500660 T2, JP60142208 A2, JP2697307 B2, JP2011034458 A2, JP2009042115 A2, JP2007086720 A2, JP2001166011 A2, JP11514826 T2, JP10221043 A2, JP10103939 A2, EP2196792 A1, EP1964736 A1, EP0412791 A2, DE10314424 A1, DE10314242 A1,

Forward Citations: WO17060590, WO16044431, WO16043918, WO16036664, WO16025811, WO16025808, WO15097149, US9435885, US9135219, US2016078321, US2016078001, US2016048515, US2013103274, US2013079990, KR101611789, FR3042292, EP3176013, EP2887009, DE102013211637,

Abstract:
Source: US2013085642A The invention proposes a system that uses a novel method to analyze the surface being about to be traversed by a vehicle. The system can be used to enhance vehicle safety and control. The system makes use of AER cameras such as the Silicon Retina. The Silicon Retina is used monitor the surface to be traversed, and a processing unit analyzes the surface based on the signal provided by the Silicon Retina. The proposed surface analysis method carried out by the system surpasses state–of–art analysis methods.

0) BRPI8406005A – MAQUINA PARA FABRICACAO DE TIJOLOS COMUNS DE AR...

138) Family number: 644112 (BRPI8406005A) © PatBase

Title: MAQUINA PARA FABRICACAO DE TIJOLOS COMUNS DE ARGILA PELO PROCESSO DE LAMINACAO E REFINACAO DO BARRO E MOLDAGEM AUTOMATICA MACHINE FOR MANUFACTURING OF COMMON CLAY BRICKS BY LAMINACAO AND REFINACAO PROCESS OF CLAY AND AUTOMATIC MOLDING (Machine translation)

Priority: BR1984PI06005 19841122

Family:

Publication number	Publication date	Application number	Application date
BRPI8406005 A	19860617	BR1984PI06005	19841122

Probable Assignee: ANTONIO RODRIGUEZ CANO

Assignee(s):(std)**:** ANTONIO RODRIGUEZ CANO ; BENEDITO ALBERTO VOLPON ; SALVATORE TRICOLI

Inventor(s):(std)**:** ANTONIO RODRIGUEZ CANO ; BENEDITO ALBERTO VOLPON ; CANO ANTONIO RODRIGUEZ ; SALVATORE TRICOLI ; TRICOLI SALVATORE ; VOLPON BENEDITO ALBERTO

International class (IPC 8–9): B28B17/02 B28C1/14 (Advanced/Invention); B28B17/00 B28C1/00 (Core/Invention)

International class (IPC 1–7): B28B17/02 B28C1/14

Classification Explorer

Abstract:
Source: BRPI8406005A < • ss v • l ¦•••• – ••?r#.5:• ss»»ss •• RESUMO Patente de invencao: "MAQUINA PARA FABRICACAO DE TIJOLOS COMUNS DE ARGILA PELO PROCESSO DE LAMENACAO E REFINACAO 00 BARRO E MOLDAGEM / AUTOMATICA" que preparando previamente o referido barro para homoge 05– neiza–lo por intermedio de uns cilindros que ao faze–lo passar por entre eles atraves de estreita fenda regulavel, o laminam e refinam provocando atrito entre as particulas e limitando a espessura ou ca libre destas, esse mesmos cilindros impulsam o barro, ja com pres – sao definida, em direcao a moldes dispostos em tomo de uma roda ou 10– tambor colocado impediatamente sob esses mesmos cilindros que, pelo efeito dessa pressao sao totalmente preenchidos dando–se assim for ma definida ao tijolo que e depois expulso do molde por efeito de um sistema de carne excentrico num ponto localizado na parte info– / rior da maquina, oposto aquele no qual se processou o enchimento, e 15– caindo por gravidade, deposita–se numa esteira transportadora que / vai retirando da maquina a sucessao de tijolos assim produzidos aju dando na desmoldagem um sistema de pulverizacao intermitente de um fluido lubrificante que tende a reduzir a aderencia do barro nas qa redes do molde, existindo final mente a possibilidade de os tijolos/ 20– apresentarem numa das faces a marca, nome ou emblema do usuario da maquina quando o mesmo for colocado, em negativo e em relevo, adi–/ cionalmente, no fundo dislocavel dos moldes que, empurrando o barro para fora do molde realiza a desmoldagem. < • v • l... • • • • • •? r #. 5: • ss · ss • • SUMMARY of invention Patent: "MACHINE for MANUFACTURING of COMMON CLAY BRICKS by LAMENACAO and REFINACAO PROCESS 00 clay and MOLDING/AUTOMATICA" that preparing the clay to homoge–05 referred to neiza him through a few rods to make him go through among them through narrow gap adjustable, the laminate and refine causing friction between the particles and limiting the thickness or ca libre of these This same motivate the clay cylinders, ja with pres–set, in direction to templates arranged in a wheel or Tome 10–drum placed impediatamente under these same rods, by the effect of this pressure are fully filled with so ma defined the brick and then expelled from the mold through a system of eccentric meat at a point located at the info–/row machine, opposite that at which was filling, and 15–falling by gravity, is deposited on a conveyor belt that will machine the removing/sequence of bricks so produced help giving in a spraying system intermittent release of a lubricating fluid which tends to reduce the grip at the clay in the mold and networking qa end mind the possibility of the bricks/20–present on one side the brand, name or emblem of the user of the machine when it is put in negative and in relief, adi–/Pro, at the bottom of the dislocavel templates, pushing the clay out of the cast performs the demoulding.

0) EP0863071A1 – MOTOR VEHICLE FOR ICY SURFACES KRAFTFAHRZEUG F...

139) Family number: 11081797 (EP0863071A1) © PatBase

Title: Motor vehicle for icy surfaces

Priority: CA19982227631 19980223 FR19970002377 19970224

Family:

Publication number	Publication date	Application number	Application date
CA2227631 AA	19980824	CA19982227631	19980223
EP0863071 A1	19980909	EP19980410012	19980216
FR2759965 A1	19980828	FR19970002377	19970224
FR2759965 B1	19990514	FR19970002377	19970224
JP10236318 A2	19980908	JP19980040481	19980223

Probable Assignee: SLED 3000

Assignee(s):(std)**:** SLED 3000

Assignee(s): TERMINI FRANCIS

Inventor(s):(std)**:** TERMINI FRANCIS

Inventor(s): FRANCIS TERMINI

Agent(s): ROBIC; CABINET HECKE; NAGAI HIROSHI

Designated states: AT BE CH DE DK ES FI FR GB GR IE IT LI LU MC NL PT SE

International class(IPC 8–9)**:** B60K23/00 B60R19/16 B62B15/00 B62B19/00 B62B5/00 B62D57/00 B62M27/02 (Advanced/Invention); B62B15/00 B62B19/00 B62B5/00 B62M27/00 (Core/Invention)

International class(IPC 1–7)**:** B60K23/00 B60R19/16 B62B15/00 B62B19/00 B62D57/00 B62M27/02

CPC: B62B5/0006 B62B15/008 B62M27/02 B62M2027/026

European class: B62B15/00W B62B5/00B B62M27/02 L62M27/02F

Classification Explorer

Cited documents: WO9606000 A1, US4826185 A, US4350221 A, US3785688 A, FR1004546 A,

Abstract:
The vehicle has an on–board source of energy for feeding the electric motor (22) of the motor and reduction gear complex. A steering mechanism is mechanically connected to a steering wheel. Control devices are provided for the motor and reduction gear complex and for the steering mechanism. An electronic unit may be provided for receiving radio signals for remote control of the motor. Slide runners (32) are fitted under the lower part of the chassis (14) in order to be in permanent contact with the ice surface. Each runner is joined to the chassis by a spring telescopic mechanical connection, providing the suspension of the vehicle. Shock absorbers extend from the periphery of the chassis in order to absorb shocks in the event of a collision.

0) FI9887A – ELASTISK HJULRING FOER VAGNAR AV ALLA SLAG

140) Family number: 39299094 (FI9887A)

© PatBase

Title: Elastisk hjulring foer vagnar av alla slag

Family:

Publication number	Publication date	Application number	Application date
FI9887 A	19231019		00000000

Inventor(s):(std)**:** ROMAN KRENSKI VON

Inventor(s): KRENSKI VON ROMAN

International class (IPC 8–9): B60C7/00 (Advanced/Invention); B60C7/00 (Core/Invention)

International class (IPC 1–7): B60C7/00

Classification Explorer

Abstract:
Source: FI9887A 1, Hjulrins foer vagnatss av alla slag, vilken Kr sammanaatt av oelaafciska eezrasnt ooh tas lian dessa anbragta elastiska lataa lier, kaenns tsolmad dSrav, att de os laat leka ssgrasnten foer foerhindrande av «Brmsaokurauiering Sr(C) utfoerd« l fon–i av med vsntilationa and ppningar fueraedda haellcroppar av ostall silsr nå– got annat material »sd sed vffrras ledn inga foerraåg** varvid ntfrandss oeppningar litmpligen uro 3ae balBçna, att BQjtrasntan Kro Uppna att hjulrinena iaitt ooh vie segmentens aendar, 1, Hjulrins for vagnat ss av alla kinds, Vilken Cr sammanaatt av oelaafciska eezrasnt ooh pocket dirt industry anbragta the elastic download lier, kanns tsolmad dSrav, in that de hammer os box ssgrasnten for foerhindrande av «Brmsaokurauiering Sr (C) utfoerd« l fon–i av med vsntilationa and ppningar fueraedda haellcroppar av ostall silsr neighbors got to give material »sd sed vffrras inoperative, their inga foerraag ** whereby the openings ntfrand ss litmpligen uro 3R balBcna, att BQjtrasntan Kro Uppna att hjulrinena iaitt ooh segmentens takes its ends,

0) WO16096312A1 – GEARING FOR A MOTOR VEHICLE, A DRIVE TRAIN, AND...

141) Family number: 62731894 (WO16096312A1) © PatBase

Title: GEARING FOR A MOTOR VEHICLE, A DRIVE TRAIN, AND A METHOD FOR OPERATING SAME

Priority: DE201410226708 20141219

Family:

Publication number	Publication date	Application number	Application date
DE102014226708 A1	20160623	DE201410226708	20141219
WO16096312 A1	20160623	WO2015EP77032	20151119

Probable Assignee: ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s):(std)**:** ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s): ZF FRIEDRICHSHAFEN AG

Inventor(s):(std)**:** BECK STEFAN ; BREHMER MARTIN ; GRIESMEIER UWE ; HORN MATTHIAS ; KALTENBACH JOHANNES ; KING JULIAN ; KUBERCZYK RAFFAEL ; MORAW JENS ; MUENCH ECKEHARD ; PAWLAKOWITSCH JURI ; SCHARR STEPHAN ; WARTH VIKTOR ; WECHS MICHAEL ; ZIEMER PETER

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B60K6/365 B60K6/48 B60K6/547 F16H3/72 (Advanced/Invention)

CPC: B60K6/48 B60K6/365 B60K6/547 B60K2006/4816 F16H3/725 F16H3/728 F16H2200/2007 F16H2200/2038 F16H2200/2041 F16H2200/2043 F16H2200/2094 F16H3/663 F16H2200/2064 Y02T10/6221 Y02T10/6256

Classification Explorer

Cited documents: US6592484 BA, US2012035014 AA,

DE102013225208 A1

DE102012219733 A1

DE102011117863 A1

Abstract:
The invention relates to a gearing (G) for a motor vehicle, comprising an input shaft (GW1), an output shaft (GW2), a first planetary gear set (P1), a second planetary gear set (P2), and at least one first switching element (14), one second switching element (15) and one third switching element (04), said first and second planetary gear sets (P1, P2) being designed as minus gear sets, a sun gear (E11) of said first planetary gear set (P1) being permanently connected to a sun gear (E12) of the second planetary gear set (P2) and thus being a component of a first coupling shaft (V1), a planet carrier (E21) of the first planetary gear set (P1) being permanently connected to a ring gear (E32) of the second planetary gear set (P2) and thus being a component of a second coupling shaft (V2), the input shaft (GW1) being connectible to a ring gear (E31) of the first planetary gear set (P1) by means of the second switching element (15), the output shaft (GW2) being directly attached to the second coupling shaft (V2), the planet carrier (E22) of the second planetary gear set (P2) being securable, in a rotationally–fixed manner, by engagement of the third switching element (04), the input shaft (GW1) being connectible to the planet carrier (E22) of the second planetary gear set (P2) by means of the first switching element (14), and said gearing (G) comprising a first electric machine (EM1) with a non–rotatable stator (S1) and a rotatable rotor (R1), said rotor (R1) being connected either switchably or permanently to the first coupling shaft (V1), the first and third switching elements (14, 04) being designed to be power–shiftable switching elements that produce a force–fitting connection when engaged, and the second switching element (15) being designed to be a form–fitting switching element, particularly a jaw–type switching element.

0) GB2221499A – BUOYANT ACCOMMODATION AND POWER GENERATING STRU...

142) Family number: 6535556 (GB2221499A) © PatBase

Title: Buoyant accommodation and power generating structure

Priority: GB19880018506 19880804

Family:

Publication number	Publication date	Application number	Application date
GB2221499 A1	19900207	GB19880018506	19880804
GB8818506 A0	19880907	GB19880018506	19880804
GB8822396 A0	19881026	GB19880022396	19880923
GB8901060 A0	19890315	GB19890001060	19890118

Probable Assignee: HERPAY DR ZOLTAN

Assignee(s):(std)**:** HERPAY DR ZOLTAN ; HERPAY Z ; HERPAY ZOLTAN

Assignee(s): DR ZOLTAN HERPAY

Inventor(s):(std)**:** HERPAY R ZOLTAN

Inventor(s): R ZOLTAN HERPAY

International class (IPC 8–9): F03B13/18 F03B17/06 (Advanced/Invention); F03B13/00 F03B17/00 (Core/Invention)

International class (IPC 1–7): F03B13/00

CPC: F03B13/181 F03B17/062 Y02E10/28 Y02E10/38

European class: F03B13/18B2 F03B17/06C Y02E10/28 Y02E10/38

Classification Explorer

Abstract:
Source: GB2221499A A buoyant structure comprises an anchored stator SRC surrounded by a rotatable ring of buoyant wings (SSW, SHW WW, DSW,DBW, BFW and BW, Fig. 2). Water flow acting upon the wings causes the ring to rotate thereby generating power. The structure is stated to function as a city and is serviced by floating roads NFR, SFR. Each road FR (Figure 1) is provided with breakwaters and wave power generators 13. The roads and structure can be used to span a stretch of water. Various functional details are disclosed.

0) DE2534332A1 – ROLLTREPPENFAEHIGER WAGEN, INSBESONDERE MIT ENT...

143) Family number: 1630278 (DE2534332A1) © PatBase

Title: ROLLTREPPENFAEHIGER WAGEN, INSBESONDERE MIT ENTSPRECHENDEN WAGEN SCHACHTELBARER, ROLLTREPPENFAEHIGER TRANSPORTWAGEN MIT WEGROLLSICHERUNG BRAKED SHOPPING TROLLEY FOR ESCALATOR – WITH BRAKE STRIPS UNDERNEATH AND AUTOMATIC BRAKING WEDGES OPERATING DIRECT ON TYRE WHEN TILTED

Priority: DE19752534332 19750801

Family:

Publication number	Publication date	Application number	Application date
DE2534332 A1	19770602	DE19752534332	19750801
DE2534332 B2	19780706	DE19752534332	19750801
DE2534332 C3	19860417	DE19752534332	19750801

Probable Assignee: FLUGHAFEN FRANKFURT MAIN AG

Assignee(s):(std): FLUGHAFEN FRANKFURT MAIN AG

Assignee(s): FLUGHAFEN FRANKFURT MAIN AG 6000 FRANKFURT DE ; FLUGHAFEN FRANKFURT AM MAIN AG ; FLUGHAFEN FRANKFURT AM MAIN AG 6000 FRANKFURT

Inventor(s):(std): EWALD DIETER ; EWALD DIETER ING GRAD ; FREY WILLI ; FREY WILLI ING GRAD ; RASCH GERHARD ; SINGERHOFF JUERGEN ; SINGERHOFF JUERGEN ING GRAD

Inventor(s): SINGERHOFF JUERGEN ING GRAD 6094 BISCHOFSHEIM ; SINGERHOFF JUERGEN ING GRAD 6094 BISCHOFSHEIM D ; SINGERHOFF JUERGEN ING GRAD 6094 BISCHOFSHEIM DE ; SINGERHOFF JUERGEN ING ; RASCH GERHARD 6095 GUSTAVSBURG ; RASCH GERHARD 6095 GUSTAVSBURG DE ; FREY WILLI ING GRAD 6072 DREIEICHENHAIN ; FREY WILLI ING GRAD 6072 DREIEICHENHAIN DE ; FREY WILLI ING ; EWALD DIETER ING GRAD 6050 OFFENBACH ; EWALD DIETER ING GRAD 6050 OFFENBACH DE ; EWALD DIETER ING

International class (IPC 8–9): B62B5/02 (Advanced/Invention); B62B5/02 (Core/Invention)

International class (IPC 1–7): B62B5/02

CPC: B62B5/021

European class: B62B5/02E

Classification Explorer

Cited documents: US3501164, US3362496, US2917120, DE7242079 U, DE2364515, DE2030583,

Forward Citations: US6029982, FR2594398, DE3117767, DE2812050, DE19718060, DE19504110,

Abstract:
Source: DE2534332A1 Ansorueche 1) Rolltreppenfaehiger Wagen, insbesondere mit entsprechenden Wagen schachtelbarer, rolltrepperfaehiger Transportwagen mit Weg rollsicherung, mit einem mit Raedern versehenen Gestell, mit an der Unterseite des Fahrgestells vorgesehenen, sich etwa in Laengsrichtung des Wagens zwischen den Raedern erstreckenden Reihen von zueinander parallelen Querausnehmungen zur Aufnahme von vorzugs weise zwei benachbarten Stufenkanten von Rolltreppenstufen und mit an der Rueckseite des Fahrgestells angeordneten Pufferteilen, dadurch gekennzeichnet, dass die Qureausnehniungen als halbzylindrische Rillen (1) ausgebildet sind, dass die Pufferteile (2) an der Rueckseite des Fahrgestells hervorragen, dass die Unterseite der Pufferteile (2) von zwei keilfoermig zusammelaufenden Flaechen (3a,)b) begrenzt st und dass an der frontseite d–es Wagens (4) an der Unterseite des Fahrgestells (5) wenigstens eine zur Vertika– len nach hinten geneigte, um eine senkrechte Achse schwenkbare Ablenkflaeche (6) angeordnet ist 2) Rolltreppenfaehiger Wagen nach anspruch 1, dadurch gekennzeichnet, dass wenigstens zwei zur Frontseite des Wagens (4) hin konver gierend angeordnete Reihen von halbzylindrischen Rillen (1) vor gesehen sind 3) Rolltreppenfaehiger Wagen nach anspruch 1 oder 2, dadurch gekennzeichnet, dass das oder die Vorderraeder als allseits schwenkbare Rollen (7) mit Ausladung ausgebildet sind und in Bezug auf die Frontseite des Wagens (4) selbsttaetig in iNachlaufstellung ein stellbar sind 4) Rolltreppenfaehiger Wagen nach anspruch 1 oder 2, dadurch gekennzeichnet, dass das oder die Vorderraeder mit ausladung in all seits schwenkbaren haltern (8) aufgenommen sind und die halter(8) eine Ablenkflaeche (6) aufweisen 5) Rolltreppenfaehiger Wagen nach anspruch 4, dadurch gekennzeich– net, dass die Halter (8) in Bezug auf die Frontseite des Wagens(4) selbsttaetig in Nachlaufstellung einstellbar sind 6) Rolltreppenfaehiger Wagen nach Anspruch 1, 2, 3, 4 oder 5, dadurch gekennzeichnet, dass die Flaechen (3a, 3b)

an den Pufferteilen (2) profiliert ausgebildet sind 7) Rolltreppenfaehiger Wagen nach Anspruch 6, dadurch gekennzeichhet, dass die vordere Flaeche (3a) an den Pufferteilen (2) mit kegelfoermigen Noppen (9) versehen ist 8) Rolltreppenfaehiger Wagen nach Anspruch 1 bis 7, dadurch gekennzeichnet, dass das Fahrgestell (5) im Bereich der Hinterraeder (10) Seitenfuehrungsteile (11) aufweist 9) Rolltreppenfaehiger Wagen nach anspruch 8, dadurch gekennzeich net, dass die Seitenfuehrungsteile (11) die Halterung fuer die Hinterraeder (10) bilden 10) Rolltreppenfaehiger Wagen nach anspruch 8 oder 9,dadurch gekennzeichnet, dass an den freien Enden der Seitenfuehrungstelle (11) die Pufferteile (2) angeordnet sind 11) Rolltreppenfaehiger Wagen nach anspruch 1 bis 10, dadurch gekennzeichnet, dass oberhalb der Hinterraeder (10) je ein gegen die Laufflaeche andrueckbarer Buegel (12) angeordnet ist 12) Rolltreppenfaehiger Wagen nach Anspruch 11, dadurch gekennzeichnet, dass der Buegel (12) an Fuehrungsteilen (11) anhgelenkt ist 13) Rolltreppenfaehiger Wagen nach Anspruch 1 bis 12, dadurch ge lkennzeichnet, dass als Transportwagen an der Rueckseite im Bereich der Hinterraeder (10) am Fahrgestell (5) ein Rahmenbock (13) mit Bedienungsgriff (14) aufragt und zusammen mit dem Ladegestell(15) des Fahrgestells (5) sowie einem im Bereich der Frontseite aufra– genden Rahmengestell (16) den Ladebereich des Wagens (4) in Laengsrichtung und nach unten begrenzt und dass ein im Abstand vom bade– gestell (15) mittig zwischen Rahmengestell (16) und Rahmenbock 1(13) gefuehrter Buegel (17) den Ladebereich nach oben begrenzt 14) Rolltreppenfaehiger Wagen nach aspruch 13, dadurch gekenn– zeichnet, dass der sich zwischen Rahmenbock (13) und Rahmegngestell (16) erstreckende Abschnitt des Buegels (17) zur Frontseite des Wagens (4) hin geneigt angeordnet ist 15) Rolltreppenfaehiger Wagen nach Anspruch 13 und 14, dadurch gekennzeichnet, dass der obere rbschnitt des Rahmengestells (16) als eine gegen Federbelastung zwischen mit dem Buegel (17) gebildeten Anschlaegen schwenkbare Elappe (18) ausgebildet ist. The underside of the shopping trolley has brake strips running lengthwise along each side. The strips have semicircular grooves which grip the edges of the stair treads on the escalator and prevent the trolley from moving. The rear wheels have a padded brake wedge extending rearwards to operate a flexible mudguard brake on the rear wheels if the trolley is tilted to rest with its rear wedges on the treads. The front wheel has an angled deflector in front of it to operate a front wheel brake is tilted downwards on the escalator. The trolley is securely held on the escalator for moving up or down, no matter how much is loaded in it.

144) Family number: 20071889 (US2707926A) © PatBase

Title: THREAD TENSIONING DEVICES AND MECHANISMS FOR ACTUATING THE SAME

Priority: GB19520021705 19520829 US19520273701 19520227

Family:

Publication number	Publication date	Application number	Application date
DE954208 A	19561213	DE1953U002030	19530207
DE954208 C	00000000		00000000
GB723595 A	19550209	GB19520021705	19520829
US2707926 A	19550510	US19520273701	19520227

Probable Assignee: UNITED SHOE MACHINERY CORP

Assignee(s):(std)**:** BRITISH UNITED SHOE MACHINERY ; UNITED SHOE MACHINERY CORP

Assignee(s): BRITISH UNITED SHOE MACHINERY CO LTD

Inventor(s):(std)**:** HAAS OTTO R ; HAAS OTTO RUDOLPH

International class (IPC 8–9): D05B47/00 (Advanced/Invention)

International class (IPC 1–7): D05B15/02 D05B49/06

CPC: D05B47/00

European class: D05B47/00

US class: 112/59

Classification Explorer

Cited documents: US487214 A,

Forward Citations: US9410275, US3088426, US3068815, US3055323, US2015013583,

Abstract:
Source: GB723595A 723,595. Sewing–machines. BRITISH UNITED SHOE MACHINERY CO., Ltd. (United Shoe Machinery Corporation). Aug. 28, 1953 [Aug. 29, 1952], No. 21705/52. Addition to 630,639. Class 112. In a thread–tensioning device according to the parent Specification, the braking band has an end portion extending more or less tangentially from its turns to be engaged by the member which causes it to grip the brake drum, and the latter member, while thus engaging the end portion of the band, exerts a frictional force lengthwise of it in a direction to assist in the required effect. Modified means are used for holding and adjusting the other end of the band, and provision is made for the application of only a reduced tension during the first stitch–forming cycle on starting (the tension being substantially removed when the machine is at rest) to avoid the possibility of pulling the thread out of the thread–end holder; the full tension is restored during the second cycle. In the form shown in Fig. 5 the brake band 20 surrounding the brake drum 17, which is secured to a spindle 16 rotating in needlebearings under the action of the thread passing over a wheel on the spindle, has one end 43 adjustably secured by means described below and the other end 19 extending tangentially into engagement with a roller 22 carried by the take–up lever 8. The arrangement is such that as the take–up lever moves to set a stitch it deflects the end 19 of the brake band to the left and at the same time exerts a frictional force drawing it downwards, both these actions serving to tighten the band on the drum to increase the thread tension; the second action ensures that the first turn of the band engages the drum to ensure smooth and correct action. When the take–up moves to give up thread the reverse effect occurs, the end of the band being lifted frictionally to disengage the first turn from the drum. The other end 43 of the band is guided in a fork 50 of a member 44 pivotally mounted on one of the bearings of the drum spindle, a screw 52, with lock–nut, being provided for adjustment of the band whereby the thread tension is adjusted. The member 44 is normally held in a position to tighten the brake band by a lever 60 engaging under the end of an arm 56 of the member 44 under the action of a spring 70: when the machine is stopped, the lever 60 is tilted to the position shown by a rod 82 to relieve the stress in the brake band and remove the tension in the thread. In the arrangement shown in Fig. 8 in the position in which the brake band is slackened, the member 84 engaging the end 43 of the band rests on a lever 90 spring–pressed clockwise and connected by a link 116 with a pivoted arm 114 in engagement with a second arm 110 which is moved anti–clockwise when the machine stops and which thus lifts the. arms 114 to the position shown. When the machine is started, the arm 114 is lowered by a spring 126 until stopped by a latch 118 engaging a nose 115 on the arm 114; in this position the member 90 engages the incline of a cam projection 85 on the member 84 so as to tighten the brake band enough to apply a tension less than normal to the thread. On its return from setting the first stitch, the take–up lever engages a nose 124 to draw the latch 115 clear of 114, so that the arm 114 can fall further and restore full tension to the thread by moving the member 90 right under the projection 85. Specification 656,765 also is referred to.

145) Family number: 50263346 (US2011320040A) © PatBase

Title: METHOD FOR ADJUSTING CONCRETE RHEOLOGY BASED UPON NOMINAL DOSE–RESPONSE PROFILE

Priority: US20100821451 20100623 WO2011US35851 20110510

Family:

Publication number	Publication date	Application number	Application date
AU2011269743 AA	20111229	AU20110269743	20110510
AU2011269743 BB	20141030	AU20110269743	20110510
AU2011269743 BI	20141127	AU20110269743	20110510
BR112012033266 A2	20161122	BR20121133266	20110510
CA2802367 AA	20121211	CA20112802367	20110510
CN103180710 A	20130626	CN201180040834	20110510
CN103180710 B	20150408	CN201180040834	20110510
CO6670528 A2	20130515	CO20130011483	20130122
EP2585809 A1	20130501	EP20110798553	20110510
EP2585809 A4	20170503	EP20110798553	20110510
HK1186772 A1	20160219	HK20130114198	20131223
IN00239DN2013 A	20140912	IN2013DN00239	20130109
JP2013531241 T2	20130801	JP20130516574T	20110510
JP5795062 B2	20151014	JP20130516574T	20110510
KR20140002590 A	20140108	KR20137000197	20110510
MX2012014931 A1	20130318	MX20120014931	20110510
TH129129 A	20131114	TH20121006587	20110510
US2011320040 AA	20111229	US20100821451	20100623
US8311678 BB	20121113	US20100821451	20100623
WO11162878 A1	20111229	WO2011US35851	20110510

Probable Assignee: VERIFI LLC

Assignee(s):(std)**:** GR 2008 LLC ; KOEHLER ERIC ; ROBERTS MARK F ; VERDINO STEVE ; VERIFI LLC ; COOLEY ROY J

Assignee(s): DEUTSCHE BANK NEW YORK BRANCH COLLATERAL AGENT AG AS

Inventor(s):(std)**:** COOLEY ROY J ; KOEHLER ERIC ; ROBERTS MARK F ; ROBERTS MARKS F ; VERDINO STEVE

Inventor(s): ROY J COOLEY ; STEVE VERDINO ; MARK F ROBERTS ; MARKS F ROBERTS ; ERIC KOEHLER

Agent(s): PHILLIPS ORMONDE FITZPATRICK; SMART AND BIGGAR; LUZ CLEMENCIA DE PAEZ; BENSON JOHN EVERETT; CRAIG K; STEPHEN P; LEMACK KEVIN S ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

International class (IPC 8–9): B01F15/00 B28C5/18 B28C5/42 B28C7/02 B28C7/04 C04B24/18 C04B24/22 C04B24/26 C04B24/30 C04B28/02 C04B40/00 G01N11/00 G01N11/14 G01N33/38 G05B21/00 G05D11/02 G05D11/16 G05D21/02 G05D7/00 (Advanced/Invention); G01N11/00 G01N33/38 (Core/Invention); G01N (Subclass/Invention)

CPC: G05D21/02 B28C7/026 G05D24/02 C04B40/0032

European class: C04B40/00D1 G05D24/02

US class: 366/135 366/142 366/54 366/8 700/265 700/265P 700/285 73/54.03 73/54.28

Classification Explorer

Cited documents: WO09144523 A2, WO09126138 A1, WO09126138, WO07060272 A2, US8118473 BB, US8020431 BB, US7624625 BB, US7386368 BB, US7384180 BB, US7246009 BB, US6997045 BB, US6611755 BA, US6484079 BB, US6227039 BA, US6224250 BA, US6042259 A, US6042258 A, US5948970 A, US5895116 A, US5752768 A, US5713663 A, US5114239 A, US4900154 A, US4544275 A, US4356723 A, US4318177 A, US4008093 A, US2012016523 AA, US2011029134 AA, US2011029134, US2010143696 AA, US2009171595 AA, US2009158969 AA, US2009158960 AA, US2009037026 AA, US2008316856 AA, US2008295741 AA, US2008092957 AA, US2008066653 AA, US2008027685 AA, US2008027584 AA, US2008027583 AA, US2007185636 AA, US2007171764 AA, US2006287773 AA, US2005138991 AA, US2005132782 AA, US2003172850 AA, US2002015354 AA, US0029134, JP4248443 A2, JP4248443, JP2000193579 A2, JP2000193579, JP11189450 A2, JP11189450, JP11042630 A2, JP11042630, JP04248443, GB2432675 A1, GB2426347 A1, GB2392502 A1, GB2144240 A1, ES2281267 AA, EP1961538 A2, EP0126573 A1, CN1652908 A,

Forward Citations: WO14062507, WO13144528, WO13089663, WO13089663, US9550312, US9511510, US9492945, US9466203, US9463580, US9388072, US9376345, US9108883, US8858061, US8764273, US8746954, US8491717, US2014107844, US2013272084, US2011077778, FR2988847, EP3057749,

Abstract:
Source: US2011320040A The invention relates to a method for adjusting concrete rheology requiring only that load size and target rheology value be selected initially rather than requiring inputs into and consultation of a lookup table of parameters such as water and hydration levels, mix components, temperature, humidity, aggregate components, and others. Dosage of particular rheology−modifying agent or combination of rheology−modifying agents is calculated based on a percentage of a nominal dose calculated with reference to a nominal dose response ("NDR") curve or profile. The NDR profile is based on a correlation between a rheology value (e.g., slump, slump flow, yield stress) and the rheology−modifying agent(s) dose required to change rheology value by one unit (e.g., slump change from 2 to 3 inches) such that exemplary methods can employ corrective dosing based on the NDR and the measured deviation by the system.

146) Family number: 66266269 (KR20170075681A) © PatBase

Title: The various fluid distribution rotating body in contact with the fluid to sharply as the front side of the blade (Machine translation)

Priority: KR20170073257 20170601

Family:

Publication number	Publication date	Application number	Application date
KR20170075681 A	20170703	KR20170073257	20170601

Probable Assignee: GIMGYEONGJUN

Assignee(s): GIMGYEONGJUN

International class (IPC 8–9): B62D35/00 B63H1/26 B64C27/467 B64C5/04 (Advanced/Invention)

CPC: B62D35/00 B63H1/26 B64C27/467 B64C5/04

Classification Explorer

Abstract:
Source: KR20170075681A In company that manufactured objects should be shipped, it is why even without knowing it. He must know where the fundamental reason should come from. In one example, we use the wrong. In general passes is a vehicle such as a bus or a different passenger vehicle wheels are when I was a whimper, there is a difference. The first condition is to create a vehicle wheel zooms up to the stratosphere, there is a need to know. According to the weight of the vehicle is the difference of the intensity impinging on the wheel rim in the road surface it can be seen that. Vehicle weight, less weight than cars and buses, leaving the vehicle is operated, the roar from generating the sejoing wheels are smaller than a car, but when the contrary to occur a sound that occurs in the bus passes are made more, larger the wheel roar cars. The reason is that the vehicle weight is less out or the front passenger cars is now hitting upside–down to the ground, the air and free up, relative to the weight of the weight of the car in his car wheel relative to the intensity of the sound to hit the road surface size can be seen that it would be more significantly. Car bus as a vehicle, such as when the weight is more effective than air is not good, it can be seen that. Of course, the front glass of the vehicle bus, such as the effect to lower the air. Further they think the human to gravitational acceleration of air. Only the air vehicle proceeds without considering gravity it encountered in front of vehicles such as cars, buses and dispersed than the air, but might occur less noise, to the contrary, the roar cars bus as a vehicle wheels are greater than the sounds that occur when proceed. That is, appearance is not in the car. In cars so far in such a manner as to distribute air to the front glass, and distribute the air it is not up. Dispersing the front passenger vehicle proceed, upside–down, up, to distribute the windshield of the vehicle than the upper surface of the shape to the front further out forward to the air of the air encountered in a dispersion, it is possible to reduce the weight of the gravity. Now, as a vehicle fuel economy but the lower speeds, in accordance with the vehicle speed by the weight of the vehicle fuel consumption is lowered rather prevents the accumulation of snow in winter, preventing the vehicle windshield. The speed at which the vehicle is proceeding normally has a downward according to further reduce vehicle weight as dispersing, rather as also better fuel economy. Thus, experts are more cars exterior shape of cars in weight to further reduce the vehicle speed On the road had said comb. In addition, the asphalt road surface is in contact with the wheels of the vehicle area is greater than the force to more wheels that occur in the vehicle, it is not transmitted to the side of the tire and the road is how strongly the contact force of the engine, depending on the further well passed the wheels. So far behind the front glass shape as vending cars it is not enough to be laid in front of the windshield, and make laid. In addition to the US, there are many things that are in reverse. For example, to distribute the passenger cars spoiler is available now as the front fairing so worried vehicles it is not rounded. As shown front portion to distribute the air knife blade and have greater effect. In addition, as an airplane wing. The front part of dispersing the air will be sure to have sharply. Two years now, an airplane wing" the reasons that could be rounded birds such as swallows, and that he could not help thinking of shape and mimic. Wings of birds is not a strong material, such as a strength is weak hairs from weak flesh is distributed to the force of the air in the streamlined would automatically changes that we distribute air to a rigid material such as metal, it is not enough to forward the preserves in the fairing. And pointed toward the front of the knife blade made as described above. Moreover helicopter loud gareumyeo the air, it can be seen that. Now with air to ground the wings, which means that the loud blow to the next. The helicopter also like wings as arc through the air toward the front part so as to be among the most sharply as soon as the blade reduces fuel consumption and do. In addition, screw the vessel through water. So as now before contacting the water could be rounded so that the cross–section of the screw, as shown in the front side of the sharp knife blade must have sharply, engine fuel consumption is less. [Index terms; dispersing effect. Whimper. Fluid. The cross–sectional area.

0) GB712106A – PERAMBULATOR OR LIKE HAND–PROPELLED VEHICLE CON...

147) Family number: 19953118 (GB712106A) © PatBase

Title: Perambulator or like hand–propelled vehicle convertible for use as a trailer or sidecar for a velocipede

Priority: GB19510010973 19510510

Family:

Publication number	Publication date	Application number	Application date
GB712106 A	19540721	GB19510010973	19510510

Probable Assignee: NICHOLAS HOLMAN

Assignee(s):(std)**:** NICHOLAS HOLMAN

International class (IPC 8–9)**:** B62B7/12 (Advanced/Invention)

International class (IPC 1–7)**:** B62B7/12

CPC: B62B7/12 B62B7/126

European class: B62B7/12 B62B7/12T

Classification Explorer

Forward Citations: WO14154903, US9669859, FR3003801, CN105189251,

Abstract:
Source: GB712106A 712,106. Perambulators. HOLMAN, N. Aug. 11, 1952 [May 10, 1951; Oct. 22, 1951], Nos. 10973/51 and 24532/51. Class 108(1) A perambulator has a–body 1 resiliently supported on a pair of road wheels 4 and is provided with a handle 3 pivoted at 24 to the body 1 and carrying at its lower end an axle 27 having road wheels 5. With the handle in the position shown the axle 27 is retained by spring–loaded catches engaging brackets 25 and the handle may be used for propelling the vehicle and when the handle is rotated on the pivots 24 until it engages the stops 18 a bracket 33 secured to the axle 27 may be attached to a towing connection on a bicycle.

0) WO02092366A1 – MOTOR OPERATED SNOW CHAIN SYSTEM SYSTEME DE CH...

148) Family number: 24676599 (WO02092366A1) © PatBase

Title: MOTOR OPERATED SNOW CHAIN SYSTEM

Priority: KR20010014315 20010516 KR20010014315U 20010516

Family:

Publication number	Publication date	Application number	Application date
KR200240529 Y1	20011015	KR20010014315U	20010516
WO02092366 A1	20021121	WO2002KR00877	20020510

Probable Assignee: MOON YOON HO

Assignee(s):(std)**:** MOON YOON HO ; YOON HYUN SON

Inventor(s):(std)**:** YOON HYUN SON

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KZ LC LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VN YU ZA ZM ZW

International class (IPC 8–9): B60C27/14 (Advanced/Invention); B60C27/14 (Advanced/Non–invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/14

CPC: B60C27/14

European class: B60C27/14

Classification Explorer

Cited documents: US4338988 A, KR970008511 U, JP9193632 A2, JP59172609 U1,

Abstract:
The object of this invention is to provide a motor–operated snow chain system for automobiles. This chain system is installed at a wheel of an automobile using the wheel locking bolts (16), and consists of a chain (1), a motor (11), an RF receiver (12) and a battery (13). The chain system is radio–controlled by a driver to wrap or remove the chain (1) on or from the tread of a tire to give increased traction on snow or a steep slope. That is, when it is desired to increase traction of the tires while driving the automobile on snow or a steep slope, the driver sitting in the driver's seat radio–controls the chain system without stopping the automobile. In such a case, the chain (1) of the system is automatically wrapped around the tread of the tire. The driver thus easily and quickly uses the chain system when necessary.

149) Family number: 5622820 (WO8702099A1) © PatBase

Title: DEVICE FOR CONVERTING WIND–PRODUCED ROTATION ENERGY INTO ELECTRICAL ENERGY

Priority: DE19833300049 19830103 DE19843412372 19840403 WO1985DE00339 19850927

Family:

Publication number	Publication date	Application number	Application date
DE3300049 A1	19830714	DE19833300049	19830103
DE3300049 C2	19870514	DE19833300049	19830103
DE3412372 A1	19851010	DE19843412372	19840403
EP0238486 A1	19870930	EP19850904959	19850927
WO8702099 A1	19870409	WO1985DE00339	19850927

Probable Assignee: REIMANN WILHELM DR 7750 KONSTANZ DE

Assignee(s):(std)**:** REIMANN WILHELM ; REIMANN WILHELM DR

Assignee(s): REIMANN WILHELM DR 7750 KONSTANZ DE

Inventor(s):(std)**:** REIMANN WILHELM DR ; REIMANN WILHELM

Designated states: AT BE CH FR GB IT JP LI LU NL SE US

International class (IPC 8–9)**:** F03D3/00 F03D3/06 (Advanced/Invention); F03D3/00 (Core/Invention)

International class (IPC 1–7)**:** F03D3/00 F03D3/02

CPC: F03D3/00 F03D3/065 Y02E10/74

European class: F03D3/00 F03D3/06E4 Y02E10/74

Classification Explorer

Cited documents: US3941504 A, US1430406 A, GB211766 A, FR1055052 A, DE3300049 A1, DE3117875 A1, DE2915780 A1,

Forward Citations: WO8702099, WO06107225, US5860663, US5634651, US5037268, DE3928538, DE19835958, DE102012203138, DE102012014627, DE102011113280, DE102011113280,

Abstract:
A device for converting wind–produced rotation energy into electrical energy in which a rotor turns around a vertical axis, with blades arranged in the rotation plane. Each hollow blade (2) runs in a recess (5) like a hollow shell, in which a gyrowheel (6) rotates around a vertical axis (C).

0) JP2099411A – AUTOMATIC SPIKES TELESCOPICALLY OPERABLE DURING...

150) Family number: 4388742 (JP2099411A) © PatBase

Title: AUTOMATIC SPIKES TELESCOPICALLY OPERABLE DURING TRAVEL

Priority: JP19880250353 19881004

Family:

Publication number	Publication date	Application number	Application date
JP2099411 A2	19900411	JP19880250353	19881004
JP2963999 B2	19991018	JP19880250353	19881004

Probable Assignee: ISE HIROSHI

Assignee(s):(std)**:** ISE HIROSHI

Inventor(s):(std)**:** ISE HIROSHI

International class (IPC 8–9): B60C27/00 B60C27/04 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/00

CPC: B60C27/045

European class: B60C27/04B

Classification Explorer

Cited documents: JP62125901 A2, JP60023401 U1, JP60023401 U, JP56028003 A2,

Abstract:
Source: JP2099411A PURPOSE:To extend automotive spikes when a road is covered with snow during travel of a car and to retract it when the snow on the road is eliminated by operating a device capable of telescoping the pistons with claw from and into the periphery of a wheel during travel of a car by increasing or decreasing the hydraulic oil quantity remotely. CONSTITUTION:A rotary wheel 3 is closely fitted rotatably in a stationary wheel 1 and a hydraulic oil groove wheel 4 supplying hydraulic oil through a pressure oil feed pipe 2 is formed between both wheels 1 and 3. Multiple cylinders 5 connected to the hydraulic oil groove wheel 4 are formed in the rotary wheel in radial direction at equal angular interval and pistons 6 with claw are provided in these cylinders. Each piston 6 with claw is telescoped in the cylinder 5 hydraulically and a claw at the top of the piston is so provided that it extends from and retracted into the outer periphery of a wheel 7. The stationary wheel 1 is secured to an axle cover 8 and the rotary wheel 3 is secure to a drum 9.

0) MX2008005969A – ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRIC...

151) Family number: 44689583 (MX2008005969A) © PatBase

Title: ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRICKS, BLOCKS, THERMOFORMED–MUD BRICKS.

Priority: MX20080005969 20080508

Family:

Publication number	Publication date	Application number	Application date
MX2008005969 A1	20091109	MX20080005969	20080508

Probable Assignee: SOTO MARTIN ALFREDO ALVAREZ

Assignee(s):(std)**:** SOTO MARTIN ALFREDO ALVAREZ

Assignee(s): MARTIN ALFREDO ALVAREZ SOTO

Inventor(s):(std)**:** GALLEGOS MANUELA SOTO ; REYES MARIA DE LA LUZ MATANCILLAS ; SOTO MARTIN ALFREDO ALVAREZ

Inventor(s): MANUELA SOTO GALLEGOS ; MARIA DE LA LUZ MATANCILLAS REYES ; MARTIN ALFREDO ALVAREZ SOTO

Abstract:
ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRICKS, BLOCKS AND BRICKS, WHICH CONSISTS OF A MIXER INTEGRAL WITH A DRY SAND HEATER, A THERMOFORMING MANUFACTURING MODULE INCLUDING ITS OWN UNITARY CARRIER, WHICH HAS THE REQUIRED MECHANISM FOR MANUFACTURING BRICKS BY THERMOFORMING USING COMPACTING HEATED MUD, AND A STACKING ROTATING MECHANISM, THE INVENTION ALSO COMPRISING CARTS FOR TRANSPORTING THE FINISHED PRODUCT THROUGH A LINEAR COOKER, A COOKER INTEGRAL WITH A VAPORISER (2), A METALLIC–CONSTRUCTION STYLISED TANK, A FILTER FOR RECOVERING POLLUTING SUBSTANCES INCLUDING A CONDENSER ALSO IN A METALLIC CONSTRUCTION. THE INVENTION MAY USE A THERMOFORMING MANUFACTURING MACHINE INTEGRAL WITH THE AFOREMENTIONED ELEMENTS, WHICH HAS A PLURALITY OF MOULDINGS SO AS TO ACHIEVE A HIGH PRODUCTION; THE MACHINE HAS A DISC SHAPE, WHEREIN THE UPPER PORTION THEREOF HAS A HALF SPHERE SHAPE WHERE THE WHOLE ESSENTIAL MECHANISM ARE HOUSED THEREIN SO AS TO CARRY OUT THE AFORESAID MANUFACTURE PROCESS, THE THERMO FORMING MANUFACTURING MACHINE BEING BUILT IN SUCH A MANNER THAT THE COMPONENTS THEREOF ROTATE AROUND A CORE, ALSO INCLUDING A PLURALITY OF GUIDES OR NOTCHES FOR SYNCHRONISING THE DIFFERENT INNER MECHANISMS; THE DISC FURTHER ACTS AS A HOUSING OF OTHER MECHANISMS THAT ARE ATTACHED THERETO IN DIFFERENT FORMS AND WHICH ARE REQUIRED FOR ACHIEVING A HIGH PRODUCTION.

152) Family number: 20965845 (GB546604A) © PatBase

Title: IMPROVEMENTS IN OR RELATING TO STATISTICAL MACHINES

Family:

Publication number	Publication date	Application number	Application date
CH222082 A	19420630		19390902
GB546604 A	19420721	GB19410004819	19390816
GB546605 A	19420721	GB19410005173	19390816
NL66842 C	00000000		00000000

Probable Assignee: REMINGTON RAND INC

Assignee(s):(std)**:** REMINGTON RAND INC

Inventor(s):(std)**:** RAND INC REMINGTON

Inventor(s): INC REMINGTON RAND

International class (IPC 1–7)**:** G06F15/04 G06F7/00 G06F7/04 G06K13/07 G06K15/16

Abstract:
Source: GB546604A 546,604. Statistical machines; perforating cards. REMINGTON RAND, Inc. Aug. 16, 1939, No. 4819/41. Convention date, Sept. 3, 1938. Divided out of 546,590. Drawings to Specification. [Class 31 (ii)] A machine for sensing master and detail cards fed to the machine comprises in combination mechanism for comparing perforated patterns in preselected portions of such cards, punch mechanism for transferring additional perforations from the master cards to the detail cards and a punch control mechanism operable under the control of the comparing mechanism to render the punch mechanism ineffective for transferring additional perforation patterns when the patterns in the preselected portions of the master and detail cards are identical. The card feeding mechanism generally may be similar to that described in Specification 510,910 and the driving and c. mechanism similar to that described in U.S.A. Specification 2,044,119. The' detailed apparatus described is identical with that set out in Specification 546,590; Specifications 546,602, 546,603 and 546,605, [all in Group XIX], also are referred to.

0) US2008161968A – BT' SMART MACHINE (BTSM)

153) Family number: 41979678 (US2008161968A) © PatBase

Title: BT' SMART MACHINE (BTSM)

Priority: US20070618927 20070101

Family:

Publication number	Publication date	Application number	Application date
US2008161968 AA	20080703	US20070618927	20070101

Probable Assignee: ADEGBILE BABATUNDE OLANIPEKUN

Assignee(s):(std)**:** ADEGBILE BABATUNDE OLANIPEKUN

Inventor(s):(std)**:** ADEGBILE BABATUNDE OLANIPEKUN

Agent(s): BABATUNDE OLANIPEKUN ADEGBILE

International class (IPC 8–9)**:** A01D34/00 A47L9/00 B62D55/18 E01H5/00 F03G6/00 G05D3/00 G06F19/00 G08B13/14 H01R11/00 (Advanced/Invention); A01D34/00 A47L9/00 B62D55/18 E01H5/00 F03G6/00 G05D3/00 G06F19/00 G08B13/14 H01R11/00 (Core/Invention)

CPC: A01D34/008 A01D34/82 A01D42/00 B62D51/04 E01H1/00 G08B13/1427 G08B21/0269 Y02B10/20 Y02E10/46 Y02P60/12

European class: A01D34/00D2 A01D34/82 A01D42/00 B62D51/04 E01H1/00 G08B13/14D G08B21/02A21 Y02B10/20 Y02E10/46

US class: 15/300.1 15/300.100S 290/1.00RS 290/1R 305/185 305/185S 340/571 340/571S 37/260 37/260S 439/504 439/504S 56/229 56/229S 700/245 700/245P 701/24 701/24S 901/1 901/1S

Classification Explorer

Cited documents: US7239944 BB, US6877764 BB, US6611738 BB, US6425231 BA, US6396252 BA, US6199000 BA, US6195969 BA, US5787545 A, US5461292 A, US5435118 A, US4996829 A, US4777785 A, US4601519 A, US3797213 A, US3762739 A, US2977694 A, US2009030569 AA, US2007294991 AA, US2007144646 AA, US2007129849 AA, US2004134175 AA, US2004007402 AA,

Forward Citations: WO10077198, US8857137, US2015230402, EP2737786, CN103125200,

Abstract:
Source: US2008161968A A unique piece of engineering device "BT' Smart Machine" (BTSM) is described with the capability of lawn mowing, leave blowing/vacuuming, snow blowing, and general purpose blowing/vacuuming with other extra functionalities such as vehicle jump starter, heavy duty air compressor, vertical trolley, horizontal trolley, and outlets for AC and DC devices. BTSM' uniqueness lies in the fact that it can be run in manual (semi–automatic mode) or automatic mode (hands free mode). In manual mode (semi–automatic mode) BTSM anticipates and helps you along the way while in full–automatic mode BTSM does the work for you while you are home away from home or simply use that time to do something else and with a minimum of 10 to 12 hr uninhibited rechargeable battery life, BTSM has more than enough power to traverse your entire compound. In addition to all that, BTSM also runs off of solar energy which further maximizes battery life.

0) US2001055671A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

154) Family number: 30108435 (US2001055671A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US19990128339P 19990408 US19990368705 19990805 WO2000US05974 20000306 US20010908387 20010718 US20030409067 20030408

Family:

Publication number	Publication date	Application number	Application date
DE60039859 D1	20080925	DE20006039859	20000306
EP1171513 A1	20020116	EP20000917782	20000306
EP1171513 B1	20080813	EP20000917782	20000306
JP2002542325 T2	20021210	JP20000611600T	20000306
US2001055671 AA	20011227	US20010908387	20010718
US2003207096 AA	20031106	US20030409067	20030408
US6572956 BA	20030603	US19990368705	19990805
US6607814 BB	20030819	US20010908387	20010718
US7273650 BB	20070925	US20030409067	20030408
WO0061664 A1	20001019	WO2000US05974	20000306

Probable Assignee: SABIC GLOBAL TECHNOLOGIES BV

Assignee(s):(std)**:** GEN ELECTRIC

Assignee(s): GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; HOEFFLIN FRANK AXEL ; OLSON DANIEL ROBERT ; PICKETT JAMES EDWARD ; WEBB JIMMY LYNN ; WANG HUA ; SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; CARTER RANDALL LEE ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** CARTER RANDALL LEE ; HOEFFLIN FRANK ALEX ; HOEFFLIN FRANK AXEL ; LI XIANGYANG ; OLSON DANIEL ROBERT ; PICKETT JAMES EDWARD ; RICE STEVEN THOMAS ; SURIANO JOSEPH ANTHONY ; WANG HUA ; WEBB JIMMY LYNN

Agent(s): CARPINTERO LOPEZ FRANCISCO ET AL; CANTOR COLBURN LLP

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC NL PT SE

International class(IPC 8–9)**:** B32B27/00 B32B27/08 B32B27/36 B32B9/00 C08J7/04 C08L53/00 C09D167/03 G11B5/64 (Advanced/Invention); F02B61/04 (Advanced/Non–invention); B32B27/00 B32B27/08 B32B27/36 B32B9/00 C08J7/00 C08L53/00 C09D167/02 G11B5/64 (Core/Invention); F02B61/00 (Core/Non–invention)

International class(IPC 1–7)**:** B32B27/08 B32B27/36 B32B3/00 B32B7/02 C08J7/04 C08L67/02 C08L69/00 C09D167/03

CPC: Y10T428/1429 Y10T428/24355 Y10T428/24802 Y10T428/24942 C08J7/047 B32B27/08 C08J2467/00 F02B61/045 Y10T428/31504 Y10T428/31507 Y10T428/31565 Y02P20/582

European class: B32B27/08 C08J7/04L M08J467/00 R02B61/04B

US class: 428/141 428/195 428/195.1 428/195.100P 428/212 428/212P 428/40.7 428/407 428/411.1 428/412 428/423.7 428/690 525/439 525/451 525/461 525/92E 528/176 528/196 528/198

Classification Explorer

Cited documents: WO0026275 A1, US6607814 BB, US6572956 BA, US6417253 BA, US6414058 BB, US6410620 BB, US6306507 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6245118 BA, US6228910 BA, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5846659 A, US5552463 A, US5510182 A, US5321114 A, US5318850 A, US5064704 A, US5030505 A, US4992322 A, US4931364 A, US4643937 A, US4576842 A, US4503121 A, US4495325 A, US4414230 A, US4334053 A, US4281099 A, US4127560 A, US3506470 A, US3503779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, JP7081019 A2, JP61248741 A2, JP6122756 A2, JP58116148 A2, JP58030545 U1, JP58030545 U, JP2000190415 A2, JP199841, JP1201326 A2, JP1199841, JP1099841 A2, EP0733470 A1,

Forward Citations:

WO17031298, WO17031294, WO13165724, WO12135584, WO12049264, WO11039301, WO11039292, WO11009772, WO09097209, WO09097209, WO07075350, WO07075350, WO06019799, WO06019799, WO06012161, WO05037545, WO05037545, WO05000582, WO04110754, WO04085102, WO04085102, WO04074377, WO04065122, WO03047857, USRE40508, US9614113, US9604251, US9568653, US9314938, US9254506, US9034949, US8841360, US8691340, US8691127, US8628859, US8525191, US8497324, US8481630, US8481624, US8350275, US8263691, US8057903, US7838602, US7829996, US7829632, US7790292, US7754801, US7691950, US7691304, US7687583, US7686998, US7686997, US7621989, US7605221, US7524447, US7514147, US7452944, US7410700, US7326764, US7323536, US7323535, US7318958, US7273917, US7273650, US7270882, US7169859, US7169615, US7153576, US7135538, US7135538, US7109274, US7109274, US7094364, US7060217, US6984709, US6916528, US6844071, US6593406, US6538065, US6417253, US6414058, US6410620, US2012121832, US2012070676, US2011143058, US2010089637, US2010015456, US2010009207, US2009266991, US2008299354, US2008269400, US2008269399, US2008269386, US2008182094, US2008149165, US2008119618, US2008119597, US2008119596, US2007231576, US2007197700, US2007155886, US2007129492, US2007122627, US2007116959, US2007045893, US2007027271, US2007027268, US2006264582, US2006264581, US2006264580, US2006169144, US2006148984, US2006100411, US2006039096, US2006019099, US2006017193, US2006004152, US2005288406, US2005266232, US2005260369, US2005196594, US2005159577, US2005158561, US2005158554, US2005112768, US2005110978, US2005109984, US2005109983, US2005003208, US2004264444, US2004253428, US2004250944, US2004175593, US2004170788, US2004168622, US2004166323, US2004142176, US2004122202, US2003207096, US2003198813, US2003175488, TWI399290, JP4777252, JP2007523765, JP2007508963, JP2006522696, EP1820193, EP1349882, EP1316419, CN102985256, CN102712177, CN102548761, CN102548761, AU2009225641,

Abstract:
Source: US2001055671A Substantially solvent−free multilayer articles characterized by excellent color retention and gloss retention, solvent resistance and recyclability comprise a substrate layer comprising a first material selected from the group consisting of a metal, ceramic, glass, a celluosic material, a thermoset resin, and a thermoplastic resin, and a resinous coating layer which comprises at least one auxiliary color stabilizer additive and an arylate polymer comprising ester structural units derived from a resorcinol or alkylresorcinol isophthalate−terephthalate. An intermediate layer may also be present.

0) KR20060100783A – AUTO OILPRESSURE CYLINDER SPIKE CHAIN OF CAR

155) Family number: 34149050 (KR20060100783A) © PatBase

Title: AUTO OILPRESSURE CYLINDER SPIKE CHAIN OF CAR

Priority: KR20050022589 20050318

Family:

Publication number	Publication date	Application number	Application date
KR20060100783 A	20060921	KR20050022589	20050318

Probable Assignee: LEE YEONG JAE

Assignee(s):(std)**:** LEE YEONG JAE ; LEE YOUNG JAE

Inventor(s):(std)**:** LEE YOUNG JAE

International class (IPC 8–9)**:** B60C27/14 B60C27/20 (Advanced/Invention); B60C27/14 B60C27/20 (Advanced/Non–invention); B60C27/00 (Core/Invention)

CPC: B60C27/14 B60C27/20 B60C2200/04

Classification Explorer

Abstract:
Source: KR20060100783A In the present invention is equipped with a hydraulic equipment of vehicle axle of the drive shaft and the lower end of the (d) [Fig. 1] spike at the front end of the cylinder of the hydraulic oil pressure of Supply–return pipeline to help and 3])) [Fig. 1] (see FIG disc rotor disc rotor (see Fig. 4 to couple the coupling (coupling) of the disk rotor and so that the hydraulic pressure is distributed through the spike of Supply–return (see Fig 7]) wheel in the cylinder connection, 8]) spike in the core of the present invention is connected to the cylinder (see Fig disk rotor and coupling and disc rotor wheel wheel in order to smoothly connected to alignment of phase separation, 6]) assembly ketone (see Fig. 3 234–240 in the tire 7,11,12]) spike 200 of Fig. 6) (Fig. 3, inserted into the insertion groove of the first cylinder assembly and tire after inserting the spike spike cylinder couplings disc in the disc rotor and connected to the rotor disc rotor (in the spike–cylinder connection portion and each of the tire (see Fig 1,5,6]) spike cylinder after connecting the coupling point 200 of Fig. 6 in accordance with the wheel and 200 of Fig. 6 (2) (1) (see Fig. [wheel to be assembled in order after fixing the fixing bolt unit in the interior of each of the wheels by operation of a hydraulic mounted on the cylinder, so that the projecting automatically in case of rain or snow spike or even when road conditions caused him to meet road icing To safe driving by a simple operation of the driver to be invention was also used as the hydraulic jockey ever flat tire.

0) US2258120A – SORTING MACHINE FOR RECORDS

156) Family number: 30955058 (US2258120A) © PatBase

Title: SORTING MACHINE FOR RECORDS

Priority: US19390274756 19390520 GB19390015350 19390523

Family:

Publication number	Publication date	Application number	Application date
GB529844 A	19401129	GB19390015350	19390523
US2258120 A	19411007	US19390274756	19390520

Probable Assignee: DEUTSEHE HELLERITH MASCH G

Assignee(s):(std)**:** BRITISH TABULATING MACH CO LTD ; DEUTSEHE HELLERITH MASCH G ; DEUTSEHE HELLERITH MASCHINEN G

Assignee(s): DEUTSEHE HELLERITH MASCHINEN GESELLSCHAFT M B H ; DEUTSEHE HELLERITH MASCH GES MBH ; BRITISH TABULATING MACHINE CO LTD

Inventor(s):(std)**:** MICHAEL MAUL

Inventor(s): MAUL MICHAEL

US class: 209/554

Classification Explorer

Forward Citations: US3007572, US2803404,

Abstract:
Source: GB529844A 529,844. Record–card–controlled statistical machines. BRITISH TABULATING MACHINE CO., Ltd. (Deutsche Hollerith Maschinen Ges.). May 23, 1939, No. 15350. [Class 106 (i)] Sorting cards.–In a machine for sorting code cards, the card column on which sorting is effective is selected by a column–selector 32a, 53, which, when sorting of the cards on that column is completed, is automatically adjusted to the next column by a special last card, the cards being fed transversely of the columns, whereby the time in the cycle at which the selected column is read is according to the setting of the selector. The special card also auto–transfers the control from one designation to the next in the one column, the cards from the reject box after each designation sorting being re–inserted by hand in the supply magazine. Fig. 1 shows a code card with upper and lower card fields punched according to the code of Fig. 2; the combination " S " is punched in each column of the special card. The cards are fed through the machine in a direction at right angles to the line of the columns. The reading means consist of four wire brushes 10 to read the four hole positions of a column simultaneously and this set of brushes is adjusted laterally along the rod 17 to read the upper or lower card field. The cards are fed from the supply magazine by picker 12 and three pairs of rollers 13 to a " selected " pocket A or the " reject " pocket R under control of the sorting magnet 15. The code readings are decoded in known manner by four magnets 60 controlling ladder circuits 61a and ten lines 81 connected to studs 81a, of which line 81–S corresponds to the holecombination S for the special card; the latter is placed on top of the cards in the supply magazine. The column–selecting device consists of a wheel 35 continuously driven from the card–feed mechanism and carrying contact means 34 which bridge a stationary contact ring 33 and an insulated conducting spot 32a carried on a stationary shaft 30. Time of bridging in the cycle will therefore depend upon the setting of the angular part 32a, the shaft 30 being adjustable. The pointer 53 carried with the part 32a, coacts with a scale 53a to show which of the fifteen card columns has been selected as the first column for sorting. Contact means 43 carried by the shaft 30 bridge a stationary contact ring 44 and a ring 40 which is conductive except for an insulating spot 42. This ring 40 is manually adjustable, for last column selection, by a pointer 41, so that if it is set at " 7 " as shown in Fig. 3, when after seven automatic adjustments from column " 14 " the pointer 53 reaches column " 7 " the spot 42 interrupts the holding circuit 87 of the motor and brings the machine to rest At each card run, the arm 21 on shaft 25 is moved automatically one stud to the next designation of the card column and an indicator shows the designation being dealt with. Circuits.–When start key 50 is closed, relay 65 closes contacts 88 to energize motor 11 and closes contacts 87 to give a holding circuit for relay 65 through stop key 52 and parts 44, 43, 40. Sorting proceeds for designation " O " column " 14," of the card and at the end of this first run, cards so punched are in box A all others in box R, and the last, special card S, has energized line 81–S. Magnet 23 actuates pawl 85 to move the shaft 25 and arm 21 one step to the " 1 " stud 81a. The cards from reject box R are replaced manually in the supply magazine and sorting proceeds on designation "1," column " 14." Such cards go into box A on top of the cards punched " O," column "14" and the rest into box R. At the end of ten such sortings for column " 14 " as arm 21 passes from stud " 9 " to stud " O," the insulated conductive end 83 bridges contact 26 to energize the relay 27 which then actuates pawl 29a to advance the shaft 30, together with parts 32a and 43, one step. The movement of part 32a alters the timing relatively to continuously rotated parts 35, 34 that circuit is now made as the brushes read column " 13." Ten more sortings occur on column " 13 " and then a further shift to column " 12 " and so on. After column " 7 " has been fully dealt with, the next timing adjustment of part 32a coincides with arm 43 reaching the insulated spot 42, so that the latter breaks the holding circuit 51b, 87, relay 65 is de–energized and opens contacts 88 to stop the motor 11. After selecting column " 14, " say, as the first column for sorting, if it is desired to start at, say, designation " 5 in column " 14," key 24 is closed the requisite length of time for magnet

23 to advance arm 21 to the number " 5 " stud 81a.

0) FI8067A – BARKNINGSMASKIN FOER MASSAVED

157) Family number: 39297566 (FI8067A) © PatBase

Title: Barkningsmaskin foer massaved

Family:

Publication number	Publication date	Application number	Application date
FI8067 A	19200517		00000000

Inventor(s):(std): OSKAR NYSTROEM FRANS

Inventor(s): NYSTROEM FRANS OSKAR

International class (IPC 8–9): B27L1/00 (Advanced/Invention); B27L1/00 (Core/Invention)

International class (IPC 1–7): B27L1/00

Classification Explorer

Abstract:
Source: FI8067A 1/ «4k 1/ ka– vtterUtnl af att klakWa« tiyok ass« Wttaa Ir rssgl«rssart mielet « fJMraal« latrdalag, kvftlkaa mtiiift |«r rlka fir I« «Utar Ml Hlntlter «m lyfitå «ill flljt «f klattern «jlmteWe percent 0(? Tyoenjohtaja Frans Oskar Bystroem, War kau e, líassapuiden kuorimlskone. Puheenaoleva kone on tarkoitettu massapuiden kuori– miseen ja on kuten oheelliset piirustukset osottavat paran– nus taehaen saakka samassa tarkoituksessa kaeytetyistae koneista» Sillae voidaan kuoria minkae paksuisia ja pituisia pilkkeitae tahansa. Sopivin pituus on kuitenkin 1 – S metriae. Piirustus 1. esittaeae koneen kahtena leikkauksena,kuv.l. vaakasuorana leikkauksena ja kuv« 2 osaksi paeaetykuvan leik– kauksena, joka on tehty teraekehraen ympaerillae olevan suojus – ?alpan halki. Piirustus II# on vaihtoehtoinen muoto syoettoelaitok– sesta vaakasuorana leikkauksena. Koneen muodostaa kaksi yhteiseen muta ja lus taan sovi– tettua laakeria 1, 2, joissa paeaeakseli 3 siihen kiinitet– tyine teraekehrineen 4 pyoeriiss Teraekehraen ympaerille on asetet– tu suojusvaippa 5 ja naemae molemmat muodostavat yhdessae tuho– tinlaitteen, jonka avulla puista irroitettu kuori kulkuetuu poisss Teraekehraen edeseae ja osaksi suo juova lp paan sulettuna on kohtisuorassa asennossa oleva silinterinmuotolnen kuorimls– poeytae 6, johon on tehty uurteen muotoiset aukot, joista terae– kehraeaen kiinnitetyt teraet 7 pistaevaet esiinss Kuorimispoeytae hoikin muotoisen akselia 8 kautta asettelulaltteen yhteydessae. Sopivaan asentoon teriin naehden on sijoitettu pilke laatikko 9, joka pilkkeiden syoettaemistae varten on varustettu juoksurullil– la 10 ja joustavilla ohjaajilla 11» Etumaisiksi ja siten helpoimmin saavutettaviksi ovat ohjaus– ja syoettoelaitteet sijoitetutss Paeaetarkoituksena taellae uudella rakenteella on: ettae sillae kuorittaessa saadaan mahdollisimman suuri saeaestoe aikaan, t.sss puista kuoritaan pois vain ne osat, jotka eivaet kelpaa massan valmistukseen ja se kaey mahdolliseksi sen kautta ettae kuo rimispoeytae 6 on siirtyvae akselin suuntaan ja kaeynnissae oi– Sw y – 2 – lessa helposti sovitat tavissa terien mukaan, josta on seurauksena, ettae lastun paksuutta tarpeen mukaan voidaan lisaetae tahi vaehentaeae. Taemae asettelu toimitetaan rattaalla 12, joka kierrepintelillae 13 on yhdistetty kannakkeeseen 14, joka viimeksimainittu kuulalaake– reilla 15,16 sulkee pysaehdysrenkaan, joka on knorimispoeydaen 6 yh– teydessae olevassa hoikin muotoisessa akselissa 8. Kuulalaakeri 18 on sijoitettu paeaeakeelin 3 tueksi. Kuorittavan puun syoettaemisen ja pyoerittaemisen toimittaa ko– neellisesti hammaarulla 19, jonka akseli 20 toisesta paeaestaeaen on yhdistetty kytkimeen 21, jonka vaelityksellae se saa pyoerivaen liik– keensae. Sen johdosta ettae hammasrulla–akseli muodostaa suoran kul– man pilkkeen akselia vaataan, tulee viimemainittu pyoeriessae kulke– maan eteenpaein. Kuta ohuempi pilke sitae suurempi on kulma ja siis nopeampi eteenpaein syoettoe ja vastakkaisessa tapauksessa hitaampi, mutta kun pyoerimisnopeus pysyy samanlaisena on siitae seurauksena ettae kuoriminen pintayksikkoeae kohti pysyy samanlaisena riippumatta puun paksuudesta. Laakeri 22, joka on tukena hammasrulla–akselille 20 on ta– pin 23 kautta yhteydessae liukupinnan 24 kanssa. Pienenpien sysaeyk– sien vastaanottamista varten on laakerin 22 ja liukupinnan 2 4 vae– li iné o vit et tu kierrejousi 25, Kun suurempia ja voimakkaimpia sy– saeyksiae sattuu siirtyvaet ne mainitun klerrjouBen kautta liukupin– taan 8, jonka alasivulla on hammastenko 26, jonka koeysiratas akse– lissa 28 olevan hammasrattaan 27 kautta siirtaeae sysaeyksen koeyteen 29, ja lopuksi vastaanpttaa sysaeyksen jousilaite 30, joka jaennitys– laitteella 31 voidaan jaennittaeae tarpeen mukaan. Taellae jaennitys" laitteella voidaan siten pilkkeen paine kuorlmapoeytaeae ja teraeae vas– ten samalla kertaa jaerjestaeaess vt. Uutta pilkettae koneeseen pantaessa kaeytetaeaen joko kaesin ra– tasta 32, joka on kiinnitetty koeysirattaan akseliin 28, tahi myoes– kin jalalla painetaan vipuvarta 33, joka vuorostaan kangen 34 kaut– ta vaikuttaa akseliin 3 5 sovitettuuijtltkBkytkimeen 36, jonka va– paana kulkevan puoliskon muodostaa hammasratas 37, Heti kun kytkeminen on tapahtunut, joutuu mainittu hammas– ratas pyoerimaeaen ja samalla myoeskin sitae vastassa tyoeskentelevae ham– masratas 27 koeysirattaan akselissa 28, Siitae on seurauksena, ettae jos joko kaesin tahi edellaeselitetyn kytkinlaitteen avulla pannaan <H' o and f – 3 – koeysipyoeraeaksell £8, ja sen yhteydessae oleva hammasratas 27 liik– keeseen, siirtyy liukupinta 24 ja sen yhteydessae oleva hammaerulla 19 8Ivalle,jaettaeen vapaan tilan pilkkeen sisaeaen panemista varten, jotta se niin pian kuin taemae on tapahtunut automaattisesti jousi– laitteen 30 vaikutuksesta palautuisi siihen asentoon, Jonka sisaeaen. pannun pilkkeen suuruus vaatiiss Eartlomaisten hanaa eratas vaihteiden 38, 39 vaelityksellae saa– vat sekae akseli 35 ettae ha**asrnl la–akseli 20 liikkeensae hihnan kaeyttaemaestae akselista 40, Kuten piirustuksessa on osotettu kaeyttaeae hihna Hkjr and skln paeaeaksella 3, mutta mikaeaen ei estae sitae suorastaan yhdistaemaestae saehkoemoottoriin varsinkin kun

sen klertoluku on 800 – 900 minuutissa» Piirustuksessa 2. osotettu vaihtoehtoinen muoto syoettoelaite teestae on periaatteessa yhtaelaeinen ai ka isemmin selitetyn kanssa, sillae poikkeuksella, ettae sitae ruuvi vaihteen 41 vaelityksellae suoras– taan kaeyttaeae paeaeakseli 3, sekae ettae hammaarulla 19, jo ia saa liik– keensae hammasvaihteiden 42, 43, 44 kautta, on sovitettu 30 degrees kulmaan vaakasuorassa tasossa olevaa vipuvartta 45 vastaan ja kohoaa ja laskeutuu tarpeen mukaan akselin 46 kanssa yhteydessae olevan vipu– varren 47 vaikutuksesta. Patenttivaatimukset, 1/ Kuorimiskone, ollen tunnusmerkkinae ettae kuorimapoeytae siirtyy laehemmaeksi tai kauemmaksi teraekehraeaen kUaenitetyietae teristae, joten tyoen kuluessa helposti voidaan jaerjestaeae kuori la stun paksuutta, 1 / «4k 1 / ka–vtterUtnl af att klakWa« tiyok a ss «Wttaa Ir r ss gl« r ss art minds «fJMraal« latrdalag, kvftlkaa mtiiift | «r rlka I fir« «Ml Utar Hlntlter« m lyfita «ill flljt« f klattern «jlmteWe percent 0 (? Foreman Frans Oskar Bystrom, War urban e liassapuiden kuorimlskone. speech, the machine is designed for a mass tree–bark–ing, and is as oheelliset drawings osottavat repent so far for the same purpose on the machinery» It may be peeled from the thickness and length of any pilkkeitae. most suitable length, however, 1 – D m. Drawing 1 illustrates the machine in two in section, kuv.l. a horizontal section and Fig «2 into an end view in section, which is made around the cap teraekehraen –? alpan crack. Drawing II, # is an alternative form of syoettoelaitok OF THE horizontal section. machine to form two common mud, and lus is arranged tettua the bearing 1, 2, which main shaft 3 of the ILs–tyine teraekehrineen 4 rotates ss Teraekehraen around is set into a shroud 5, and these two together form a destructive communication terminal that allows the trees disconnected from the shell kulkuetuu off ss Teraekehraen edeseae and into the direct line LP Paan melts is perpendicular to the silinterinmuotolnen kuorimls table 6, which has been slit–shaped openings, which the blade–I spin attached the blades protrude 7 ss Kuorimispoeytae of the sleeve–shaped shaft 8 via a connection asettelulaltteen. The appropriate position relative to the blades are positioned with a twinkle in box 9 of chopped firewood for the supply is equipped with a juoksurullil–Sat 10 and flexible pilots 11 "front and thus most easily achieved by the control and supply equipment located ss The main purpose of this new structure is: that it is peeled to maximize savings time, ie, ss the trees is peeled off only the parts that are unsuitable for mass production and it becomes possible through the death rimispoeytae 6 is a moving direction of the axis and on–going legal Sw y – 2 – Lessa easily fit a Lable blades depending on which has the effect the chip thickness can be added as needed to reduce the Tahi. This layout is supplied by a wheel 12, which kierrepintelillae 13 is connected to the support 14, the latter vectors ball bearings 15,16 closes the stop ring which is knorimispoeydaen 6 in connection with a sleeve–shaped shaft 8 Ball bearing 18 is disposed paeaeakeelin support 3. Peelable timber rotation to provide input and mechanically co–hammaarulla 19, whose shaft 20 is connected at one end to the coupling 21 through which it receives the rotary movement as a result. As a result, the toothed roller shaft forms a right angle with the axis of chopped vaataan, it is the latter rotates, passing forward. Twinkle someone thinner the higher the angle, and therefore a faster forward pass and in the opposite case, a slower, but when the rotation speed remains the same is a result of the fact that the shell surface of the unit remains the same regardless of the thickness of the wood. The bearing 22 which is supported by the tooth roller shaft 20 is a pin 23 connected through the sliding surface 24. Small Small intermittently Sien for receiving the bearing 22 and the slide surface 2 of the 4 VA–phenyl ine No vit do not base the coil spring 25, when bigger and more powerful myocardial saeyksiae happens to move them to the klerrjouBen through the sliding surfaces to 8, the underside of the rack and pinion 26, the cable car gel shaft 28 to the pinion 27 via the impetus to move the rope 29, and finally vastaanpttaa impetus for spring means 30 to the tension device 31 may be tensioned as necessary. In this tension, "the device can then be chopped wood and kuorlmapoeytaeae pressure against the blade at the same time hold ss vt. The new box and stack machine In implementing either manually limits of these 32, which is attached to the cable car to the shaft 28, or of the each leg is pressed the lever specifically 33 which in turn the rod 34 through the influence shaft May 3 sovitettuuijtltkBkytkimeen 36, which as the free running half to form a tooth sprocket 37, as soon as Connecting has been made, will have said tooth–sprocket to rotate and at the same time also the confronting working pinion 27 cable car shaft 28, As a result, if either manually Tahiti edellaeselitetyn switch device to be <H 'o and f – 3 – koeysipyoeraeaksell £ 8, and is attached to the pinion 27 circulation, moves the sliding surface 24 and an adjacent hammaerulla 19 8Ivalle, leaving a free space of chopped wood for insertion of order it as soon as this is done automatically by spring device 30, the effect restore the position into which the.Magnitude requires a pan of chopped ss Eartlomaisten tap eratas gears 38, 39 are given the means and the shaft 35 that ha ** asrnl la–axis movement of the belt 20 from using the shaft 40, as in the drawing is used as a belt osotettu Hkjr and skln paeaeaksella 3, but there is no prevent it actually joined by an electric motor, especially when the klertoluku of 800 – 900 minutes "In the drawing, 2 osotettu alternative form of feed device tea is basically equal al avg isemmin described with the exception that the screw gear 41 through in direct to use the main shaft 3, and that hammaarulla 19, which ia receives its movement the gears 42, 43, 44, 30 are arranged at an angle to the horizontal plane against the lever arm 45 and is raised and lowered as necessary in connection with the shaft 46 of the lever arm 47 the impact. The claims, 1 / peeling machines, being the badge of the kuorimapoeytae moves closer to or farther away from teraekehraeaen kUaenitetyietae the blades, so the work can easily be arranged within the shell thickness of the stun la,

158) Family number: 17992539 (DE19502143A1) © PatBase

Title: Motor vehicle wheel–grip aid

Priority: DE19951002143 19950125 DE19961001150 19960115

Family:

Publication number	Publication date	Application number	Application date
DE19502143 A1	19960808	DE19951002143	19950125
DE19601150 A1	19970717	DE19961001150	19960115

Probable Assignee: KRIEGLER FRANZ

Assignee(s):(std): KRIEGLER FRANZ

Assignee(s): KRIEGLER FRANZ 22885 BARSBUETTEL DE

Inventor(s):(std): KRIEGLER FRANZ

Inventor(s): KRIEGLER FRANZ 22885 BARSBUETTEL DE

International class (IPC 8–9): B60B39/00 B60C27/04 B60T8/171 (Advanced/Invention)

International class (IPC 1–7): B60B15/10 B60B39/00 B60C27/00

CPC: B60B39/00 B60C27/045 B60T8/171

European class: B60B39/00 B60C27/04B B60T8/00B2 B60T8/171

Classification Explorer

Cited documents: US3482617, US3018837, US2456438, US1209062, DE931930, DE683247, DE4324747, DE4010212, DE3815684, DE3509967, DE3438225, DE3316637, DE3106590, DE2905242, DE2800709, DE2750111, DE2040448, DE1028443,

Abstract:
Source: DE19502143A1 The grip chain (15) is made of interlocking elements which slide into each other to reduce the chain length. The chain is stored on the side of the wheel and is attached to flexible mountings (42) which are wound on servo drives (3) on the side of the wheel. When extra grip is required the servo drives are activated to move the chain onto the wheel tread. A simple design uses flexible steel tape supports wound onto servo driven drums. Another flexible support is obtained from a chain of ball shaped elements guided in a flexible guide. The servo drives include sprocket wheels engaging the support contour e.g. slits in the steel tapes. The control system includes position control switches to regulate the end positions of the drives, as well as centrifugal switches.

0) DE2300953A1 – AUTOMATISCHE WAGENHEBE– UND RADLOESUNGSBZW. BEF...

159) Family number: 1927816 (DE2300953A1) © PatBase

Title:	AUTOMATISCHE WAGENHEBE– UND RADLOESUNGSBZW. BEFESTIGUNGS–EINRICHTUNG AUTOMATIC CAR LIFTING AND RADLOESUNGSBZW. EQUIPMENT MOUNTING (Machine translation)
Priority:	DE19732300953 19730110

Family:

Publication number	Publication date	Application number	Application date
DE2300953 A1	19741010	DE19732300953	19730110

Probable Assignee:	PAGLIARAA ANTONIO
Assignee(s):(std)**:**	PAGLIARAA ANTONIO
Assignee(s):	PAGLIARAA ANTONIO 6000 FRANKFURT
Inventor(s):(std)**:**	PAGLIARAA ANTONIO FRANKFURT
Inventor(s):	PAGLIARAA ANTONIO 6000 FRANKFURT
International class (IPC 8–9)**:**	B60S9/04 (Advanced/Invention); B60S9/00 (Core/Invention)
International class (IPC 1–7)**:**	B60B29/00 B60S9/04 B60S9/06
CPC:	B60S9/04
European class:	B60S9/04

Classification Explorer

Abstract:
Source: DE2300953A1 ssssWARNUNGssss Anfang CLMS Feld konnte Ende DESC uberlappen ssss Das Zahnrad 15 steht im Eingriff mit der Zahnstange des Wagenhebers 20 der in einer Fuehrung 21 gleitet, die an geeigneter Stelle des Wagens befestigt ist Der Antrieb erfolgt ueber einen kleinen Elektromotor 19S dessen Kabel 22 zu einem vorgesehenen Schaltknopf am Armaturenbrett des Wagens fuehrt.

Machine translation: SsssWARNUNGssss beginning CLMS could box end DESC overlap ssss The gear 15 is engaged with the rack of the jack 20 of the slides in a guide 21 which is fixed at an appropriate point of the car is driven by a small electric motor 19S its cable 22 to a provided power button on the dashboard of the car leads.

0) US2696286A – APPARATUS FOR JUSTIFYING TYPEWRITTEN MATERIAL

160) Family number: 19815633 (US2696286A) © PatBase

Title: APPARATUS FOR JUSTIFYING TYPEWRITTEN MATERIAL

Priority: 19500317 US19510215748 19510315

Family:

Publication number	Publication date	Application number	Application date
CH300044 A	19540715		19510313
FR1025549 A	19530416		19500317
GB715115 A	19540908	GB19510003668	19510215
US2696286 A	19541207	US19510215748	19510315

Probable Assignee: LEGLISE PIERRE

Assignee(s):(std)**:** LEGLISE PIERRE ; PIERRE LEGLISE

Inventor(s):(std)**:** LEGLISE PIERRE ; PIERRE LEGLISE

International class (IPC 8–9)**:** B41J19/64 (Advanced/Invention); B41J19/60 (Core/Invention)

International class (IPC 1–7)**:** B41J19/64

CPC: B41J19/64

European class: B41J19/64

US class: 400/11 400/15

Classification Explorer

Cited documents: US2418474 A, US2263642 A, US2233092 A, US2215119 A, US2162565 A, US2142561 A, US2111410 A, US1457853 A,

Forward Citations: US3272306, US2907437, US2852121, US2834448,

Abstract:
Source: GB715115A 715,115. Typewriters c. LEGLISE, P. Feb. 15, 1951 [March 17, 1950], No. 3668/51. Class 100 (4) In an end–of–line justifying typewriter wherein the first part of the line is typed in the usual manner and justification is effected in a terminal segment (comprising e.g. 20 normal letter spaces) by contraction or expansion of the text, a first member, longitudinally adjustable and fixed to the frame of the machine, is engaged by a second member, carried by the escapement rack or the carriage of the machine, when the escapement rack reaches a predetermined position, to cause either, both the platen and carnage or the platen only to have a differential sliding motion of pre–selected amplitude and direction in relation to the escapement rack of said machine and causing the justification on the terminal segment. In the embodiments described, texts comprising 16–24 character spaces c. are justified into a normal 20 letter–space terminal segment by giving a movement to the platen 21 relative to that of the escapement held rack Cr. The platen carriage Ch may be integral with either the platen or the rack in any of the various embodiments so that justifying mechanisms to be described may be fitted either on the carriage plus platen assembly or on the carriage plus rack block causing relative movements to the rack or platen respectively. In an example described with regard to Figs. 8 and 9 the first member in the form of a rectilinear guide 57 pivoted at 58 on a piece 68, is slidably adjusted and locked by a latch 63–64, on a margin stop rack 69 so that the commencement 58 of the guide 57 is coincident with the commencement of the terminal segment. The second member is in the form of a touching–rod 32 displaced according to the inclination of the guide 57. The rod 32 carries a slider 30 having an oblique slot 29 in which travels a pin 28 fixed to an arm 26. The end of the arm 26 carries a catch–pin 25 engaging in a groove 24 of the platen 21 so that as the touching rod 32 is displaced the action of the slot 29 on the pin 28 will effect a leftward or rightward movement of the platen 21 according to whether the guide 57 inclines upwardly or downwardly. The parts 29–30 forming the transmission means may be fixed to (a) the escapement rack, (b) the platen plus carriage block with suitable connection of the arm to the rack or (c) to carriage plus rack block. The inclination of the guide, which may also take the form of a grooved or slotted rod, is set according to the amount of contraction or extension required, by locating a catch 60a in one of the notches 62 in an arc 61 attached to the piece 68. The notches marked +IV to –IV correspond to whether the terminal text has to be increased or decreased by four character spaces. The positions of the notches are determined in the manner indicated on Fig. 23 (not shown). The manner in which the touching rod 32 transmits its displacements to effect displacements of the platen relative to the rack may be arranged (a) as shown in Fig. 11, in which the gear wheels 35–37 may be of fixed ratio to give equal, greater or less movements to the arm 26, (b) by slotted bell–crank mechanisms, (c) by a helically grooved sleeve arrangement, or (d) by a simple lever action. The means for adjusting the relative movement between the platen plus carriage assembly and the rack, instead of being part of the first member or rectilinear guide 57 attached to the margin stop rack, may be incorporated in the second member with the guide 57 fixed at a constant inclination. Fig. 24 shows one

example in which the pin 28 of the touching rod 32 reciprocates in a slot 29 in a disc 37 carried by a slider 30 moving in a frame 31. The disc 37 can be rotated to vary the inclination of the slot. The slot may also be formed on a rotatable arm which can be located in notches in a sector integral with the arm 26. The arm 26 and sector may be mounted on (a) the platen 21, (b) the carriage plus platen assembly, (c) carriage pius rack block or, (d) the rack, and the touching rod and the frame 31 carried on the corresponding relatively moving system viz carriage plus rack block, rack, platen or carriage plus platen assembly respectively. In the second type of justifier described with reference to Figs. 42–61 of which Figs. 51 and 58 only are shown, the justifying means comprises a justifying lever L which is pivotally mounted at 0 on (a) carriage plus rack block, (b) the rack, (c) the platen or (d) platen plus carriage assembly. This lever L contacts an actuating stop B adjustable along the margin stop rack 69 so that the lever L is engaged at the commencement of the terminal segment. When letter–spacing now occurs the lever L pivots, and in the embodiment shown in Fig. 51, in which the lever L is mounted on the rack Cr, a groove or slot G engages a pin member A adjustably mounted on a notched rod T fixed to the carriage. According to whether the pin member A is above or below the pivot of the lever L, contraction or extension movement is imparted to the carriage relative to the rack. The pin member A may be mounted on a slider C to which is attached a flat spring l engaging the notches +IV to –IV; alternatively, the pin A may be formed at the end of a flat bar and slide in a slot in the rod T. In such embodiments (Figs. 53–57 not shown) the spring l is mounted on the rod T and urges the flat bar, which is notched with the adjustment settings IV to –IV, into a locating pin on the rod T. Further, the lever L and the rod T may be formed of channel section, Fig. 58, with the pin A adjustable by a rod T^1. The pivot 0 for the lever L is mounted by four screws and blocks u; to the back of the channel, and the boss h of the pivot is located in a bearing hole D^1 in the rack Cr. In a third type of justifying mechanism described with reference to Figs. 62 to 81, of which Figs. 67, 79 and 81 only are shown, the justifying lever L is pivotally fixed to a slider C, Fig. 81, adjustable along the margin stop rack 69 and the relative movement between the carriage rack Cr and the platen carriage Ch is derived by the engagement of the rack Cr and carriage Ch at different points of the lever L. Up to the commencement of the terminal segment, the rack and platen are locked together by a locking–pin e, Fig. 67, on a rocking–bar pivoted (e.g. in the embodiment shown in Figs. 79, 81) on the rack Cr. When the rod T, slidably adjustable on the platen plus carriage assembly, approaches the commencement of the terminal segment the pin e is depressed and a back–support finger d rises to engage the rear of the lever L so that when the point P on the rod T, which is part of the carriage assembly, now moves the finger d, the rack Cr will move to a different extent. With the rod T slidingly set in a guide g to engage notch –IV the lever L moves from a line passing through a point marked "zero" on the axis X–X to a line O–M; it will be seen that while the point P associated with the carriage Ch travels horizontally from zero letter space (point S) to 19+P, the finger d associated with the rack Cr travels only from zero to 15+P. The increment y in this and previously described embodiments indicates the actual position in which printing takes place when using escapement mechanisms in which letter spacing is split into two movements, one before, and one after printing. The rod T has flanges T1 and T2 which ensure that the pin e is depressed for each adjustment in the guide g and whilst it moves relatively to the rod T during justification. The positions of the rod T and the finger d may be interchanged as in the embodiments relating to the two types previously referred to.

0) FI5916A – APPARAT FOER FOEREVISNING AV LEVANDE BILDER

161) Family number: 39295786 (FI5916A) © PatBase

Title: Apparat foer foerevisning av levande bilder

Family:

Publication number	Publication date	Application number	Application date
FI5916 A	19141008		00000000

Probable Assignee: AD DISPLAY MACHINE CORP

Assignee(s):(std)**:** AD DISPLAY MACHINE CORP

Inventor(s):(std)**:** AUSTIN S B ; TILLEY J F

International class (IPC 8–9): G03B25/00 (Advanced/Invention); G03B25/00 (Core/Invention)

International class (IPC 1–7): G03B25/00

Classification Explorer

Abstract:
Source: FI5916A 1 ... katkaisija 55, kuv. 2, Johon vaikuttaa osaksi Jousi, osaksi saatavassa hammaspyoeraessae 32 oleva nasta. Eteenpaein, X and KIXXiÿ'tapahtuvassa liikkeessae, Jolloin kuvalasln eri osat ovat tMkArrf' paljastwat esitettaeviksi taittokaiterin kirkkaiden pintojen lapl, on lamppu sytytetty,mutta kun paeinvastainen liike tapahtuu, on lamppu sam– mutettu. . Sitaepaitsi voidaan kaeyttaeae katkaisijavartta vastustusnavan kytkemis– tae varten moottorin virtapiiriin Ja siitae erille, niin ettae kone kulkee hitaammin kun kuvaa esitetaeaen, mutta saa suuremman nopeuden, kun luisti siirretaeaen pois Ja uusi saatetaan asemilleen. Sen sijaan ettae poeytae pidetaeaen liikkeessae pienen telkirattaan 37 avulla, kuten osoitetaan kuvissa 1 ja 2, saattaa sen reuna olla varus– tettu hampailla tai syvennyksillae 37a /osoitettu pilkutetuilla viivoil– la kuvassa 23/, Joihin vaikuttaa telkihaka 36a varressa 38, jonon tanko– niveleen avulla vaikuttaa viputanko 59, mikae kannattaa pilkutetuilla viivoilla osoitettua vartta 60, johon taas saattaa vaikuttaa kampitapin– varressa 19 oleva tela 33ss ijawn Viputanko 59 saattaa kiertyae nastan 61 ympaeri Ja siilien saattaa vai– ss kuttaa Jousi 62. Siirtaemaellae tankonivei aukkoon 63 Ja Jousi aukkoon 64 aikaansaadaan ettae telkihakavarsi 58 ottaa ainoastaan joka toisen poey– daessae olevan hampaan multaansa, minkae kautta Joka toinen eikae Jokainen poeytaeaen sovitettu luisti siirtyy eteenpaein esitettaevaeksi. Telklhaka 36a aikaansaa kllnnilukltsemisen, kun se sattuu pysaekeruuviln 64. Telklpyaeraeae varten asetetun suojustimen, kuv. 1 Ja 2, avulla voi– daan telklhaka 36 saattaa vaikuttamaan siten, ettae kukin tai Joka toi– nen luisti poeydaessae Joutuu kaesittelyn alaiseksi, kuten yllae on seli– tetty. Kuvassa 23 on osoitettu kilntonalsessa jalustassa oleva suojalai– te 65, Joka on vallan poeydaen 14 alla, Ja tukee telaa 16a niin ettae, Jos laite asetetaan kaltevaan asentoon, mikae on tavallista elaevien ku– vien teaterissa, luistit eivaet luisu ulos, kun ne saapuvat poeydaen alem– paan puoliskoon. 66 osoittaa vartta, Joka vaikuttaa teloihin 16a niis– sae luistlssa, mitkae mahdollisesti ovat siirtyneet, Ja vie ne jaelleen asemilleenss Ne laitteen laadintamuodot, Joissa luistit kaeaennetaeaen asemilleen, ja joissa kaeytetaeaen yhteistae taittokalterla, ovat esitetyt ainoastaan mah– dollisuuksina, samalla kun kuvissa I0–20 osoitettu muoto, jossa kuvale– vy ja taittokalterl ovat sovitetut kehystaeaen, mikae muodostaa kokonaisuu– den selitettyyn laitteesen naehden semmoisen luistin vaikutuksen alai– sek3lsaattamlsta varten, on paras laadintamuoto keksinnoestae Ja kokeissa osoittautunut sopivimmaksi ja kaeytaennoellisimmaeksi. Patenttivaatimus. 1. laite kinematografisen kuvavaikutuksen aikaansaamista varten yhdistettyjen luistien avulla, joihin kuhunkin kuuluu laepikuultava kuva– levy ja taittokalterl, tunnettu laitteista, mitkae automaattisesti vievaet luistit yhden kerrallaan valalstuspaikkaan ja siltae pois, sekae laitteis– ta, jotka automaattisesti saattavat kunkin luistin vaikutuksen alaisek– si, silloin kun taemae on valaistuskohdassa, niin ettae se synnyttaeae kine– matograflsen vaikutuksen. ... 1 circuit breaker 55, Fig. 2, which depends on into the spring, into accessible on the gear wheel 32, a pin. Forward, and the X KIXXiy'tapahtuvassa motion, In the various components of the kuvalasln tMkArrf 'paljastwat presented to an overseer diverting the surfaces of bright LAPL, the lamp is switched on, but when the opposite movement occurs, the lamp is switched off.. Besides, the resistance can be used katkaisijavartta hub coupling of the motor circuit and it heats, so that the machine runs slower when displaying an image, but not a higher speed when the slide is moved out of their stations and the new may be. Instead of a table kept in motion by low telkirattaan 37, as shown in figures 1 and 2, may be its periphery be provided with teeth or recesses 37a / addressed primed by the solid line configuration in Figure 23 /, which are affected by telkihaka 36a of the arm 38, the queue rod joint control interacts with an arm 59, which is worth primed lines assigned to the arm 60, which in turn may be affected by a crank–arm 19 of the roller 33 ss ijawn lever rod 59 may pivot pin 61 around and hedgehogs may or–ss affect spring 62 moving tankonivei into the opening 63 and the spring opening 64 is achieved by the telkihakavarsi 58 to take only every other feeding table of the tooth mold trap, through which every second and every table with a slider moves forward presentation. Telklhaka 36a provides a kllnnilukltsemisen when it happens to pysaekeruuviln 64 Telklpyaeraeae set for the shielding, Fig. 1 and 2, allows for the telklhaka 36 may influence, such that each or every second slide table He has to treatment; as described above is explained. Figure 23 has been shown to kilntonalsessa the base of the suojalai–te 65, which has a power table 14 below, and supports the roller 16a so that, if the device is placed in an inclined position, which is typical of living as shown in FIGS teater in, pads do not slip out when they arrive at the table lower halves. 66 shows the arm, which appeared in the rollers 16a niis–SA

luistlssa, which may have been transferred to, and takes them back their stations ss The device preparation of forms in which the slides turned to their stations, and with a common taittokalterla, are presented only for opportunities, while the images I0 –20 addressed to the form in which the kuvale plate and taittokalterl are made up of a framework, which forms the overall described the device via a relation to such a one skate under the influence of sek3lsaattamlsta, is the best form of preparation of the invention and the tests proved to be the most appropriate and practical. The claims. 1 device kinematografisen image effect in order to obtain a combined slides through each including a transparent image plate and taittokalterl, characterized in equipment which automatically take up the slides one at a time valalstuspaikkaan in and out of and apparatus used for automatically may each slide influence of alaisek–si, when it is lighting section, so that it generates matograflsen the influence kinetics.

162) Family number: 507528 (DE2025520B2) © PatBase

Title: AUTOMATIC FITTING SNOW TRACK FOR TYRE – WITH AUTOMATIC CLAMPS TO FIT LEADING EDGE OF TRACK TO TYRE

Priority: DE19702013379 19700320 DE19702025520 19700526

Family:

Publication number	Publication date	Application number	Application date
DE2013379 A1	19711209	DE19702013379	19700320
DE2013379 B2	19731115	DE19702013379	19700320
DE2013379 C3	19740606	DE19702013379	19700320
DE2025520 A1	19720203	DE19702025520	19700526
DE2025520 B2	19751113	DE19702025520	19700526
DE2025520 C3	19760616	DE19702025520	19700526

Probable Assignee: BLOD THEODOR

Assignee(s):(std)**:** BLOD THEODOR

Assignee(s): BLOD THEODOR 7740 TRIBERG

Inventor(s):(std)**:** BLOD THEODOR

Inventor(s): BLOD THEODOR 7740 TRIBERG

International class (IPC 8–9)**:** B60C27/14 B60C27/16 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60C27/06 B60C27/14 B60C27/16 B60C27/20

CPC: B60C27/145 B60C27/16 B60C27/20

European class: B60C27/14F B60C27/16 B60C27/20

Classification Explorer

Forward Citations: WO15164099, WO10049558, US4224972, ES2343344, DE19802543, DE102011008411, CN103317984,

Abstract:
Source: DE2025520B2 The snow tack is made up of an elastic band to encircle the tyre, with a pattern of grip teeth fitted to the band. The track is normally housed in a special container on the car and is released by a dashboard control. This feeds the track towards the tyre, which is rotating slowly. The leading edge of the track is fitted with hinged clamps which grip the tyre by swinging into an upwards position i.e. towards the hub. A special coupling pad is fitted to the rear of the band, extending over the leading edge so that the trailing edge is automatically clipped in place. Extra security can be obtained by fitting a clamp after the track is in place.

0) DE102010030572A1 – HYBRID DRIVE FOR MOTOR CAR IN CITY TRAFFIC, HAS...

163) Family number: 50263211 (DE102010030572A1) © PatBase

Title: HYBRID DRIVE FOR MOTOR CAR IN CITY TRAFFIC, HAS INPUT SHAFTS ROTATABLY ARRANGED IN ONE OF SWITCHABLE IDLE GEARS VIA RESPECTIVE GEAR SWITCHING DEVICE AND INPUT WHEEL SET PLANE PROVIDED WITH NON–SWITCHABLE INTERMEDIATE GEARS

Priority: DE201010030572 20100628

Family:

Publication number	Publication date	Application number	Application date
DE102010030572 A1	20111229	DE201010030572	20100628

Probable Assignee: ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s):(std): ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s): ZF FRIEDRICHSHAFEN AG

Inventor(s):(std): KALTENBACH JOHANNES DR

Inventor(s): KALTENBACH JOHANNES

International class (IPC 8–9): B60K6/36 B60K6/38 B60K6/547 (Advanced/Invention)

CPC: B60K6/36 B60K6/48 B60K6/547 F16H3/093 F16H2003/0938 F16H2200/0052 F16H2200/0056 Y02T10/6221

European class: B60K6/36 B60K6/48 B60K6/547 F16H3/093 R16H200/00W6 R16H200/00W7 R16H3/093G Y02T10/62F4

Classification Explorer

Cited documents: WO08138387 A1, DE10133695,

Forward Citations: US9358873, GB2495160, DE102015221780, DE102015016976,

Abstract:
The drive has an automated gear box including transmission input shafts (W–1, W–3) and a transmission output shaft (W–2) axially arranged parallel to each other. Switchable idle gears (z12–z15, z31–z34) and association of gear switching devices (S1–S4) are arranged on the input shafts. The input shafts are coupled together on an input side of an input wheel set plane (Z1). The input shafts are rotatably arranged in one of the switchable idle gears via the respective gear switching device. The input wheel set plane is provided with non–switchable intermediate gears (z21, z21a).

0) US6619177B – DEVICE; ESPECIALLY FOR CLEARING OF LAND MINES

164) Family number: 15299850 (US6619177B) © PatBase

Title: Device; especially for clearing of land mines

Priority: NO19990004232 19990901 WO2000NO00281 20000829

Family:

Publication number	Publication date	Application number	Application date
AT300722 E	20050815	AT20000959040T	20000829
AU200070429 A5	20010326	AU20000070429D	20000829
CA2383903 AA	20020227	CA20002383903	20000829
DE60021584 D1	20050901	DE20006021584	20000829
EP1208346 A1	20020529	EP20000959040	20000829
EP1208346 B1	20050727	EP20000959040	20000829
NO311194 B1	20011022	NO19990004232	19990901
NO994232 A	20010302	NO19990004232	19990901
NO994232 A0	19990901	NO19990004232	19990901
TR200200555 T2	20020722	TR20020000555T	20000829
US6619177 BA	20030916	US20020069924	20020613
WO0116549 A1	20010308	WO2000NO00281	20000829
ZA200201551 A	20030430	ZA20020001551	20020225

Probable Assignee: NORWEGIAN DEMINING CONSORTIUM AS

Assignee(s):(std): ASPLI DAG ; HANSEN TORMOD ; MIDDLEMASS BARRY ; NORWEGIAN DEMINING CONSORTIUM ; NORWEGIAN DEMINING CONSORTIUM AS

Assignee(s): NORWEGIAN DEMINING CONSORTIUM AS FOSSEVEIEN ; NORWEGIAN DEMINING CONSORTIUM AS TISTEDAL

Inventor(s):(std): ASPLI DAG ; BARRY MIDDLEMASS ; DAG ASPLI ; HANSEN TORMOD ; MIDDLEMASS BARRY ; MIDLEMASS BARRY ; TORMOD HANSEN

Agent(s): BERESKIN AND PARR; BERESKIN AND PARR LLP SENCRL SRL

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CR CU CY CZ DE DK DM DZ EE ES FI FR GA GB GD GE GH GM GN GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW

International class (IPC 8–9): F41H11/12 F41H11/16 F41H11/18 (Advanced/Invention)

International class (IPC 1–7): F41H11/12 F41H11/16

CPC: F41H11/18

European class: F41H11/18

US class: 89/1.11 89/1.13

Classification Explorer

Cited documents: WO9814748 A1, WO9311402 A1, US6148926 A, US5007325 A, US4987819 A, US4765221 A, US2496423 A, US2489564 A, US2425357 A, GB2170158 A1, GB2126958 A1, EP0640808 A1, DE3127856 A1,

Forward Citations: WO12170510, WO12170510, WO12101465, WO10103321, US9522623, US9488450, US9200423, US9061626, US8899137, US8474161, US7730822, US7565941, US7393045, US6892622, US2013240280, US2010275472, US2008156219, US2006272491, US2005235815, US2004050558, EP1424534, EP1351031, DE10255254,

Abstract:
Source: US6619177B An apparatus, especially for clearing landmines, wherein there is arranged on a carrier

machine (1) a flail unit (11) connected to an engine to power a flail rotor (12) equipped with chains and weights, which unit (11) comprises two flail arms (13) which at a first end support the flail rotor (12) and at a second end are made in the form of a frame (14), where the arms (13) are pivotally supported at a pivot point (17), so that when the flail rotor (12) is in operation the unit (11) will be maintained in a floating position relative to the surface of the terrain, which apparatus is equipped with a protective shield (15) between the flail rotor (12) and the carrier machine (1). The impacts of the chains and weights against the ground provide an uplift equal to the weight of the flail rotor (12), including the flail arms (13) up to the support point (17), and the protective shield (15) is arranged on the flail unit (11), preferably on the flail frame (14), so that it floats therewith and is thus capable of bending backwards when the unit (11) is raised or lowered as a consequence of, e.g., a detonation.

0) US2615551A – PAPER FEEDING DEVICE

165) Family number: 31345233 (US2615551A) © PatBase

Title: Paper feeding device

Priority: US19450609854 19450809 US19500149163 19500311

Family:

Publication number	Publication date	Application number	Application date
BE467127 A	00000000		00000000
CH261387 A	19490515		19460708
DE974970 A	19610629	DE1950I002117	19500924
FR941718 A	19490119		19460816
GB618267 A	19490218	GB19460022863	19460731
NL70894 C	00000000		00000000
US2531885 A	19501128	US19450609854	19450809
US2615551 A	19521028	US19500149163	19500311
US2734610 A	19560214		00000000

Probable Assignee: IBM

Assignee(s):(std): IBM ; IBM DEUTSCHLAND ; BRITISH TABULATING MACH CO LTD

Assignee(s): BRITISH TABULATING MACHINE CO LTD ; IBM DEUTSCHLAND INT BUERO MASCH GES ; IBM DEUTSCHLAND INT BUERO MASCH GES M B H ; IBM DEUTSCHLAND INT BUERO MASCH GES MBH ; INT BUSINESS MACHINES CORP

Inventor(s):(std): MACHINES CORPORATION INTERNATI ; MACHINES INTERNATI CORP ; MILLS ALBERT W ; MILLS ALBERT WASHINGTON ; RABENDA EDWARD J ; RABENDA EDWARD JOHN ; FURMAN FRANK J ; FURMAN FRANK JOHN

Inventor(s): INT BUSINESS MACHINES CORP ; CORPORATION INTERNATIONAL BUSINESS MACHINES

International class (IPC 1–7): B41J11/44 G06K15/16

US class: 192/145 192/40 192/48.2 192/82R 226/9 235/433 235/437 235/445 400/582 400/583.1

Classification Explorer

Cited documents: US636721 A, US558221 A, US2379828 A, US2369441 A, US2348059 A, US2328653 A, US2314258 A, US2310418 A, US2243474 A, US2222913 A, US2174457 A, US2153182 A, US2138646 A, US2003329 A, US1591081 A, US1508095 A, FR880929 A, FR847887 A, DE747603 A, DE709955 A, DE700298 A, DE622817 A, DE614519 A, DE518688 A,

Forward Citations: US3511353, US3318523, US3275804, US3191740, US3159263, US3042178, US3019881, US2983355, US2981396, US2969729, US2951699, US2889110, US2884852, US2863549, US2848535, US2820187, US2790528, US2684746, US2672287, US2620977, US2580861, DE973172, DE929335, DE1234429, DE1172883, DE1099243,

Abstract:
Source: GB618267A 618,267. Typewriters and c. BRITISH TABULATING MACHINE CO., Ltd. July 31, 1946, No. 22863. Convention date, Aug. 9, 1945. [Class 100(iv)] [Also in Group XIX] A machine in which record cards control the printing of data on a record strip comprises an endless perforated tape moving synchronously with and controlling the feeding of the record strip, the sensing of a succession of data on the perforated tape controlling means for feeding the record strip predetermined distances. The tape TP, Fig. 3, has perforations lt– 9t which are sensed electrically and, in co–operation with special perforations in the grouped control cards, control the feeding of the record strip; the tape is gummed at A so that it can be formed into a continuous loop TP, Fig. 16, for passing round a feeding roller 231 which has pins 232 co–operating with perforations 30 in the tape. The tape control mechanism is located at the right of the platen P, Fig. 17. It is driven by a continuously–running electric motor, the mainshaft of which carries a worm 59, Fig. 10, driving a gear 60 fixed to a shaft 63. Either of two gear trains 61, 67 or 64, 68 for high and low speed feeding respectively, are adapted to continue the drive through a clutch 103, 104 or a clutch 94, 99 to gears 107 or 108, Fig. 17, fixed to a shaft 110 carrying also a stopping disc 109, Fig. 9. The selection and operation of the clutches are controlled by relays LS and HS, Fig. 9. Energisation of magnet LS rocks a threearmed member 176 clockwise, lifting a hook 177 out of engagement with the stopping disc 109 and pressing down a T–member 181, Fig. 14, which, through an interposer 182. depresses a lug 186 on an arm 188 carrying a cam disc 200 which forces the clutch member 94, Fig. 10, into engagement with member

99 and so completes the slow−speed drive. If magnet HS, Fig. 9, is energized first, however, an arm 205 is rocked counterclockwise about a pivot 206 moving interposers 182, 183 Fig, 14, relative to the T−member 181 so that subsequent depression of the latter causes movement of the cam disc 201 to operate the clutch mechanism 103, 104, Fig. 10, for the highspeed drive. The longitudinal movement of interposer 182, Fig. 14, following energization of relay HS is transmitted by an insulated button 215, Fig. 9, to close contacts 216 to cause energization of relay LS. The drive to gears 107, 108, Fig. 17, is continued to integral gears 161, 162 comprising clutch teeth 167 adapted to engage similar teeth 168 on a disc 159 which is mounted on a sleeve 158 slidable along shaft 113 under the control of an arm 172 engaging between flanges 173 on the sleeve. The arm 172 is manually controlled from a knob D, Fig. 16, through a simple linkage 306 to engage or disengage clutch 167, 168. When the clutch 167, 168 is in engagement, the drive from the sleeve 158 is completed through a pin 156, bevel gears 151; 142, 150 to shaft 113, and thence through a coupling 122 to the platen P. Normally no relative movement occurs between the bevel gears 151, 142, 150, but this arrangement provides for fine adjustment of the platen by manual operation of a knob 136 which, when rotated, causes the planet bevel 142 to be carried round, rolling on the teeth of bevel gear 151. By virtue of the fact that bevel gears 150, 151 have different numbers of teeth, the second bevel gear 150 is thus given a slow motion which provides for fine adjustment of the platen, coarse adjustment being provided for by a knob 123 fixed to the shaft 113. The tape drum 231, Fig. 17, is mounted on the shaft 110 carrying the gears 107, 108 and comprises pins 232 for engaging perforations 30, Fig. 3, in the tape, a metal surface for co−operating with the six sensing brushes at each side of the centre, and commutator segments 242 set in insulation 241 for co−operation with further sensing brushes. The tape TP, Fig. 16, is passed over the drum 231 and over one of three supports 256, according to its length, the supports being carried on a slidable frame 247 clamped in position on a slidable 249. The tape sensing brushes B1 are mounted in a frame 263 pivoted at 266 which is swung upwards to facilitate fitting the tape. After fitting, the frame is pressed down until a latch 271 engages beneath a square pin 273. In this position a protruding portion 261 presses on the tape, tautening it. To avoid sparking at the brushes, a pair of contact breakers 285, 286, co−operating with arms 291, 292 and contacts 295, 296 provide that no current is supplied to the sensing brushes when they are just about to enter or leave a perforation in the tape. The type−selecting mechanism, Fig. 7, comprises a bar T, carrying type arranged as shown and moving upwardly in synchronism with the sensing of a card, Fig. 6. The presence of a perforation in one of the positions 9−1 causes energisation of a magnet PR and, through linkage 129, 128, 127, 126 causes an abutment 118 to engage the corresponding step 117 and so stop the bar T with a type Z, Y or X and c. opposite the platen P. The member 118 is held by a lever 131 rockable about a shaft a under the control of a bail 133, until the sensing of the O, X and R positions, when upward movement is resumed until a spring−urged pawl 139 is released to engage in one of the teeth O, X, R in the lever 131. A second impulse to the magnet PR effects this release through a linkage 147, 146, 140 previously rendered inoperative by a bail 148.

0) US2014057512A – NON IONIC GROUPS OF AMPHOTERIC POLYSACCHARIDE L...

166) Family number: 55884928 (US2014057512A) © PatBase

Title: NON IONIC GROUPS OF AMPHOTERIC POLYSACCHARIDE LINEAR OR BRANCHED ALKYL OR ACID AND BASE DISTILLATION RESERVOIR LIQUID OR GAS MECHANICALLY REFINED AND NANO PARTICLE DISPERSION AND RECOVERY BASIN IN VACUUM PROCESSING FOR BUILDING MATERIALS AND HIGH WEAR–HEAT RESISTANT PARTS BRUSHES; WINDINGS; COILS; BATTERY CELLS; BRAKE PADS; BUSHINGS; 2.5 PHASE EXTRUSIONS DIE CAST MOLDING; REFRIGERATION; POLARIZED GLASS; AND CENTRAL PROCESSING UNIT PROCESSORS.

Priority: US20120595610 20120827 US20120612667 20120912 US20120656682 20121020 US20120689789 20121130

Family:

Publication number	Publication date	Application number	Application date
US2014057512 AA	20140227	US20120612667	20120912
US2014070444 AA	20140313	US20120656682	20121020
US2014109386 AA	20140424	US20120689789	20121130

Probable Assignee: MATTHEWS ROBERT RICHARD

Assignee(s):(std)**:** MATTHEWS ROBERT RICHARD

Inventor(s):(std)**:** MATTHEWS ROBERT RICHARD

International class (IPC 8–9)**:** B22D15/00 B23P13/00 B28B7/00 B29C33/38 B29C47/00 B29C47/88 B30B15/00 E04H5/02 G01J3/46 (Advanced/Invention)

CPC: B23P13/00 B28B7/00 G01J3/46 B29C47/54 B22D18/06 B29C47/0004 B29C47/8815 C04B35/52 C04B38/0054 E04H5/02 Y10T29/49 B22D15/00 B22D17/22 B29C33/38 B30B15/00 Y10T442/102 B29C47/0016 B29C47/884

US class: 100/295 249/117 264/105 29/592 425/404 428/542.8 442/2 52/173.1 702/189

Classification Explorer

Cited documents: US2012107590 AA, US2005214539 AA, US2004023610 AA,

Forward Citations: US9250014, US9212850, US9074108, US2014223763, US2013169277, CN105014071, CN104646447,

Abstract:
Source: US2014057512A Manufacture process scientific formula mechanically refined and nanoparticle dispersion preform slurry non ionic or electrolyte carbon nanofoam CNFs with or without ionic suspension elements manufactured, Preform slurry high wear–heat resistant parts electronic component composite coils, composite windings, drawn, annealing, spun, coils, windings, wire, woven textile mesh, shielding, brushes, inductors, antinode couplers, electric rheostats, starters, motors, alternators, generators, ionic suspension element enhanced composite coils, composite windings, drawn, annealing, spun, coils, windings, wire, woven textile mesh, shielding, brushes, capacitors, battery cells, rheostats, electronic resistors, transformers, transducers, rectifiers, power supplies, or heat sinks, Preform slurry carbon nanofoam CNFs extrusion high wear–heat resistant parts aerospace, automotive, and transportation brake calipers, rotors, pads, washers, spacers, and bushings, Preform slurry carbon nanofoam CNFs extrusion high wear–heat resistant parts precision casting molds manufacturing highly pure metal, Super Alloy, acid–solid, alkaline, glass, acrylic, halide, alkalide, or ceramics specializing in 2.5 phase die cast molding.

0) DE19650162A1 – STUDDED WINTER TYRE WHICH CAN BE LOWERED INTO P...

167) Family number: 13318354 (DE19650162A1) © PatBase

Title: Studded winter tyre which can be lowered into position manually or automatically

Priority: DE19961050162 19961204

Family:

Publication number	Publication date	Application number	Application date
DE19650162 A1	19980610	DE19961050162	19961204

Probable Assignee: BAUMANN KARL

Assignee(s):(std)**:** BAUMANN KARL

Assignee(s): BAUMANN KARL 32657 LEMGO DE

Inventor(s):(std)**:** BAUMANN KARL

Inventor(s): BAUMANN KARL 32657 LEMGO DE

International class (IPC 8–9): B60B15/00 B60B15/26 B60C11/16 (Advanced/Invention); B60B15/00 B60C11/14 (Core/Invention)

International class (IPC 1–7): B60B15/00 B60C19/00

CPC: B60B15/00 B60B15/26 B60C11/1606

European class: B60B15/00 B60B15/26 B60C11/16B

Classification Explorer

Forward Citations: US2012169111, DE102011120184, DE102011120184,

Abstract:
Source: DE19650162A1 Here is something new. A steel studded tyre (5) is used in addition to the conventional car tyres (1), preventing loss of control on ice. Preferably the new tyre and wheel can be lowered into position by hand, or automatically. Winter driving safety is increased.

168) Family number: 30357574 (US4843742A) © PatBase

Title: Trenching apparatus and methods of forming inground retaining walls

Priority:

AU1986PH06409	19860613	AU19870074209	19870611	AU1989PJ02467	19890127
EP19870108455	19870611	EP19870108455	19870611	CN19851008738	19851223
US19870059745	19870608	AU19900050282	19900129	CA19870539544	19870612
WO1990AU00026	19900129	US19890338010	19890414	US19910729920	19910715
US19910724202	19910701				

Family:

Publication number	Publication date	Application number	Application date
AT157134 E	19970915	AT19900902124T	19900129
AT67260 E	19910915	AT19870108455T	19870611
AU198774209 A1	19871217	AU19870074209	19870611
AU199050282 A1	19900824	AU19900050282	19900129
AU606065 B2	19910131	AU19870074209	19870611
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CA2045656 AA	19910719	CA19902045656	19900129
CA2045656 C	19960423	CA19902045656	19900129
CN1010702 B	19901205	CN19851008738	19851223
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DE3772854 D1	19911017	DE19873772854	19870611
DE69031306 D1	19970925	DE19906031306	19900129
EP0249231 A1	19871216	EP19870108455	19870611
EP0249231 B1	19910911	EP19870108455	19870611
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EP0455672 B1	19970820	EP19900902124	19900129
ES2026484 T3	19920501	ES19870108455T	19870611
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JP04503091 T2	19920604	JP19900502497T	19900129
JP2525188 B2	19960814	JP19870147818	19870613
JP4503091 T2	19920604	JP19900502497T	19900129
JP63000530 A2	19880105	JP19870147818	19870613
KR970001724 B1	19970214	KR19870006011	19870613
NZ220635 A	19891128	NZ19870220635	19870610
PH24881 A	19901226	PH19870035382	19870610
US4843742 A	19890704	US19870059745	19870608
US5113609 A	19920519	US19890449191	19891213
US5311683 A	19940517	US19910729920	19910715
USRE34620 E	19940531	US19910724202	19910701
WO9008856 A1	19900809	WO1990AU00026	19900129
ZA8704191 A	19880928	ZA19870004191	19870611

Probable Assignee: FOUNDATION TECHNOLOGY LTD

Assignee(s):(std): CONTINUOUS CONCRETE CASTINGS ; CONTINUOUS CONCRETE CASTINGS P ; FOUNDATION TECHN LTD ; FOUNDATION TECHNOLOGY EQUIPMEN ; FOUNDATION TECHNOLOGY LTD ; CONTINOUS CONCRETE CASTING PTY ; CONTINOUS CONCRETE CASTINGS PT ; GEOCAST SYSTEMS PTY LTD ;

KONTEINIYUASU CONCRETE KASUTEI ; CONTINUOUS CONCRETE CASTING PT

Assignee(s): CONTINUOUS CONCRETE CASTING PTY LIMITED ; KONTEINYUASU KONKURIITO KASUTEINGUZU PTY LTD ; KONTEINIYUASU CONCRETE KASUTEINGUZU PTY LTD ; CONTINOUS CONCRETE CASTINGS PTY LIMITED ; CAMELLERI PAUL ; CAMILLERI PAUL ANTHONY ; CONTINUOUS CONCRETE CASTINGS PTY LTD ; EAGLE PICHER IND INC A CORP OF OH ; FOUNDATION TECHNOLOGY LIMITED ; CONTINUOUS CONCRETE CASTINGS PTY LIMITED ; FOUNDATION TECHNOLOGY (EQUIPMENT) PTY LTD ; FOUNDATION TECHNOLOGY LTD NERANG QUEENSLAND AU ; FOUNDATION TECHNOLOGY EQUIPMENT PTYLTD ; CONTINUOUS CONCRETE CASTINGS PTY C HORWATH AND HOR ; FOUNDATION TECHNOLOGY PTY LTD ; EAGLE PICHER IND ; FOUNDATION TECHNOLOGY EQUIPMENT PTY LTD

Inventor(s):(std)**:** CAMELLERI P ; PAUL CAMELLERI ; PAUL CAMILLERI ; POORU KAMERERI ; CAMILLERI PAUL ANTHONY ; CAMILLERI PAUL A ; CAMILLERI PAUL ; CAMELLERI PAUL ; PAUL ANTHONY CAMILLERI

Inventor(s): HOORU KAMERERI ; CAMELLERI PAUL UPPER COOMERA QUEENSLAND 4221 AU ; CAMILLERI PAUL BELLEVUE PARK QLD 4217 AU

Agent(s): FOUNDATION TECHNOLOGY LTD; MACRAE AND CO; GOWLING LAFLEUR HENDERSON LLP

Designated states: AT AU BB BE BF BG BJ BR CA CF CG CH CM DE DK ES FI FR GA GB GR HU IT JP KP KR LI LK LU MC MG ML MR MW NL NO RO SD SE SN SU TD TG US

International class (IPC 8–9): E02D17/08 E02D17/13 E02F1/00 E02F3/08 E02F3/10 E02F5/02 E02F5/06 E02F5/08 E02F5/14 (Advanced/Invention); E02F5/02 (Advanced/Non–invention); E02F5/02 (Core/Non–invention)

International class (IPC 1–7): E02D17/06 E02D17/08 E02D17/13 E02D29/02 E02D5/18 E02F1/00 E02F3/08 E02F3/14 E02F5/02 E02F5/06 E02F5/08 E02F5/14 E04C2/24

CPC: E02F3/08 E02F3/086 E02F3/10 E02F5/14 E02F3/085

European class: E02F3/08 E02F3/08G E02F3/08M E02F3/10 E02F5/14

US class: 37/191A 37/192A 37/195 37/352 37/355 37/357 37/360 37/362 37/83 37/86 37/870 37/90 405/267

Classification Explorer

Cited documents: US4930940 A, US4861199 A, US4843742 A, US4681483 A, US4236857 A, US3951459 A, US3787989 A, US3785071 A, US3659364 A, US3577664 A, US3540194 A, US3425572 A, US3032899 A, US2817911 A, US2783556 A, US2360316 A, US2310233 A, US1850363 A, US1825258 A, US1769074 A, US1306350 A, JPS61501406, JP61501406 T2, JP61501406, JP56153021 A2, GB1372467 A, GB1314933 A, FR2243302 A1, FR2154611 A1, FR2060694 A5, FR2000530 A1, AU7420987 A1, AU7318687 A1, AU574454 B2, AU4113985, AU2936167 A1,

Forward Citations: WO11041787, WO11041787, WO07035400, WO07035400, WO02099244, US8732992, US8371048, US8209888, US7150115, US7150115, US6925736, US6574893, US6470607, US6219945, US5988947, US5791825, US5788422, US5707182, US5561923, US5392540, US5349765, US5311683, US5257471, US5249379, US5247743, US5244315, US5242246, US5228222, US5189819, US5113609, US2014345171, US2011119965, US2002188864, JP6341146, JP5814081, JP5568637, JP3821924, JP3747548, JP3712632, JP2013505517, JP2013100690, JP2002327450, JP11093202, JP10227043, EP2924174, EP0969152, EP0870876, EP0870876, EP0659943, EP0583886, EP0563473, EP0563472, EP0522765, DE9103330, DE4108873, CN104452804, CN104452804, CN102619249, AU666552,

Abstract:
Source: US4843742A A trenching apparatus (10) is for excavating deep trenches in which inground concrete retaining or foundation walls may be formed. The trenching apparatus (10) has a crawler base (11) on which a carrier assembly (14) is pivotally supported by pivots (16) whereby it may be tilted by rams (17) to maintain the platform horizontal. An automatic control device (64) is provided for this purpose. The carrier assembly (14) has a pair of rails (18/19) along which a carriage (21) may move. The carriage (21) supports a sleeve (24) through which a trenching arm (25) may be lowered to excavate a trench section as the carriage (21) is driven along the rails (18/19).

0) DE3400827A1 – ANTISKID VEHICLE RUTSCHFESTES FAHRZEUG

169) Family number: 3771689 (DE3400827A1) © PatBase

Title: Antiskid vehicle

Priority: DE19843400827 19840112

Family:

Publication number	Publication date	Application number	Application date
DE3400827 A1	19860102	DE19843400827	19840112

Probable Assignee: LAMMERS ALBERT

Assignee(s):(std)**:** LAMMERS ALBERT

Inventor(s):(std)**:** LAMMERS ALBERT

International class (IPC 8–9)**:** B60B39/00 B60T1/14 (Advanced/Invention)

International class (IPC 1–7)**:** B60C11/10 B60T1/14

CPC: B60B39/00 B60T1/14

European class: B60B39/00 B60T1/14

Classification Explorer

Cited documents: US4044862, DE3049620, DE3049418,

Forward Citations: DE102005024996,

Abstract:
Source: DE3400827A1 Tyre studs are prohibited in the Federal Republic of Germany and in many other countries. It is however recommended that vehicles adhere firmly to smooth road surfaces in emergency situations. These plates for firm adhesion to the road are intended to be fitted under the vehicle next to the wheels. By means of fan suction motors the air is sucked up from the suction cups, but also blown in in order to clean the filters, which are in front of the air pipes in order to prevent clogging, but only after lifting again. Narrow wheels provided with suction cups are fitted between the normal wheels and the vehicle, with the same suction cups and filters and fan suction motor as before. When cornering air is sucked much more sharply out of those wheels which lie on the inside of the curve than out of the tyres which run on the outside of the curve. In an emergency sharp braking occurs. For this reason a suction motor is fitted on each side of the vehicle so that the plates fitted between the wheels for self–adhesion on smooth roads are automatically lowered to the ground by means of a lowering and raising device and computer control, to enable the vehicle to adhere to the smooth road. Echo sounding beams or other beams measure remote, moving and non–moving objects at a distance from the moving vehicle, which the computer constantly uses in order to calculate... Original abstract incomplete.

0) IT1057787A – CATENA ANTISLITTAMENTO CONTINUA PER ROUTE DI VE...

170) Family number: 17880480 (IT1057787A) © PatBase

Title: CATENA ANTISLITTAMENTO CONTINUA PER ROUTE DI VEICOLI

Priority: AT19750008229 19751029

Family:

Publication number	Publication date	Application number	Application date
AT371772 B	19830725	AT19750008229	19751029
AT822975 A	19770215	AT19750008229	19751029
CH610832 A	19790515	CH19760003412	19760318
DE7608520 U1	19760812	DE19760008520U	19760319
IT1057787 A	19820330	IT19760067692	19760325

Probable Assignee: PENGG WALENTA KETTEN

Assignee(s):(std)**:** PENGG WALENTA KETTEN ; PENGG WALENTA STEIRISCHE KETTE ; PENGG WALENTA STEIRISCHE KETTENFABRIKEN KG ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KG

Assignee(s): STEIRISCHE KETTENFABRIKEN PENGG WALENTA KOMMANDITG ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KOMMANDITGESELLSCHAFT ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KG GRAZ OESTERREICH ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA GRAZ O KG

Inventor(s):(std)**:** WALENTA GOTTFRIED DIPL ING ; DIPL ING GOTTFRIED WALENTA

International class (IPC 8–9)**:** B60C27/10 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60B B60C27/06 B60C27/10

CPC: B60C27/10

European class: B60C27/10

Classification Explorer

Forward Citations: DE3643652, DE3111271, DE3101677, DE2710057, DE2702948,

Abstract:
Source: CH610832A Using a closure which is easy to handle it is intended to make simple fitting of the anti–skid chain possible. For this purpose, the inner side–chain (2) can be clamped from the front side of the wheel by passing a clamping element, for example a chain (7), through two sliding rings (3, 4) at the open ends of the inner side–chain (2) and subsequently passing it to the front side of the wheel and passing it there through a ring (6) of the outer side–chain (5).

0) CO4180428A – METODOS Y SISTEMAS PARA LA FABRICACION DE MATER...

171) Family number: 43685201 (CO4180428A) © PatBase

Title: METODOS Y SISTEMAS PARA LA FABRICACION DE MATERIALES DE EM– PAQUE, RECIPIENTES Y OTROS PRODUCTOS DE MEZCLAS QUE FRAGUAN HIDRAULICAMENTE COMPUESTOS CON ALTO RELLENO INORGANICO. METHODS AND SYSTEMS FOR MAKING MATERIALS PARKS EM, VESSELS AND OTHER PRODUCTS hydraulically setting MIXING WITH HIGH FILLING INORGANIC COMPOUNDS. (Machine translation)

Priority: CO19940005882 19940216

Family:

Publication number	Publication date	Application number	Application date
CO4180428 A1	19950607	CO19940005882	19940216

Probable Assignee: E KHASHOGGI IND

Assignee(s):(std)**:** E KHASHOGGI IND

Assignee(s): E KHASHOGGI INDUSTRIES

Inventor(s):(std)**:** ANDERSEN PER JUST ; HODSON SIMON K

Inventor(s): JUST ANDERSEN PER ; SIMON K HODSON

Agent(s): XIMENA BONILLA PEREIRA

International class (IPC 8–9): A47G19/12 (Advanced/Invention); A47G19/00 (Core/Invention)

International class (IPC 1–7): A47G19/12

Classification Explorer

Abstract:
Source: CO4180428A UN ARTICULO DE FABRICACION QUE TIENE UNA MATRIZ ESTRUCTURAL CONRELLENO INORGANICO QUE COMPRENDE UN AGLUTINANTE ORGANICO DISPERSABLE EN AGUA; UN AGREGADO INORGANICO QUE TIENE UNA CONCENTRACION DENTRO DEL RANGO DE ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MATRIZ ESTRUCTURAL CON RELLENO INORGANICO; Y UN MATERIAL FIBROSO, TENIENDO DICHA MATRIZ ESTRUCTURAL CON RELLENO INORGANICO UN GROSOR DENTRO DEL RANGO DE ENTRE 0.01 nm Y 20 nm.7UN METODO PARA FABRICAR UN ARTICULO COMPRENDIENDO EL METODO LOS PASOS DE: MEZCLAR UN AGLUTINANTE DE POLIMERO ORGANICO, UN AGREGADO INORGANICO, AGUA Y FIBRAS CON EL FIN DE FORMAR UNA MEZCLA MOLDEABLE, ESTANDO INCLUIDO EL AGREGADO INORGANICO EN UNA CANTIDAD DENTRO DEL RANGO ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MEZCLA; MOLDEAR LA MEZCLA EN LA FORMA ESTABLE DEL ARTICULO Y ENDURECER LA MEZCLA EN UNA FORMA ESTABLE DEL ARTICULO, TENIENDO EL ARTICULO UNA MATRIZ ESTRUCTURAL.18UN SISTEMA PARA FABRICAR UN ARTICULO, QUE COMPRENDE: UNA MEZCLADORA ESTRUCTURADA PARA PREPARAR UNA MEZCLA MOLDEABLE QUE INCLUYA UN AGLUTINANTE DE POLIMERO ORGANICO, UN AGREGADO INORGANICO QUE TIENE UNA CONCENTRACION EN EL RANGO ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MEZCLA, AGUA Y FIBRAS; MEDIOS PARA MOLDEAR LA MEZCLA MOLDEABLE EN LA FORMA DESEADA Y LOGRAR ESTABILIDAD DE FORMA EN MENOS DE UN MINUTO Y MEDIOS PARA ENDURECER LA MEZCLA EN LA FORMA DESEADA DEL ARTICULO. An article of manufacture having a structural CONRELLENO MATRIX INORGANIC ORGANIC comprising a binder dispersible in water; INORGANIC an aggregate having a concentration in the range between 40 percent and 98 percent by volume of the total solids in MATRIX FILLED STRUCTURAL INORGANIC; And a fibrous material, said structural matrix STUFFED WITH INORGANIC a thickness in the range between 0.01 nm and 20 nm.7UN method for making an article the method comprising the steps of: mixing an organic polymer binder, an aggregate inorganic WATER And fibers in order to form a moldable mixture, BEING INCLUDED IN THE AGGREGATE INORGANIC an amount within the range of between 40 percent and 98 percent by volume of the total solids in the mixture; Molding the mixture in stable shape of the article and curing the mixture into a stable form of the article, the article having MATRIX SYSTEM ESTRUCTURAL.18UN making an article, comprising: a STRUCTURED MIXER FOR PREPARING A moldable mixture including a binder ORGANIC POLYMER, INORGANIC an aggregate having a concentration in a range between 40 percent and 98 percent by volume of the total solids in the mixture, water and fibers; MEDIA MOLDEABLE molding the mixture into desired shape and form stability ACHIEVE IN LESS THAN ONE MINUTE AND MEANS FOR HARD MIX IN ARTICLE desired shape.

0) US2005158554A – WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND M...

172) Family number: 32149770 (US2005158554A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND METHOD FOR THEIR PREPARATION

Priority: CN200510000107 20050104 US20040761714 20040120 WO2005US00093 20050104

Family:

Publication number	Publication date	Application number	Application date
AU2005209151 AA	20050811	AU20050209151	20050104
CN1270636 C	20060823	CN200510000107	20050104
CN1620915 A	20050601	CN200510000107	20050104
CN1910043 A	20070207	CN200580002865	20050104
EP1708879 A1	20061011	EP20050704928	20050104
JP2007522961 T2	20070816	JP20060551101T	20050104
KR20070007045 A	20070112	KR20067014503	20050104
TW200530302 A	20050916	TW20050101178	20050114
US2005158554 AA	20050721	US20040761714	20040120
US7153576 BB	20061226	US20040761714	20040120
WO05072959 A1	20050811	WO2005US00093	20050104

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** BAI SHUANSUO ; GEN ELECTRIC ; WANG HUA ; SURIANO JOSEPH ANTHONY ; PARIKH CHETAN JAYANTILAL ; MYERS RANDALL TODD

Assignee(s): VIXS INC ; SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** SURIANO JOSEPH A ; SURIANO JOSEPH ANTHONY ; TODD WANG HUA SURIANO JOSEPH A ; WANG HUA ; SHUANSUO BAI ; RANDALL TODD MYERS ; JOSEPH ANTHONY SURIANO ; HUA WANG ; CHETAN JAYANTILAL PARIKH ; BAI XUE ; BAI SHUANSUO WANG ; BAI SHUANSUO ; MYERS RANDALL T ; MYERS RANDALL TODD ; PARIKH CHETAN J ; PARIKH CHETAN JAYANTILAL ; XUE BAI

Inventor(s): SHUANSUO WANG BAI ; MYERS RANDALL ; SURIANO JOSEPH ; PARIKH CHETAN ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN JAYA ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN JAYANTILAL MYERS RANDALL TODD

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GENERAL ELECTRIC COMPANY, GLOBAL RESEARCH; GENERAL ELECTRIC CO GLOBAL RESEARCH; CANTOR COLBURN LLP

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A23L1/05 A23L1/29 A23L29/20 A23L33/00 B32B27/00 B32B27/08 B32B27/36 B32B5/28 C08B37/00 C08G63/64 C09D167/00 C09D169/00 C09J153/02 C09J175/04 (Advanced/Invention);
B32B27/08 (Advanced/Non–invention);
A23L1/05 A23L1/29 B32B27/00 B32B27/08 B32B27/36 B32B5/22 C08B37/00 C08G63/00 C09D167/00 C09D169/00 C09J153/00 C09J175/04 (Core/Invention)

International class (IPC 1–7): A23L1/29 B28B3/20 B29C47/00 B32B27/08 B32B27/36 C08B37/00 C08G63/60 C08J7/04 C09K3/00

CPC: Y10T428/24942 B32B27/08 Y02B10/30 Y10T428/31507 Y10T428/31551 Y10T428/31678

European class: B32B27/08 Y02B10/30

US class: 264/176.1 264/176.100S 428/212 428/412 428/412P 428/423.1 428/423.100S 428/426 428/457

Cited documents: WO0069945 A1, WO0061664 A1, WO0026275 A1, WO0026274 A1, US6617398 BB, US6617398 BA, US6607814 BB, US6607814 BA, US6586091 BB, US6586091 BA, US6572956 BA, US6538065 BA, US6395823 BA, US6306507 BA, US6297300 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6180195 BA, US6180195 B1, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5885668 A, US5846659 A, US5759689 A, US5738918 A, US5601679 A, US5552463 A, US5510182 A, US5486407 A, US5446767 A, US5407751 A, US5364669 A, US5360647 A, US5321114 A, US5318850 A, US5262475 A, US5103336 A, US5098778 A, US5064704 A, US5030505 A, US5001193 A, US5001000 A, US4992322 A, US4931364 A, US4914143 A, US4643937 A, US4576842 A, US4506065 A, US4503121 A, US4495325 A, US4487896 A, US4414230 A, US4334053 A, US4291085 A, US4281099 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4150217 A, US4127560 A, US4121014 A, US3965057 A, US3892717 A, US3806486 A, US3791914 A, US3764457 A, US3506470 A, US3505160 A, US3503779 A, US3492261 A, US3460961 A, US3444412 A, US3444129 A, US3391054 A, US3309261 A, US3207814 A, US3169121 A, US3030331 A, US2005003208 AA, US2004166323 AA, US2004142176 AA, US2004028907 AA, US2003175488 AA, US2002028337 AA, JP1199841 A2, JP1/199841, EP1316419 A2, EP1124878 A1, EP0733470 A1, EP0277350 A1, DE10100745 A1,

Forward Citations: WO11117269, WO10056056, WO10056056, WO08142453, WO08134621, WO08088708, WO08088708, USRE45802, USD619477, US9694520, US9688813, US9429140, US9394882, US9314938, US9193214, US9139242, US9079374, US8932721, US8920264, US8906987, US8876483, US8691340, US8664307, US8618415, US8475905, US8236383, US8088848, US7988094, US7521105, US7514147, US7270882, US2015102716, US2012107616, US2010109309, US2010092720, US2010009207, US2009011213, US2008286537, US2008265459, US2008265308, US2008169381, US2008169380, US2007286995, US2007116959, US2006083907, US2006019099, US2005266232, US2005144309, US2004175593, US2004166323, KR101238837, KR101075423, JP2013226792, EP2181910, CN104837884, CN103750302, CN103286959, CN102821941, CN102464936, CN102464878, CN102214841, CN102010596,

Abstract:
Source: US2005158554A Disclosed is a multilayer article assembly comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) an uncured thermoset or uncured cyclic oligomer substrate layer, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for preparing said multilayer article assembly.

173) Family number: 29998503 (FR1241788A) © PatBase

Title: CONTROLEUR DE TRAIN ROULANT DE VEHICULE CONTROLLER OF VEHICLE TRAIN ROLLING (Machine translation)

Priority: FR19590802421 19590808

Family:

Publication number	Publication date	Application number	Application date
FR1241788 A	19600923	FR19590802421	19590808

Inventor(s):(std): PLANTE EMILE ABEL

International class (IPC 8–9): G01B5/255 (Advanced/Invention); G01B5/24 (Core/Invention)

CPC: G01B5/255

European class: 42B22 G01B5/255

Classification Explorer

Abstract:
Source: FR1241788A [Source: Claim 1] 1. **ATTENTION** debut du champ CLMS peut contenir fin de DESC **. tant, le parallelisme des bras 10 et 10 bis et celui des roues en rectifiant au besoin par les vis 12 l'orientation verticale des miroirs 11 sur les bras 10 et 10 bis. L'invention prevoit aussi que les deux appareils il voient leurs reflexions entrecoupees par un ecran translucide 16 reposant sur le sol par un pied 17 a mi–distance entre–11 et 11 bis de telle sorte que l'on puisse voir concorder ou non l'un par transparenee, l'autre directement les spots lumineux correspondants a l'epure. On concoit que tous les autres angles soient mesures par ce dispositif en tenant compte que la pointe 7 pouvant tourner, l'axe 8 bis (fig. 4) peut etre oriente verticalement, oscillant sur son milieu et solidaire du bras 10 ter qui porte l'appareil optique 11 ter dont l'ace d'oscillation est horizontal comme 10 ter et dont les projections se mesurent soit sur l'appareil oppose, soit sur l'ecran 16 interpose. L'invention prevoit essentiellement que le plan translucide 16 soit remplace, soit: a. par une glace a double face rayee sur chacune de traits reperes concordant en hauteur ou qu'une glace a une seule face soit montee sur socle a pivot pour pouvoir faire face sans denivellation aux appareils II et II bis, soit: b. par un plan opaque 16 gradue sur chacune de ses faces a des niveaux correspondants de toute la gamme des graduations ou echelles necessaires aux mesures deja citees. Il est prevu aussi que ce plan 16 peut porter en son centre une source lumineuse pouvant alimenter a la fois les miroirs 11 et 11 bis dont les effets se portent sur le panneau 16. Il est prevu que le plan 16 represente porte sur le sol sur un socle 17 soit fixe au vehicule en dessous de toute membrure telle que pare–choc, en son milieu d'ou il resulte que ledit plan 16 se deplace avec le vehicule comme les ensembles appliques sur les roues. L'invention prevoit que la liaison entre les deux cotes soit assuree par le positionnement d'une regle droite 13 bis instantanement amovible qui vienne s'encastrer par ses extremites dans les rainures de deux plateaux 18 orientables sur le bras 10 et bordes de deux secteurs gradues avec reperes sur le bras 10 (fig. 5). L'axe d'orientation de ce plateau, vertical pour les mesures de parallelisme sera horizontal et monte sur charnieres a axe vertical pour les mesures de chasse et de carrossage ou d'inclinai son des pivots qui concernent des deviations complexes d'axes verticaux au cours du bracage. L'invention prevoit que sur chaque bras 10 soit monte un pendule sur rotule a balancier 18, fig. 7, dont la pointe superieure 19 indique a travers un verre bombe 20 gradue de cercles concentriques et de rayons (fig. 8) les valeurs comparatives des debattements des deux roues, etant dit qu'un niveau a segment spherique peut etre utilise mais presente moins de precision. Ainsi la regle ou les systemes optiques pourront etre completes eventuellement par les coupoles decrites. On voit fig. 7 que la coupole 20 est fixee par un bras 21 avec un systeme a pince ou coulissant permettant la mise a zero de l'aiguille avant debattement d'orientation des roues. L'invention prevoit enfin que la fixation 4 par charniere et rotule deportee eventuellement soit remplacee pour les mesures sur des angles importants par un accrochage sur le dessus du pneu suivant la figure 6 combinee avec la figure [Source: Claim 1] 1. ** WARNING ** start of CLMS field may contain end of DESC **. As the parallelism of the arms 10 and 10a and the grinding wheels as required by the screws 12, the vertical orientation of mirrors 11 on the arms 10 and 10a. The invention provides for the two devices as it see their reflections interspersed by a translucent screen 16 resting on the ground by a foot 17 is halfway between 11 and 11–bis so that we can see the match or not one by transparenee, the other directly corresponding bright spots has epure. It conceives all other angles are measures by this device considering that the tip 7 rotatable axis 8a (Fig. 4) can be oriented vertically oscillating on the middle and fixed to the arm 10b which carries the optical device 11b whose oscillation ace is horizontal as 10b and whose projections are measured either on the device opposes either on the screen 16 interposed. The invention provides for essentially the translucent plane 16 is replaced by: a. by a glass double sided striped on each of benchmarks traits consistent height or ice that one side is montee Stand pivot has to cope without elevation change to the devices and He He bis or b. by an opaque plane 16 graduated on each of its faces a corresponding levels of the full range of scale or scales needed to already cited measures. It is also expected that this plan 16 can carry in its center a light source that can power has both mirrors 11 and 11a whose effects relate to the panel 16. It is expected that the plan represents 16 touches the ground on a base 17 is fixed to the vehicle under any chord as bumpers, in the middle of or it follows that the plan 16 moves with the vehicle as the sets appliques on wheels. The invention provides that the

connection between the two sides is ensured by the positioning of a right rule 13a instantly removable who comes to built its ends into the grooves of two adjustable plates 18 on the arm 10 and hoardings of two sectors GRADUATED with benchmarks on the arm 10 (fig. 5). The tray of this orientation axis, vertical to the parallelism measures will horizontal and hinged with a vertical axis for hunting and measures camber or bowed its pivots which involve complex deviations of vertical axes during the bracage. The invention provides that on each arm 10 is mounted on a pendulum balance patella 18, fig. 7, the upper edge 19 states through a glass bomb 20 graduated concentric circles and rays (fig. 8) the comparative values of the deflections of the two wheels, being told that a spherical segment level can be used but presents less precision. Thus the rule or optical systems will eventually be supplemented by the described domes. We see Fig. 7 that the dome 20 is fixed by an arm 21 with a clip system or sliding to the setting to zero of travel front needle wheel orientation. The invention further provides that the fixing by 4 hinge and ball deportee eventually be replaced for measurements on large angles by hanging on top of the tire according to Figure 6 combined with Figure

0) US2001021734A – COLOR STABLE COMPOSITIONS CONTAINING ARYLATE–CO...

174) Family number: 30108853 (US2001021734A) © PatBase

Title: COLOR STABLE COMPOSITIONS CONTAINING ARYLATE–COMPRISING POLYMERS

Priority: US19990394211 19990910 US20000709987 20001113 US20010815328 20010322 US20010815326 20010322 US20010815327 20010322 US20000710005 20001113 WO2000US23646 20000829

Family:

Publication number	Publication date	Application number	Application date
DE60025624 D1	20060406	DE20006025624	20000829
DE60025624 T2	20061005	DE20006025624T	20000829
EP1240244 A1	20020918	EP20000957887	20000829
EP1240244 B1	20060118	EP20000957887	20000829
JP2003508616 T2	20030304	JP20010522321T	20000829
US2001021734 AA	20010913	US20010815328	20010322
US2001031804 AA	20011018	US20010815327	20010322
US2002025999 AA	20020228	US20010815326	20010322
US6410620 BB	20020625	US20010815328	20010322
US6414058 BB	20020702	US20010815327	20010322
US6417253 BA	20020709	US20010815326	20010322
WO0118103 A1	20010315	WO2000US23646	20000829

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** GEN ELECTRIC ; SHAKNOVICH ALEXANDER ISAAKOVIC

Assignee(s): SHAKNOVICH ALEXANDER ISAAKOVICH ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC CO SCHENECTADY ; GENERAL ELECTRIC COMPANY ; SABIC GLOBAL TECHNOLOGIES BV ; SABIC INNOVATIVE PLASTICS IP BV

Inventor(s):(std)**:** SHAKHNOVICH ALEXANDER ISAAKOVI ; SHAKHNOVICH ALEXANDER ISAAKOVICH ; SHAKHNOVICH ISAAKOVICH ; SHAKNOVICH ALEXANDER ISAAKOVIC

Inventor(s): SHAKNOVICH ALEXANDER ISAAKOVICH

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC MX NL PT SE

International class (IPC 8–9)**:** C08G63/91 C08K5/18 C08K5/315 C08K5/34 C08L67/00 C08L69/00 (Advanced/Invention); F02B61/04 (Advanced/Non–invention); C08G63/00 C08K5/00 C08L67/00 (Core/Invention); F02B61/00 (Core/Non–invention)

International class (IPC 1–7)**:** B32B27/06 C08G63/91 C08K5/16 C08K5/17 C08K5/18 C08K5/315 C08K5/34 C08K5/3412 C08K5/48 C08L67/00 C08L69/00

CPC: Y10T428/31786 C08K5/18 C08K5/315 F02B61/045

European class: C08K5/18 C08K5/315 R02B61/04B

US class: 428/48 428/480 428/480S 524/206 524/206S 524/238 524/238S 524/240 524/241 524/241S 524/254 524/257 524/601 524/86 524/86P 524/89 524/99 528/288 528/289

Classification Explorer

Cited documents: WO9615184 A1, WO8604904 A1, WO0069945 A1, WO0061664 A1, WO0015718 A1, US6306507 BA, US5478878 A, US5275903 A, US4539386 A, US4493915 A, EP0153089 A1,

Forward Citations: WO05120828, WO05120828, WO05120828, WO04041935, USRE40508, US9511536, US9232993, US9228082, US8921438, US8263691, US8192837, US7838602, US7790292, US7605221, US7452944, US7169859, US7092573, US7060217, US6861482, US6689474, US6610409, US6607814, US2014228462, US2013261202, US2012052314, US2011144747, US2009098362, US2007197700, US2007147072, US2007129492, US2007122627, US2007027271, US2006162855, US2006103580, US2005288406, US2005266232, US2005260369, US2005159577, US2005048401, US2004250944, US2004076817, US2004043234, US2003207123, EP1750939,

Abstract:
Source: US2001021734A The color stability of thermoplastic polymers comprising structural units derived from at least one 1,3−dihydroxybenzene and at least one organodicarboxylic acid is enhanced by combination with at least one photobleachable 4−aminocinnamic compound such as 4−dimethylaminocinnamaldehyde. The latter absorbs radiation in the range between about 360 nanometers and about 390 nanometers, balancing the radiation absorbed by hydroxybenzophenone moieties formed in the polymer.

175) Family number: 3799588 (US4691593A) © PatBase

Title: Limited slip differential system for a motor vehicle with all–wheel drive

Priority: DE19853507490 19850302 DE19863660008 19860113 EP19860100336 19860113

Family:

Publication number	Publication date	Application number	Application date
AT30942 E	19871215	AT19860100336T	19860113
BRPI8600858 A	19861111	BR1986PI00858	19860228
DE3507490 C1	19860313	DE19853507490	19850302
DE3660008 D1	19871223	DE19863660008	19860113
EP0194410 A1	19860917	EP19860100336	19860113
EP0194410 B1	19871119	EP19860100336	19860113
ES552516 A1	19870501	ES19860552516	19860228
ES8705307 A1	19870716	ES19860552516	19860228
FI79980 B	19891229	FI19860000346	19860124
FI79980 C	19900410	FI19860000346	19860124
FI860346 A	19860903	FI19860000346	19860124
FI860346 A0	19860124	FI19860000346	19860124
JP1495215 C3	19890516	JP19860044290	19860303
JP61207220 A2	19860913	JP19860044290	19860303
JP63044576 B4	19880906	JP19860044290	19860303
SU1419512 A3	19880823	SU19864027018	19860225
US4691593 A	19870908	US19860835381	19860303

Probable Assignee: DR ING HCF PORSCHE AG

Assignee(s):(std)**:** PORSCHE AG

Assignee(s): DR INZH KH TS F PORSHE AG FIRMA ; DRINGHC F PORSCHE AG ; DOKUTORU INGU HAA TSUEE EFU HORUSHE AG ; DR ING H C F PORSCHE AG ; DR ING H C F PORSCHE AG 7000 STUTTGART DE ; DR ING H C F PORSCHE AKTIENGESELLSCHAFT ; DR ING HCF ; DR ING HCF PORSCHE AG ; DR INZH KH TS F PORSHE AG FA

Inventor(s):(std)**:** MUELLER ROBERT ; MYULLER ROBERT ; ROOBERUTO MIYURAA ; MULLER ROBERT

Inventor(s): ROBERT MYULLER AT ; ROOBERUTO MYURAA ; ROBERT MULLER ; MUELLER ROBERT 7256 MOENSHEIM DE

Designated states: AT BE CH DE FR GB IT LI NL SE

International class (IPC 8–9)**:** B60K17/34 B60K17/346 B60K23/08 F16H48/20 F16H48/22 F16H48/30 (Advanced/Invention); B60K17/34 B60K17/344 B60K23/08 F16H48/00 (Core/Invention)

International class (IPC 1–7)**:** B60K17/34 B60K17/344 B60K17/346 B60K17/352 B60K23/0 B60K23/00 B60K23/08 F16H1/28 F16H1/42 F16H1/44

CPC: B60K17/3465 B60K23/0808

European class: B60K17/346B1 B60K23/08B

US class: 180/249 475/113 475/154 475/207 475/221 475/260 475/295 74/705 74/714 74/802

Classification Explorer

Cited documents: US4567788 A, US4541503 A, US4520691 A, US4493227 A, US4464973 A, US4428452 A, US4138906 A, US3871249 A, US3838610 A, US3828877 A, US3792628 A, US3709314 A, US3269217 A, US2228581 A, JP37006005 A2, GB800230 A, GB1583655 A, GB1093798 A, FR1024532 A, EP0118155 A1, EP0066449 A1, DE811650 A, DE3218830 A1, DE1802456 A1, CH66021 A, CH287435 A,

Forward Citations:

WO9119620, WO06046018, US7811194, US7806220, US7510041, US7503866, US7503416, US7491146, US7361113, US7344469, US7294083, US7278947, US7267628, US7258187, US7238134, US7211019, US7175559, US7175558, US7175557, US7086982, US7083539, US7080707, US7059992, US7059991, US7059990, US7044880, US7004876, US6962227, US6464612, US6334832, US6120407, US6045476, US5842947, US5364319, US5335747, US5171294, US5083988, US5066268, US4995862, US4986800, US4916973, US4909344, US4882950, US4850246, US4784236, US4779487, US2009181819, US2008139359, US2007289797, US2007265130, US2007066436, US2006293141, US2006289228, US2006276292, US2006205555, US2006199697, US2006172844, US2006162980, US2006157291, US2006142108, US2006122024, US2006122023, US2006052206, US2005279558, US2005266953, US2005266952, US2005266950, US2005261099, US2005261098, US2005252707, US2005247511, US2005176543, US2005159264, EP0405717, EP0345445, EP0327726, EP0315741, EP0298397, EP0275394, EP0257132, EP0252183, EP0236695, EP0230523, DE4138738, DE3701843, DE3629493, DE3616236, DE3602930, DE102005061935,

Abstract:
Source: US4691593A A limited slip differential system in the drive train of a motor vehicle with continuous all−wheel drive is provided with a direct through drive acted on by an intermediate planetary transmission and an engageable braking device. The transmission ratio between the planetary transmission and the braking device is substantially higher than the transmission ratio for the direct through drive. This keeps the required braking moment small and allows the use of a relatively small braking device.

0) BRPI8503289A – MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO...

176) Family number: 669629 (BRPI8503289A) © PatBase

Title: MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO MECANICO DE AJUSTE AUTOMATICO E APARELHO AJUSTADOR DE FREIO AUTOMATICO ACTING MECHANISM OF MECHANICAL PARKING BRAKE AUTOMATIC ADJUSTMENT AND AUTOMATIC BRAKE ADJUSTER (Machine translation)

Priority: BR1985PI03289 19850709

Family:

Publication number	Publication date	Application number	Application date
BRPI8503289 A	19870217	BR1985PI03289	19850709

Probable Assignee: KELSEY HAYES CO

Assignee(s):(std): KELSEY HAYES CO

Assignee(s): KELSEY HAYES COMPANY

Inventor(s):(std): EVANS ANTHONY C

Inventor(s): ANTHONY C EVANS

International class (IPC 8–9): F16D65/00 F16D65/14 (Advanced/Invention); F16D65/00 F16D65/14 (Core/Invention)

International class (IPC 1–7): F16D65/00 F16D65/14

Classification Explorer

Abstract:
Source: BRPI8503289A ¦••• • a • M i ss M IIss • • • • • a • • • • ••• it hi ss• •• ii a a a • « « • • a at a a a • • a a a a a a aa aa #ss## aa HESUMO DA INVENQAO Patente de Invencao de "MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO MECANICO DE AJUSTE AUTOMATICO E APARELHO AJUSTADOR DE FREIO AUTOMATICO". 5 Revela–se um mecanismo de freio de estacionamento mecanico contendo uma caracteristica au to–reguladora para compensar o disgaste da almofada de friccao adequado para uso num freio de disco hidrauli– co, A concretizacao revelada ensina um mecanismo de 10 freio de estacionamento separado e independente do me– canismo de atuacao do freio hidraulico. Portanto o me– canismo de freio de estacionamento pode ser combinado com qualquer freio de disco como um dispositivo adicio nal para uso em veiculos a motor. •• • • • • ••• • e ... • • • • • M i ss M II ss • • • • • • • • • • • • it hi ss • • • ii at • «• at a a a • • (a) a a a aa aa # ss # # aa HESUMO of INVENQAO patent of Invention of "ACTING MECHANISM of MECHANICAL PARKING BRAKE AUTOMATIC ADJUSTMENT and AUTOMATIC BRAKE ADJUSTER DEVICE." 5 proves to be a mechanical parking brake mechanism containing a characteristic au to–to offset the regulatory disgaste friccao pad suitable for use in a disc brake hidrauli–co, concretizacao revealed teaches a 10 parking brake mechanism separately and independent of me–as of superior performance hydraulic brake. So me–parking brake mechanism can be combined with any disc brake as an additional nal device for use in motor vehicles. •• • • • • ••• • e

0) FR2657597A – WINCH WHICH CAN BE FITTED TO THE DRIVING WHEELS...

177) Family number: 6272195 (FR2657597A) © PatBase

Title: Winch which can be fitted to the driving wheels of a motor vehicle which has got stuck in the sand or in the mud, equipped with a strap winder and anchoring posts

Priority: FR19900001177 19900129

Family:

Publication number	Publication date	Application number	Application date
FR2657597 A1	19910802	FR19900001177	19900129
FR2657597 B1	19920522	FR19900001177	19900129

Probable Assignee: FREREJOUAN JACKIE

Assignee(s):(std)**:** FREREJOUAN JACKIE

Inventor(s):(std)**:** JACKIE FREREJOUAN

Inventor(s): FREREJOUAN JACKIE

International class (IPC 8–9)**:** B66D1/00 B66F19/00 B66F19/02 E02D5/80 (Advanced/Invention); B66D1/00 B66F19/00 E02D5/80 (Core/Invention)

International class (IPC 1–7)**:** B66F19/02

CPC: B66D1/005 B66F19/00 E02D5/801

European class: B66D1/00A B66F19/00 E02D5/80B

Classification Explorer

Cited documents: US3784163, US2751193,

Forward Citations: GB2366275,

Abstract:
Source: FR2657597A Device which can be fitted to the driving wheels of a motor vehicle which has got stuck in the sand or in the mud. The invention relates to a device making it possible, regardless of the nature of the ground, to tow one's vehicle out of its poor position by fitting to the front or rear driving wheels two grapnel winches the tensioners of which are fixed inside vent orifices (4) of the wheel rim (14). It consists of: – an outer sleeve (1) in the form of a funnel conical at its base (28), carrying the automatic roller compartment (7) with a strap (3), and taking up position on the wheel rim (14) by application of its ring (18), – an inner sleeve (2) with a spring (11) with manual immobilisation (5) so that the ring (19) exerts its pressure on the wheel nuts (17), – several tensioners of the same type, from four to five, each of them forming an assembly (3–10–12–13–15–20–24–25), returning the sleeve (1) via firm pressure on to any part whatsoever of the wheel rim (14) about its axis (23). The device according to the invention is particularly intended to be fitted to the driving wheels of a motor vehicle.

178) Family number: 21535932 (FR1440732A) © PatBase

Title: ESSUIE–GLACE, APPLICABLE EN PARTICULIER A DES VEHICULES AUTOMOBILES WIPER, ESPECIALLY APPLICABLE TO MOTOR VEHICLES (Machine translation)

Priority: FR19650013247 19650414

Family:

Publication number	Publication date	Application number	Application date
FR1440732 A	19660603	FR19650013247	19650414

Inventor(s):(std)**:** KIRCHNER ERNST

International class (IPC 8–9): B60S1/08 (Advanced/Invention); B60S1/08 (Core/Invention)

International class (IPC 1–7): B60S1/08

CPC: B60S1/0803

European class: B60S1/08B

Classification Explorer

Abstract:
Source: FR1440732A [Source: Claim 1] 1 On prevoit pour actionner le moteur d'entraine ment un commutateur muni de plusieurs groupes de contacts, de preference trois, qui peut etre regle dans trois positions de commutation et dont les contacts sont relies ensemble de telle maniere que la mise hors service du moteur d'entrainement s'effectue a chaque fois dans le sens de rotation associe avec le service intermittent des balais et, en outre, pour l'interruption du circuit electrique du moteur de commande, les organes mecaniques; pouvant etre commandes pour 1e service intermit tent des balais d'essuie–glace, sont relies avec un dispositif de coupure et/ou d'arret muni de contacts d'arret fixe ou contacts analogues de telle maniere que les balais d'essuie–glace soient immobilises a chaque fois dans leur position d'arret fixe; [Source: Claim 1] 1 It is expected to operate the engine ment leads to a switch with several contact groups, preferably three, which can be settled in three switching positions and whose contacts are connected together to such a way that switching off the drive motor of the service is performed each time in the direction of rotation associated with the intermittent service brooms and, in addition, to the interruption of the electrical circuit of the drive motor, the mechanical organs; can be orders for the first intermittent Service tent of wiper blades, are connected with a switching device and / or stop provided with fixed stop contacts or similar contacts in such a way that the wiper blades are immobilized each time in their fixed stop position;

0) DE10122292A1 – INSTALLATION FOR BETTER UTILIZATION OF SKI–LIFT...

179) Family number: 24152896 (DE10122292A1) © PatBase

Title: Installation for better utilization of ski–lifts during snowless seasons comprises an endless pipe configuration and carriages with guide devices and plastic foam running wheels and guide devices

Priority: DE20011022292 20010508

Family:

Publication number	Publication date	Application number	Application date
DE10122292 A1	20021205	DE20011022292	20010508

Probable Assignee: FUNKE PETER

Assignee(s):(std)**:** FUNKE PETER

International class (IPC 8–9): A63G21/04 B61B11/00 B61B9/00 (Advanced/Invention); A63G21/00 B61B11/00 B61B9/00 (Core/Invention)

International class (IPC 1–7): B61B9/00

CPC: A63G21/04 B61B9/00 B61B11/002

European class: A63G21/04 B61B11/00A B61B9/00

Classification Explorer

Forward Citations: WO05005751, WO05005751,

Abstract:
Installation for better utilization of ski–lifts during snowless seasons comprises an endless pipe configuration and carriages with guide devices and plastic foam running wheels. The carriages brought to the top of the installation by means of the ski–lift return to the bottom of the installation by gravity. Carriage speed during a downwards journey is automatically regulated.

0) US5507994A – PROCESS AND APPARATUS FOR PROVIDING A SHAPED PO...

180) Family number: 32481587 (US5507994A) © PatBase

Title: PROCESS AND APPARATUS FOR PROVIDING A SHAPED POLYMER FRAME ON A GLASS PLATE

Priority: DE19934326650 19930809 DE19946010550 19940727 EP19940401722 19940727 US19970887706 19970703 US19950540858 19951010 US19940286725 19940805 US19990425047 19991022 FR19940012337 19941017

Family:

Publication number	Publication date	Application number	Application date
AT166608 E	19980615	AT19940401722T	19940727
BRPI9504416 A	19970527	BR1995PI04416	19951016
CZ284346 B6	19981014	CZ19940001930	19940809
CZ292214 B6	20030813	CZ19950002699	19951016
CZ9401930 A3	19951115	CZ19940001930	19940809
CZ9502699 A3	19960515	CZ19950002699	19951016
DE4326650 A1	19950216	DE19934326650	19930809
DE69410550 D1	19980702	DE19946010550	19940727
DE69410550 T2	19981217	DE19946010550T	19940727
DE69521658 D1	20010816	DE19956021658	19951013
DE69521658 T2	20020502	DE19956021658T	19951013
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EP0638408 B1	19980527	EP19940401722	19940727
EP0707937 A1	19960424	EP19950402288	19951013
EP0707937 B1	20010711	EP19950402288	19951013
ES2118341 T3	19980916	ES19940401722T	19940727
ES2160679 T3	20011116	ES19950402288T	19951013
FR2725657 A1	19960419	FR19940012337	19941017
FR2725657 B1	19970110	FR19940012337	19941017
JP2889820 B2	19990510	JP19940185834	19940808
JP7165441 A2	19950627	JP19940185834	19940808
JP8207109 A2	19960813	JP19950268750	19951017
KR100343862 B1	20021129	KR19940019443	19940808
KR100361237 B1	20030211	KR19950036535	19951017
KR19950005761 A	19950320	KR19940019443	19940808
KR19960014032 A	19960522	KR19950036535	19951017
PT707937 T	20011228	PT19950402288T	19951013
RO119006 B1	20040227	RO19950001798	19951017
SI0638408 T1	19981031	SI19940030175T	19940727
TH44284 A	20010409	TH19951002581	19951016
TR9501277 A2	19960621	TR19950001277	19951017
TR960323 A2	19960621	TR19950001277	19951017
US5507994 A	19960416	US19940286725	19940805
US5645785 A	19970708	US19950540858	19951010
US5908595 A	19990601	US19970887706	19970703
USRE37341 E	20010828	US19990425047	19991022

Probable Assignee: SAINT GOBAIN GLASS FRANCE

Assignee(s):(std)**:** GLASWERKE GMBH VER ; SAINT GOBAIN ; SAINT GOBAIN GLASS FRANCE ; SAINT GOBAIN VITRAGE ; VER GLASWERKE GMBH ; SAINT GOBAIN VITRAGE INT

Assignee(s):

SAINT GOBAIN VITRAGE INTERNATIONAL ; VEGLA VER GLASWERKE GMBH 52066 AACHEN DE ; SAINT GOBAIN VITRAGE COURBEVOIE FR ; VEGLA VER GLASWERKE GMBH ; SAINT GOBAIN VITRAGE LES MIROIRS ; VEGLA VEREINIGTE GLASWERKE GMBH 52066 AACHEN DE ; SAN GOBAN BITORAAJU ; SAINT GOBAIN GLASS FRANCE COURBEVOIE

Inventor(s):(std)**:** SCHOLL HEINZ ; RORUFU KUUTE ; RORUFU KOTSUTE ; KOTTE ROLF DR ; KOETTE ROLF DR ; KOETTE DR ; HERUBERUTO JIYORISU ; HERBERT JOERIS ; HEINZ SCHOLL ; HAINTSU SHIYORU ; HAINTSU SHIYOORU ; GERUTO KORUNIRUSU ; GERD CORNILS ; DR ROLF KOTTE ; CORNILS GERD ; KOTTE ROLF ; KOTTE DR ROLF ; KOTIE ROLF DR ; JOERIS HERBERT ; HERUBERUTO YOERISU

Inventor(s): HERUBERUTO JORISU ; CORNILS GERD D 52399 MERZENICH DE ; CORNILS GERD 52399 MERZENICH DE ; HAINTSU SHOORU ; JOERIS HERBERT D 52146 WUERSELEN DE ; JOERIS HERBERT 52146 WUERSELEN DE ; KOETTE ROLF DR 52477 ALSDORF DE ; SCHOLL HEINZ D 52249 ESCHWEILER DE ; SCHOLL HEINZ 52249 ESCHWEILER DE ; ROLF KOTTE ; KOTTE ROLF DR D 52477 ALSDORF DE

Designated states: AT BE DE ES FR GB IT LU NL PT SE

International class (IPC 8–9): B05C5/02 B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/32 C03C27/04 (Advanced/Invention); B29C47/02 B29K105/20 B29K709/08 C03B17/06 C03B18/02 (Advanced/Non–invention); B05C5/02 B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/28 C03C27/00 (Core/Invention)

International class (IPC 1–7): B05C5/02 B21C B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/32 C03C27/00

CPC: B05C5/022 B60J10/70 B05C5/0204 B05C5/0216 B29C47/0019 B29C47/124 B29C47/003 B29C47/026 C03C27/048

European class: B05C5/02A B05C5/02B1A B29C47/02C2 B29C47/12C B60J10/02 C03C27/04H

US class: 156/108 156/244.11 156/244.24 156/500 156/583.1 264/177.16 264/252 425/113 425/192.00R 425/192R 425/404 425/466

Classification Explorer

Cited documents: WO9504493 A1, US5507994 A, US5456874 A, US5411696 A, US5382395 A, US5362428 A, US5358397 A, US5336349 A, US5273704 A, US5256361 A, US5183612 A, US5131349 A, US5108526 A, US5069852 A, US5061429 A, US5057265 A, US4973436 A, US4584155 A, US4571278 A, US3491176 A, US3408979 A, US3408799 A, US3088166 A, JP4241925 A2, JP4226321 A2, JP4151225 A2, JP3014770 A2, GB2099688 A1, GB1405845 A, EP0638408 A1, EP0585129 A1, EP0524092 A1, EP0493068 A1, EP0479677 A2, EP0444998 A1, EP0354481 A2, EP0324092 A1, EP0127546 B1, EP0121481 B1, EP0028284 A1, DE3008055 C2,

Forward Citations: WO9728947, WO9711831, WO16180731, WO16071468, WO16012151, WO14063806, WO13037950, WO08137697, WO05057682, WO05057682, WO02070229, USRE37341, US9694381, US9187368, US8747098, US8684722, US8578993, US8353694, US8123510, US8088319, US7951316, US7799257, US7467452, US7452197, US7404711, US7204948, US7180027, US6926335, US6803001, US6722731, US6607622, US6599386, US6523983, US6521083, US6513854, US6251324, US6203639, US6054001, US6000746, US5908595, US5846465, US5814352, US5744172, US5650031, US5645785, US5632939, US2015217326, US2014110044, US2011209832, US2008268198, US2008106040, US2007186496, US2007096363, US2007062225, US2006220272, US2006127584, US2006008625, US2005218557, US2005217785, US2004141109, US2004126528, US2004118079, US2004013757, US2003168889, US2001001182, KR101188782, JP4926717, JP2007517682, FR2934180, FR2907350, FR2775927, FR2725657, EP3178627, EP1368176, EP1331080, EP1236559, EP0931636, EP0805013, EP0778120, EP0707937, EP0672513, EA019716, DE19961706, DE19961706, DE102015224834, DE102011053583, DE10154553, DE10154553, DE10103865, DE10023207, AU2004297678,

Abstract:
Source: US5507994A A process for the production of a plate with a polymer frame shaped onto the edge of the plate. The frame is extruded onto the plate while the latter is held stationary in a working station of a handling automaton or robot with a support device which corresponds to the shape of the plate in such a way that the edge of the plate projects freely over the support face of the support device. With the aid of the robot, an extrusion die having a through, mouth–like slot with two jaws engages the top and bottom surfaces of the circumferential edge of the plate as the mouth–like slot engages the plate edge. At the front end of the two jaws of the die mouth, there are sealing ledges movable at right angles to the plate surfaces, which are supported on the latter during the extrusion process.

0) US2005158561A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

181) Family number: 32088612 (US2005158561A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US20040760826 20040116 WO2005US00050 20050103

Family:

Publication number	Publication date	Application number	Application date
AU2005209150 AA	20050811	AU20050209150	20050103
CN1929993 A	20070314	CN200580007586	20050103
EP1708878 A1	20061011	EP20050704894	20050103
IN04047DN2006 A	20070803	IN2006DN04047	20060713
JP2007523765 T2	20070823	JP20060549335T	20050103
KR20060114000 A	20061103	KR20067015901	20050103
TW200538281 A	20051201	TW20050101204	20050114
US2005158561 AA	20050721	US20040760826	20040116
WO05072958 A1	20050811	WO2005US00050	20050103

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** GEN ELECTRIC ; LU QIWEI ; WANG HUA

Assignee(s): SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** HUA WANG ; LU QI WEI ; LU QIWEI ; QIWEI LU ; QIWEI WANG HUA LU ; WANG HUA

Inventor(s): WANG HUA LU QIWEI

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GENERAL ELECTRIC COMPANY, GLOBAL RESEARCH; GENERAL ELECTRIC CO GLOBAL RESEARCH

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B32B27/08 B32B27/36 B32B37/12 C08F255/02 C08L51/06 C08L53/00 C09D167/03 C09D169/00 C09J123/10 C09J123/26 C09J151/06 C09J175/02 C09J175/04 C09J175/12 (Advanced/Invention); B32B27/08 B32B37/12 (Advanced/Non–invention); B32B27/08 B32B27/36 B32B37/12 C08F255/00 C08L51/00 C08L53/00 C09D167/02 C09D169/00 C09J123/00 C09J151/00 C09J175/00 C09J175/04 C09J175/12 (Core/Invention)

International class (IPC 1–7): B32B27/08 B65D1/00 C09J123/10 C09J175/02 C09J175/12

CPC: Y10T428/31551 C08L51/06 B32B27/08 C08F255/02 C08L53/00 C09J151/06 C09J175/04

European class: B32B27/08 C08F255/02 C08L51/06 C08L53/00 C09J151/06 C09J175/04

US class: 428/423.1 428/423.100P

Classification Explorer

Cited documents: US6632879 BB, US6617398 BB, US6607814 BB, US6586091 BB, US6572956 BA, US6538065 BA, US6469099 BA, US6306507 BA, US5738918 A, US5665820 A, US5601679 A, US5486407 A, US5407751 A, US5364669 A, US5360647 A, US5318850 A, US5262475 A, US5103336 A, US5098778 A, US5030505 A, US5001000 A, US4992322 A, US4931364 A, US4912177 A, US4643937 A, US4576842 A, US4506065 A, US4503121 A, US4487896 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4121014 A, US3965057 A, US3806486 A, US3509779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, US3030331 A, US2004253428 AA, US2004028907 AA, US2003175488 AA, US2003008134 AA, US2001055671 AA, JP7053812 A2, JP2005536370 T2, JP2002542325 T2, JP2002512907 T2, JP10130362 A2, EP1316419 A2,

Forward Citations: WO08079784, US9314938, US8981013, US8691340, US7829632, US7691950, US7691304, US7687583, US7686998, US7686997, US7514147, US7270882, US2017009420, US2016122595, US2010143651, US2010009207, US2008269400, US2008269399, US2008269386, US2008265308, US2008119618, US2008119597, US2008119596, US2007116959, US2006019099, US2005266232, US2005144309, US2004253428, US2004175593, US2004166323,

Abstract:
Source: US2005158561A Disclosed are weatherable multilayer articles comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) a substrate layer comprising a polypropylene, and (iv) at least one adhesive layer comprising the reaction product of an amine–functionalized polypropylene and a polyurethane, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for making the multilayer article.

0) US2008288346A – METHOD FOR PRIVATE SELLERS TO CERTIFY PREVIOUSL...

182) Family number: 42523100 (US2008288346A) © PatBase

Title: METHOD FOR PRIVATE SELLERS TO CERTIFY PREVIOUSLY OWNED VEHICLES

Priority: US20070749948 20070517

Family:

Publication number	Publication date	Application number	Application date
US2008288346 AA	20081120	US20070749948	20070517

Probable Assignee: SHAMES HOWARD MORRIS

Assignee(s):(std)**:** SHAMES HOWARD MORRIS

Inventor(s):(std)**:** SHAMES HOWARD MORRIS

Agent(s): DELAIN LAW OFFICE PLLC

International class (IPC 8–9)**:** G06Q30/00 (Advanced/Invention); G06Q30/00 (Core/Invention)

CPC: G06Q30/06 G06Q30/0222

European class: G06Q30/0222 G06Q30/06

US class: 705/1 705/1.1 705/1.100S 705/14 705/14.23 705/14.230P

Classification Explorer

Cited documents: US7131005 BB, US6622129 BA, US5915019 A, US2006206248 AA, US2003055667 AA, US2001027432 AA,

Forward Citations: WO14120823, US7690384, US7690383, US2015213559, US2014089208, US2008053468, US2008047569, GB2515151,

Abstract:
Source: US2008288346A A method is taught whereby an individual vehicle seller who wishes to sell his or her vehicle privately (without using a dealer) can provide a potential purchaser with a certification of the vehicle that is backed by a known and reputable vehicle maintenance–and–repair entity. A method of advertising the certification online is also provided as an optional marketing outlet to the vehicle seller.

0) US2015306455A – ATHLETIC TRAINING SYSTEM, METHOD AND COMPUTER P...

183) Family number: 60680800 (US2015306455A) © PatBase

Title: ATHLETIC TRAINING SYSTEM, METHOD AND COMPUTER PROGRAM PRODUCT

Priority: US20140261435 20140425 US20160237631 20160816 US20170437432 20170220

Family:

Publication number	Publication date	Application number	Application date
US2015306455 AA	20151029	US20140261435	20140425
US2016354664 AA	20161208	US20160237631	20160816
US2017157482 AA	20170608	US20170437432	20170220
US9415263 BB	20160816	US20140261435	20140425
US9573035 BB	20170221	US20160237631	20160816

Probable Assignee: DECARLO ENTPR INC

Assignee(s):(std)**:** DECARLO CHRISTOPHER ; DECARLO ENTPR INC

Assignee(s): DECARLO ENTERPRISES INC

Inventor(s):(std)**:** DECARLO CHRISTOPHER

Agent(s): RALPH P; ATFIRM PLLC

International class(IPC 8–9)**:** A63B24/00 A63B63/00 A63B63/08 A63B69/00 A63B69/36 A63B69/38 A63B71/06 F41J1/00 F41J1/10 F41J3/00 G06N3/08 G06N5/02 (Advanced/Invention)

CPC: A63B69/00 A63B71/0619 A63B2207/02 A63B2225/20 A63B2225/50 A63B2071/0675 A63B63/00 A63B63/004 A63B63/008 A63B63/083 A63B2024/0025 A63B2024/0037 A63B2210/50 A63B2220/13 A63B2220/62 A63B2220/801 A63B2225/09 F41J1/10 F41J3/00 F41J1/00 G06N5/022 A63B24/0087 A63B71/0622 A63B2024/0068 A63B2071/065 A63B2220/24 A63B2220/30 A63B2220/34 A63B2220/44 A63B2220/56 A63B2220/802 A63B2220/805 A63B2220/833 G06Q50/01 G09B19/0038 A63B24/00 A63B2069/0006 A63B69/10 F41J1/01 F41J5/02 F41J5/052 G06F19/3481 A63B24/0021 A63B24/0075 A63B69/0071 A63B69/002 A63B69/0024 A63B69/0026 A63B69/38 A63B69/36 G06N3/08 A63B2071/0625 A63B2243/007 A63B2102/14 A61B5/1113 A61B5/1124 A61B5/6895 A61B5/745 A61B2503/10

US class: 1/1 473/422

Classification Explorer

Cited documents: WO0169830 A2, USD539373 S1, USD510112 S1, USD321370 S1, US8152660 BA, US6579197 BB, US5890985 A, US5800291 A, US5485993 A, US5330175 A, US4989862 A, US3888023 A, US3552749 A, US2014378281 AA, US2014038751 AA, US2012142458 AA, US2011303207 AA, US2010259412 AA, US2010038854 AA, US2009098981 AA, US2007191141 AA, US2005023763 AA, US2004063521 AA, CN103692444 A,

Forward Citations: US9427648, US2014130645,

Abstract:
Source: US2015306455A According to one exemplary embodiment, a computer implemented athletic training apparatus, system, method and/or computer program product may provide a robotically controlled moveable goal and/or intermediary goal, as well as a plurality of sensors to identify a plurality of sensor data relating to user interactions with the robotically controlled athletic training system.

184) Family number: 7709001 (JP4066307A)

© PatBase

Title: COMBINATION OF TIRE AND WHEEL FOR AUTOMOBILE IN WINTER TIME

Priority: JP19900179928 19900707

Family:

Publication number	Publication date	Application number	Application date
JP4066307 A2	19920302	JP19900179928	19900707

Probable Assignee: KOBAYASHI YOSHIKATSU

Assignee(s):(std)**:** KOBAYASHI YOSHIKATSU

Inventor(s):(std)**:** KOBAYASHI YOSHIKATSU

International class (IPC 8–9): B60C11/16 B60C15/00 (Advanced/Invention); B60C11/14 B60C15/00 (Core/Invention)

International class (IPC 1–7): B60C11/16 B60C15/00

Classification Explorer

Forward Citations: JP2007291914,

Abstract:
Source: JP4066307A PURPOSE: To prevent both tire slip and road damage by moving metal bars outward and inward through movable plates in response to rotation of a cam provided on a wheel, so that spikes can project from and retreat in a tire tread. CONSTITUTION: When a vehicle is to run on a snow–covered or frozen road, a cam 3 provided on a wheel 18 is rotated by a predetermined angle so as to push outward several movable plates 2 and to push out spikes on the tips of metal bars 1 housed inside a tire 17, thus allowing the tire 17 to exhibit its drive and control performance which is similar to that of a conventional spike tire. When a vehicle is to run under road conditions which do not require spikes, the cam is rotated by a predetermined angle while a pin 11 is pulled. Since each movable plate 2 and metal bar 1 are equipped with each compressed coil spring 9, which applies pressure toward the central port of a wheel 18 at the time the movable plate 2 and the metal bar 1 automatically move toward the central part of the wheel 18 when they are released from the force of the cam 3, withdrawing the spikes from the surface of the tire.

0) US5350035A – ANTIHYDROPLANING SYSTEM FOR A MOTOR VEHICLE

185) Family number: 11684318 (US5350035A) © PatBase

Title: Antihydroplaning system for a motor vehicle

Priority: DE19914115367 19910510 DE19924224452 19920724 US19920881270 19920511

Family:

Publication number	Publication date	Application number	Application date
DE4115367 A1	19921112	DE19914115367	19910510
DE4115367 C2	19940421	DE19914115367	19910510
DE4224452 A1	19940127	DE19924224452	19920724
EP0512264 A2	19921111	EP19920105949	19920407
EP0512264 A3	19930127	EP19920105949	19920407
EP0580006 A1	19940126	EP19930110749	19930706
JP2076098 C3	19960725	JP19920116422	19920508
JP7104188 B4	19951113	JP19920116422	19920508
JP7209034 A2	19950811	JP19920116422	19920508
US5350035 A	19940927	US19920881270	19920511

Probable Assignee: MESSERSCHMITT BOELKOW BLOHM

Assignee(s):(std)**:** MESSERSCHMITT BOELKOW BLOHM ; DEUTSCHE AEROSPACE

Assignee(s): DEUTSCHE AEROSPACE AG ; DEUTSCHE AEROSPACE AG 80804 MUENCHEN DE ; MESSERSCHMITT BOELKOW BLOHM GESELLSCHAFT MIT BESCH ; MESSERSCHMITT BOELKOW BLOHM GESELLSCHAFT MIT BESCHRAENKTER HAFTUNG ; MESSERSCHMITT BOLKOW BLOHM GMBH ; MESSERSCHMITT BOELKOW BLOHM GMBH ; MESSERSCHMITT BOELKOW BLOHM GMBH MBB ; MESSERSCHMITT BOELKOW BLOHM GMBH 8012 OTTOBRUNN DE

Inventor(s):(std)**:** BODIER RUEDIGER ; BODIER RUEDIGER DIPL ING ; HARUTOMUUTO SHIYUMITSUTO ; RIYUUDEIGERU BODEIIRU ; SCHMIDT HARTMUT ; SCHMIDT HARTMUT DR

Designated states: DE ES FR GB IT SE

International class (IPC 8–9): B60B39/02 B60B39/08 B60B39/10 G01D21/00 (Advanced/Invention); G01D21/00 (Core/Invention)

International class (IPC 1–7): B60B39/00 B60B39/02 B60B39/08 B60B39/10 B60K23/00 B60K28/16 B62D6/00 G01D21/00

CPC: B60B39/10 B60T2210/13 B60B39/025

European class: B60B39/02D8 B60B39/10 L60T210/13

US class: 180/197 180/271 280/727 280/757 291/1 291/2

Classification Explorer

Cited documents: WO8700126 A1, US5100175 A, US4095147 A, US4063606 A, US3889991 A, US2028334 A, JP62299435 A2, JP1226403 A2, DE868856 A, DE4115367 A1, DE4004038 A1, DE3740433 A1, DE3417048 A1, DE2800709 A1, DE2600787 A1, DE2239022 A1, DE2214313 A1,

Forward Citations: WO9855955, WO15183911, WO13066394, WO06034515, WO05100054, WO05100054, WO0103952, US9581179, US9440493, US9283816, US9200420, US9096983, US8482436, US7990287, US7988220, US7832262, US7755519, US7370888, US7234730, US6505506, US6488217, US6447009, US6371532, US6270118, US6170594, US6104977, US5929534, US5765119, US5723768, US5705746, US5532678, US5521594, US5502433, US2016089933, US2010276006, US2008315622, US2008245455, US2008082244, US2008011526, US2007158502, US2006096580, US2005248146, US2005224271, JP6148219, JP3123683, GB2307555, GB2307555, FR2794685, EP2832617, EP1273496, EP1052118, EP0580006, DE19920952, DE19920952, DE19543928, DE10356173, DE102012024529, DE102011108479, DE102005035716, DE10133117, DE10111248, CN101975669, AT502336,

Abstract:
Source: US5350035A This invention relates to a vehicle comprising an antihydroplaning system, particularly for improving the wheel adhesion despite the presence of a sheet of water on the road. Output signals from sensors for detecting body and chassis vibrations, ambient temperature and other parameters are analyzed to determine when hydroplaning is occurring or about to occur, and to activate antihydroplaning measures.

0) US5692267A – APPARATUS FOR RECOGNIZING IMPURITIES OF FIBER M...

186) Family number: 28882911 (US5692267A) © PatBase

Title: APPARATUS FOR RECOGNIZING IMPURITIES OF FIBER MATERIAL DURING PROCESSING IN A TEXTILE MACHINE AND METHOD

Priority: CA19962173918 19960411 DE19951014038 19950413 DE19951014038U 19950413 DE19961004499U 19960208 DE19965003751 19960406 DE19961004499 19960208

Family:

Publication number	Publication date	Application number	Application date
AR004661 A1	19990310	AR19960102152	19960411
BRPI9601334 A	19980113	BR1996PI01334	19960412
CA2173918 AA	19961014	CA19962173918	19960411
CA2173918 C	20070626	CA19962173918	19960411
CH693470 A	20030815	CH19960000929	19960412
CN1082573 C	20020410	CN19961002829	19960410
CN1134473 A	19961030	CN19961002829	19960410
DE19604499 A1	19961017	DE19961004499	19960208
DE19604499 B4	20090108	DE19961004499	19960208
DE59603751 D1	20000105	DE19965003751	19960406
EP0738792 A1	19961023	EP19960105508	19960406
EP0738792 B1	19991201	EP19960105508	19960406
ES2147055 AA	20000816	ES19960000839	19960412
ES2147055 BA	20010301	ES19960000839	19960412
FR2732980 A1	19961018	FR19960004574	19960412
FR2732980 B1	19971205	FR19960004574	19960412
GB2300004 A1	19961023	GB19960007621	19960412
GB2300004 B2	19990825	GB19960007621	19960412
GB9607621 A0	19960612	GB19960007621	19960412
GR960100084 A	19961231	GR19960100084	19960314
HK1012427 A1	20000818	HK19980113420	19981215
HK1013431 A1	20000512	HK19980112939	19981208
IN187594 A	20020525	IN1996CA00632	19960408
IT1283562 B1	19980422	IT1996MI00645	19960402
ITMI960645 A0	19960402	IT1996MI00645	19960402
ITMI960645 A1	19971002	IT1996MI00645	19960402
JP3872125 B2	20070124	JP19960092531	19960415
JP8284026 A2	19961029	JP19960092531	19960415
KR100459736 B1	20050205	KR19960010896	19960412
NL1002871 A1	19961015	NL19961002871	19960415
NL1002871 C2	19961120	NL19961002871	19960415
RU2148684 C1	20000510	RU19960106817	19960411
RU96106817 A	19980627	RU19960106817	19960411
US5692267 A	19971202	US19960627068	19960403

Probable Assignee: TRUTZSCHLER GMBH AND CO KG

Assignee(s):(std)**:** TRUETZSCHLER AND CO ; TRJUTTSSHLER GMBKH U KO KG ; TRUETSCSHLER GMBH AND CO KG ; TRUETZSCHLER GMBH AND CO KG ; TR TZSCHLER GMBH AND CO KG ; TRJUTTSSHLER GMBKH UND KO KG ; WILLE GMBH AND CO ; TRUTZSCHLER GMBH AND CO KG ; TRUTZSCHLER GMBH CO KG

Assignee(s): TRUTZSCHLER GMBH ; LEIFELD FERDINAND ; TRUETZSCHLER GMBH AND CO KG 41199 MOENCHENGLADBACH DE ; TR³TZSCHLER GMBH AND CO KG ; TRJUTTSSHLER GMBKH U KO ; TRUETZSCHLER GMBH AND CO KG 41199

MOENCHENGLADBACH

Inventor(s):(std): LAJFEL D FERDINAND ; LEIFELD FERDINAND DIPL ING ; FUERUDEINANTO RAIFUERUTO ; FERDINAND LEIFELD ; LEIFELD FERDINAND ; FERDINAND LEIZELD

Inventor(s): LEIFELD FERDINAND DIPL ING 47906 KEMPEN DE ; LAJFEL'D FERDINAND

Agent(s): MOFFAT AND CO; CABINET BEAU DE LOMENIE

Designated states: CH DE GB IT LI

International class (IPC 8–9): D01G15/00 D01G15/36 D01G15/46 D01G15/76 D01G31/00 D01G9/00 D03J1/02 D06H3/08 G01N21/89 (Advanced/Invention); D01G15/00 D01G31/00 D01G9/00 D06H3/00 G01N21/88 (Core/Invention)

International class (IPC 1–7): A61F5/00 A63G11/00 D01G D01G15/00 D01G15/02 D01G15/10 D01G15/36 D01G15/46 D01G15/76 D01G15/82 D01G31/00 D01G9/00 D03C1/36 D06H D06H3/08 G01N G01N21/89 G06K9/00 G06K9/00 H01R43/22

CPC: D01G31/003 G01N21/8915

European class: D01G31/00B G01N21/89K2

US class: 19/106R 19/161.1 19/296 191/60R 356/237 356/238.3

Classification Explorer

Cited documents: WO9522762 A1, WO9319359 A1, US5410401 A, US5345515 A, US5321496 A, US5270787 A, US5173995 A, US5130559 A, US5123144 A, US4953265 A, US4272868 A, US4271565 A, JP6081224 A2, JP6081224, JP5025713 A2, JP5025713, GB2236389 A1, GB2225634 A1, GB2210907 A1, GB2170316 A1, EP0604875 A2, EP0562268 A1, EP0399945 B1, EP0331039 A2, DE8713550 U, DE4018847 A1, DE4014847 C2, DE3928279 C2, DE3928279 A1, DE3926346 A1, DE3734145 A1,

Forward Citations: WO9950486, US7475600, US7239340, US7173703, US7101461, US6848149, US6675441, US6647595, US6088094, US5974629, US5930870, US2007022822, US2004012786, US2002100569, KR100694585, JP4105489, JP2005120563, JP2003055845, JP2002173840, GB2372259, GB2354011, GB2354011, GB2320257, GB2320257, GB2316100, GB2316100, FR2842537, FR2818668, FR2817561, EP1959039, EP1215312, DE19855588, DE19651893, DE19651893, DE10233011, DE102011110681, DE102011110671, DE102007053893, DE10132711, DE10060227, CN103397506, CN103397506,

Abstract:
Source: US5692267A A fiber processing apparatus includes a plurality of serially−arranged fiber processing components for forming and advancing a fiber web and for gathering the web into a sliver. Some of the components are spaced by a clearance from one another such that the fiber web, while passing from one of the components to an adjoining, spaced component has a length portion unsupported by either of the adjoining components. There are further provided an imaging apparatus which has an illuminating device directing a light beam onto a surface area of the unsupported length portion of the running web; and a camera for sensing the light of the surface area lit by the illuminating device. An electronic image processing unit is connected to the camera for examining signals received therefrom.

0) WO8704496A1 – UNITED SAIL WINDMILL

187) Family number: 5017612 (WO8704496A1) © PatBase

Title: UNITED SAIL WINDMILL

Priority: AU19860053535 19860121 WO1986US00063 19860121

Family:

Publication number	Publication date	Application number	Application date
AU198653535 A1	19870814	AU19860053535	19860121
DK395287 A	19871119	DK19870003952	19870729
DK395287 A0	19870729	DK19870003952	19870729
EP0257022 A1	19880302	EP19860900926	19860121
JP63502443 T2	19880914	JP19860500743	19860121
WO8704496 A1	19870730	WO1986US00063	19860121

Probable Assignee: LABRADOR G A

Assignee(s):(std)**:** LABRADOR G A ; LABRADOR GAUDENCIO A ; LABRADOR GAUDENCIO AQUINO

Assignee(s): LABRADOR GA

Inventor(s):(std)**:** LABRADOR GAUDENCIO A ; LABRADOR GAUDENCIO AQUINO

Inventor(s): GAUDENCIO AQUINO LABRADOR

Agent(s): GA LABRADOR

Designated states: AT AU BE BR CF CG CH CM DE DK FR GA GB IT JP KP LI LK LU ML MR NL RO SE SN SU TD TG

International class (IPC 8–9): F03D3/02 F03D5/02 F03D9/02 (Advanced/Invention); F03D3/00 F03D5/00 F03D9/00 (Core/Invention)

International class (IPC 1–7): F03D3/02 F03D5/02 F03D9/02

CPC: Y02E10/70 F03D5/02 Y02E10/72

European class: F03D5/02 Y02E10/70 Y02E10/72H Y02E60/15

Classification Explorer

Cited documents: US443641 A, US4309006 A, US4302684 A, US4184084 A, US4052134 A, US3996741 A, US3730643 A, GB189425234 A, GB1588600 A,

Forward Citations: WO11112318, US8441141, JP5652929, JP2016502625, ITMI20090419, GB2201469, FR2935160, DE3822697,

Abstract:
The object of this invention is to provide a large scale but low cost windmill by maximizing wind–contact out of the least cost of materials with least cost of maintenance. This is attained by making the sails (100) as large as possible using light materials such as framed fabrics or aluminum sheets, by arranging the large sails (100) to form a long line of parading sails in one direction transverse to the wind and another long line of the same kind parallel to the first line but moving to the opposite direction with which the first line makes a closed loop, by using a strong light weight cable chain (101) that is tugged by the large sails and which also turns the terminal gears (102) located at the two ends of the loop, by using light weight vehicles to carry the large sails.

0) DE3411088A1 – WINTER WHEEL WITH PLUG–IN ANTI–SKID BRACKETS WI...

188) Family number: 3542552 (DE3411088A1) © PatBase

Title: Winter wheel with plug–in anti–skid brackets

Priority: DE19843411088 19840326

Family:

Publication number	Publication date	Application number	Application date
DE3411088 A1	19841025	DE19843411088	19840326

Probable Assignee: KOTTHAUS HEINZ DR ING

Assignee(s):(std)**:** KOTTHAUS HEINZ DR ING

Inventor(s):(std)**:** KOTTHAUS HEINZ DR ING

International class (IPC 8–9): B60C27/04 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60B15/02 B60C27/04

CPC: B60C27/045

European class: B60C27/04B

Classification Explorer

Forward Citations: DE19814017,

Abstract:
Source: DE3411088A1 The invention relates to a vehicle wheel which is specially developed for winter use and which permits special brackets to be plugged into the wheel in the event of ice and snow and thus to offer protection against slipping. The brackets engage around the tyre as far as the tread and consist of plastic, metal or a combination of the two. The handling of the brackets is characterised by the greatest possible degree of simplicity and can be performed in seconds. The bracket is plugged in and locks automatically. It is unlocked by pressing a lever. Bolts or tools are not necessary.

0) BRPI0700324A – MAQUINA CONFORMADORA GRAMPEADORA SEQUENCIAL DE ...

189) Family number: 42175829 (BRPI0700324A) © PatBase

Title: maquina conformadora grampeadora sequencial de recipientes laminados de madeira para mudas de viveiros Stapler machine as sequential laminated wood containers for seedlings from nurseries (Machine translation)

Priority: BR2007PI00324 20070124

Family:

Publication number	Publication date	Application number	Application date
BRPI0700324 A	20080909	BR2007PI00324	20070124

Probable Assignee: MEDEIROS LEANDRO DA SILVA

Assignee(s):(std)**:** MEDEIROS LEANDRO DA SILVA ; RAMOS MARCIO FERREIRA

Assignee(s): LEANDRO DA SILVA MEDEIROS ; MARCIO FERREIRA RAMOS

Inventor(s):(std)**:** MEDEIROS LEANDRO DA SILVA ; RAMOS MARCIO FERREIRA

Inventor(s): LEANDRO DA SILVA MEDEIROS ; MARCIO FERREIRA RAMOS

International class (IPC 8–9): B27F7/17 (Advanced/Invention); B27F7/00 (Core/Invention)

Classification Explorer

Abstract:
Source: BRPI0700324A MAQUINA CONFORMADORA GRAMPEADORA SEQUENCIAL DE RECIPIENTES LAMINADOS DE MADEIRA PARA MUDAS DE VIVIEIROS. Refere–se a uma maquina para a execucao automatica do processo de fabricacao de recipientes laminados de madeira para mudas de viveiros florestais e agricolas. Atualmente esta conformacao e manual, o operador pega o laminado de madeira e com as maos da ao laminado a forma de tubo e o grampeia. Uma tarefa dificil, dado ao enorme volume de producaoe pode causar problemas como: de saude, repetibilidade e outros, atrapalhando os processos produtivos do cultivo. O ciclo de funcionamento da maquina e definido em duas etapas paralelas que atuam de forma simultanea e sincronizada: etapa de alimentacao e etapa de conformacao. o motor (01) aciona o eixos (04) e (20), e aciona o excentrico (07) que avanca o carro aumentador (09) que empurra o ultimo laminado de madeira da pilha do carregador (11) deslocando o laminado pelo trilho guia (13) ate a base de retencao (14), os eixos (04) e (20) acionam tambem os carros (16) (23), (24) e (28) de forma sequencial, moldando o laminado de madeira contra o macho central (18) dando a forma de tubo cilindrico ao mesmo, grampeando–o e sequeencialmente o braco extrator (32) avanca a camisa extratora (35) que se desloca fazendo a extracao do recipiente laminado de madeira pronto para o uso.

Machine translation: STAPLER SEQUENTIAL MACHINES IN COMPLIANCE PACKAGE LAMINATED WOOD FOR SEEDLINGS VIVIEIROS. Refers to a machine for automatic execution of the process of manufacture of wooden containers rolled seedling nurseries and agriculture. Currently this conformation and manual, the operator picks up the wood laminate and the hands of the rolled tube form and staples. A difficult task, given the enormous volume of producaoe can cause problems such as healthcare, repeatability and others, disrupting the processes of cultivation. The duty cycle of the machine and set in two parallel steps that act simultaneously and synchronized: step step power supply and conformation. the motor (01) drives the shaft (04) and (20), and drives the eccentric (07) which brought the car increases (09) which pushes the last wood laminate battery charger (11) the laminate moving by rail guide (13) to the base retention (14), axes (04) and (20) also trigger the cars (16) (23) (24) and (28) sequentially, shaping the laminated wood against the male central (18) giving the form of cylindrical tube to it, tapping it and sequeencialmente the extractor arm (32) advances the shirt extraction (35) that moves making the extraction of container laminate wood ready for use.

0) ES2376871A – SISTEMA INTEGRADO DE LIMPIEZA DE CAPTADORES SOL...

190) Family number: 50791671 (ES2376871A) © PatBase

Title: SISTEMA INTEGRADO DE LIMPIEZA DE CAPTADORES SOLARES. Integrated Cleaning System solar collector. (Machine translation)

Priority: ES20090000839 20090305

Family:

Publication number	Publication date	Application number	Application date
ES2376871 AA	20120320	ES20090000839	20090305
ES2376871 BA	20121228	ES20090000839	20090305

Probable Assignee: CAVADA GUTIERREZ FRANCISCO JESUS

Assignee(s):(std)**:** CAVADA GUTIERREZ FRANCISCO JESUS

Assignee(s): FRANCISCO JESUS CAVADA GUTIERREZ

Inventor(s):(std)**:** CAVADA GUTIERREZ FRANCISCO JESUS

Inventor(s): FRANCISCO JESUS CAVADA GUTIERREZ

International class(IPC 8–9)**:** A47L1/02 F24J2/46 (Advanced/Invention)

CPC: F24J2/461 Y02E10/40

Classification Explorer

Cited documents: US6328813 BA, EP1559358 A1, EP0505956 A1, DE1428414 A1,

Abstract:
Source: ES2376871A Sistema integrado de limpieza de captadores solares.El sistema esta basado en el metodo de limpieza por contacto y con desplazamiento. Consta de dos carros, el carro de limpieza (4), que se desplaza a traves del eje vertical de los captadores y su funcion es la de limpiar, secar y eliminar cualquier objeto depositado; consta de un cepillo axial rotativo y modular y agua a presion en el eje del cepillo y en unos aspersores en la parte delantera. Para secar utiliza un labio de goma.El segundo carro, el carro de desplazamiento (7), desplaza a traves del eje horizontal al carro de limpieza (4) para que pueda cambiar de columna de captadores a limpiar, consta de una estructura a la que se fijan los ejes con las ruedas, el tambor (3) que enrolla las vias de alimentacion, la base donde se acopla el carro de limpieza y el resto de componentes que se fijan a ella.

Machine translation: Integrated Cleaning System solares.El collector system is based on the method of cleaning contact and displacement. It consists of two cars, cleaning the car (4), which moves through the vertical axis of the sensor and its function is to clean, dry and remove any article deposited, consisting of a rotating axial and modular brush and water pressure in the brush shaft and sprinklers in the front. To dry use a lip goma.El second car, truck travel (7), moves through the horizontal axis to car cleaning (4) so you can change column clean collector consists of a structure to fixing the wheel axles, the drum (3) which winds feeding tract, the base where it engages the carriage for cleaning and other components that bind to it.

0) EP2524860B1 – KLAPPBARER ANHAENGER FOLD–DOWN TRAILER REMORQ...

191) Family number: 52402137 (EP2524860B1) © PatBase

Title: KLAPPBARER ANHAENGER FOLD–DOWN TRAILER

Priority: EP20110004089 20110518

Family:

Publication number	Publication date	Application number	Application date
DE502011003337 D1	20140724	DE201150003337T	20110518
EP2524860 A1	20121121	EP20110004089	20110518
EP2524860 B1	20140611	EP20110004089	20110518

Probable Assignee: WENNER STEFAN

Assignee(s):(std)**:** WENNER STEFAN

Inventor(s):(std)**:** WENNER STEFAN

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

International class (IPC 8–9)**:** B62D63/06 (Advanced/Invention)

CPC: B62D63/061

European class: B62D63/06B

Classification Explorer

Cited documents: US2007126209 AA, NL1030534 C2, GB2466285 A1, FR2883250 B1, EP2246242 A1, DE3200792 A1, CA2631836 AA,

Forward Citations: DE202014000617,

Abstract:
The transport trailer has a loading area, a rubber spring axle and a guide (20), where the loading area is movable with the guide from a driving position to a storage position with respect to the rubber spring axle. The rubber spring axle has similar orientation in both the driving position or the storage position with respect to the loading area. The loading area is movable by the guide in a manual manner or by using tools.

0) DE20200997U1 – VORRICHTUNG ZUR FAHR– UND ANFAHRHILFE BEI SCHNE...

192) Family number: 23372921 (DE20200997U1) © PatBase

Title: Vorrichtung zur Fahr– und Anfahrhilfe bei Schnee– und Eisglaette an Kraftfahrzeugen To the driving and starting assistance with snow and ice smoothness at motor vehicles (Machine translation)

Priority: DE20022000997U 20020124

Family:

Publication number	Publication date	Application number	Application date
DE20200997 U1	20020523	DE20022000997U	20020124

Probable Assignee: REPA STANISLAV

Assignee(s):(std)**:** REPA STANISLAV

International class (IPC 8–9): B60B39/04 (Advanced/Invention); B60B39/00 (Core/Invention)

International class (IPC 1–7): B60B39/04

CPC: B60B39/04

European class: B60B39/04

Classification Explorer

Forward Citations: EP2962868, EP2361789, DE202009001554, DE102014213018, DE102010023560, DE102010000453, DE102010000453, CN103863013,

Abstract:
Source: DE20200997U1 (Claim 1) 1. Vorrichtung zur Fahr– und Anfahrhilfe bei Schnee– und Eisglaette an Kraftfahrzeugen, vorzugsweise an LkW, dadurch gekennzeichnet, dass das Kraftfahrzeug mit wenigstens einem Behaelter (1) fuer Streugut, insbesondere Sand, ausgeruestet ist und mit zugehoerigen, vom Fahrzeuginneren steuerbaren Foerdermitteln (2, 3) zur Befoerderung des Streugutes auf die Fahrbahn in Streubereiche, die unmittelbar vor und hinter den Antriebsraedern liegen.

Machine translation: (Claim 1) 1. Device to the driving and starting assistance with snow and ice smoothness characterized in motor vehicles, preferably in truck, by the fact that the motor vehicle is equipped with at least one container (1) for grit, in particular sand, and with associated conveyances controllable of the vehicle inside (2, 3) for the transport of the grit on the roadway into scattering ranges, which lie directly before and behind the drive wheels.

0) BRPI0901148A – TRAVA DE ENGATE RAPIDO LOCK QUICK HITCH (MAC...

193) Family number: 47718312 (BRPI0901148A) © PatBase

Title: TRAVA DE ENGATE RAPIDO LOCK QUICK HITCH (Machine translation)

Priority: BR2009PI01148 20090310

Family:

Publication number	Publication date	Application number	Application date
BRPI0901148 A2	20101116	BR2009PI01148	20090310

Probable Assignee: LUZ DE PINHO HELIO OMAR

Assignee(s):(std)**:** LUZ DE PINHO HELIO OMAR

Assignee(s): HELIO OMAR LUZ DE PINHO

Inventor(s):(std)**:** LUZ DE PINHO HELIO OMAR

Inventor(s): HELIO OMAR LUZ DE PINHO

International class (IPC 8–9): F16B21/06 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI0901148A 1 Resumo A "Trava de Engate Rapido" e um invento para ser colocado rapidamente no setor da industrializacao, devido a sua utilidade, necessidade atual de diminuicao de custos, por sua rapidez na fabricacao, utilizacao e 5 manutencao de equipamentos de varios setores da Industria e Comercio. – A "Trava de Engate Rapido" e de facil manuseio, para travar e so encaixa–la nos pinos frisados de engate rapido (8) nos orificios de entrada (9) na estrutura (5) e empurrar a "Trava de Engate Rapido" ela se travara automaticamente e para soltar e so apertar e ficar apertando o botao de liberacao (1) da estrutura (5) que a 10 "Trava de Engate Rapido" se destravara automaticamente soltando o que o sistema foi instalado e depois puxar a "Trava de Engate Rapido" liberando–a do pino frisado de engate rapido (8), depois sim, soltar o botao de liberacao, abrangendo assim uma infinidade de itens para sua utilizacao. 15 1 Summary The "Lock Quick Hitch" and an invention to be placed quickly in the industrialization sector, due to its usefulness, the current need for lessening costs for its speed in manufacture, use and 5 maintenance of various sectors of industry equipment and Trade. – The "Lock hitch Rapido" and easy handling, to lock and so fit it in beaded pin quick coupler (8) in the inlet holes (9) in the structure (5) and push the "Hitch Lock Rapido" it automatically had fought and drop and so tighten and be pressing the release button (1) of the structure (5) to 10 "Lock Quick Hitch" to unlock automatically releasing what the system was installed and then pull the "Lock Quick hitch "releasing the beaded pin quick coupler (8), then yes, release the button release, thus covering a multitude of items for their utilization. 15

0) BRPI0903232A – EQUIPAMENTO E METODO PARA COMPOSTAGEM EQUIPMEN...

194) Family number: 48901165 (BRPI0903232A) © PatBase

Title: equipamento e mEtodo para compostagem Equipment and methods for composting (Machine translation)

Priority: BR2009PI03232 20090818

Family:

Publication number	Publication date	Application number	Application date
BRPI0903232 A2	20110510	BR2009PI03232	20090818

Probable Assignee: FAST IND E COM LTDA

Assignee(s):(std)**:** FAST IND E COM LTDA

Assignee(s): FAST INDUSTRIA E COMERCIO LTDA

Inventor(s):(std)**:** FARINA MARIUS JULIANO

Inventor(s): MARIUS JULIANO FARINA

International class (IPC 8–9): C05F3/06 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI0903232A EQUIPAMENTO E METODO PARA COMPOSTAGEM. Que consiste num equipamento para compostagem que faz a mudanca automatizada de uma leira para a outra, compreendidos por uma estrutura basica similar a uma ponte rolante, que contem um sistema de entrega de dejetos e um sistema de agitacao do substrato; sendo que estrutura basica similar a uma ponte rolante e constituida por duas barras tubulares(1) dispostas paralelamente uma em relacao a outra, onde e posicionado um carro(2) de agitacao, com pas agitadoras(21), parte do sistema de agitacao, e outra barra tubular(8) disposta paralela as barras tubulares(1); e cada uma das extremidades das barras tubulares(1 e 8) estarem fixadas numa base(1O) que possui rodas(1O1) e sao posicionadas sobre trilhos(1 10) dispostos sobre as paredes longitudinais externas(1 1) das leiras(1 15 e 117); compreendendo ainda um meio para armazenar os dejetos antes de serem despejados sobre as leiras(115 e 117) e realizar deslocamento longitudinal e transversal ao longo das leiras(1 15 e 117) por meio de cabos de aco.

Machine translation: EQUIPMENT AND METHOD FOR COMPOSTING. What is a composting equipment for making the change to an automated windrow to the other, understood by a basic structure similar to a crane, which contains a slurry delivery system and a system of agitation of the substrate, which is basically similar structure a crane and consisting of two tubular bars (1) parallel to one another in relation to, and positioned where a car (2) of agitation, with paddles (21), part of the system of agitation, and other tubular bar (8) disposed parallel tubular bars (1), and each end of the tubular bars (1 and 8) are fixed basis (1O) having wheels (1O1) and are positioned on rails (1 10) arranged on the walls longitudinal external (1 1) the windrows (January 15 and 117), further comprising a means for storing the wastes before being dumped on the ridges (115 and 117) and perform longitudinal and transverse ridges along the (1 15 and 117) by means of steel cables.

0) GB1582922A – VEHICLE HAVING SURFACE DE–ICING APPARATUS

195) Family number: 5061618 (GB1582922A) © PatBase

Title: VEHICLE HAVING SURFACE DE–ICING APPARATUS

Priority: GB19780005778 19780306

Family:

Publication number	Publication date	Application number	Application date
GB1582922 A	19810114	GB19780005778	19780306

Probable Assignee: HUBBARD S D

Assignee(s):(std)**:** HUBBARD S D

International class (IPC 8–9)**:** B60B39/00 (Advanced/Invention)

International class (IPC 1–7)**:** B60B39/02

CPC: B60B39/02

European class: B60B39/02

Classification Explorer

Forward Citations: WO9814335, US5100175, GB2318770,

0) US3589506A – PLASTICS CONTAINERS AND PACKAGES

196) Family number: 709463 (US3589506A) © PatBase

Title: PLASTICS CONTAINERS AND PACKAGES

Priority:

CA19680027429 19680814 CA19710128297 19711122 DE1950M008064 19501230
DE1950M008064 19501229 GB19670028352 19670801 GB19670028353 19670801
GB19670028357 19670620 GB19670035333 19670801 GB19670035337 19670801
GB19670035353 19670801 GB19670028355 19670801 GB19670035336 19670801
GB19670035335 19670801 GB19670039820 19670831 GB19680009848 19680229
GB19680027902 19680612 GB19680028354 19670801 GB19680028356 19670801
GB19680028352 19670801 GB19680028355 19670801 GB19680028357 19670801
GB19680028353 19680614 GB19680027901 19680612 GB19680009849 19680229
GB19680028360 19680614

Family:

Publication number	Publication date	Application number	Application date
AT288238 B	19710225	AT19680007504	19680801
AT296887 B	19720225	AT19680007505	19680801
AU206955612 A1	19701203	AU19690055612	19690527
BE718927 A	19690203		00000000
BE718928 A	19690203		00000000
BE728865 A	19690825		00000000
BE734185 A	19691208		00000000
CA926762 A1	19730522	CA19710128297	19711122
CA926762 A2	19730522	CA19710128297	19711122
CH479457 A	19691015	CH19680011538	19680301
CH487021 A	19700315	CH19680011539	19680801
CS154635 B2	19740430	CS19690001493	19690228
CS154636 B2	19740430	CS19690004201	19690228
CY744 A	19740525	CY19740000744	19740525
DE1761976 A1	19711014	DE19681761976	19680801
DE1910394 B1	19710415	DE19691910394	19690228
DE1929261 A1	19700903	DE19691929261	19690610
DE883668 A	19530720	DE1950M008064	19501229
DK136943 B	19771219	DK19680003709	19680801
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ES356744 A1	19710101	ES19680356744	19680801
ES356745 A1	19700501	ES19680356745	19680801
FI48438 B	19740701	FI19680002180	19680801
FI48438 C	19741010	FI19680002180	19680801
FR1048864 A	19531224		19511011
FR1575327 A	19690718		00000000
FR1575328 A	19690609		00000000
FR1576781 A	19690801		00000000
FR2002951 A1	19691031	FR19690005532	19690228
FR2010787 A1	19700220	FR19690019579	19690612
GB1179479 A	19700128	GB19670028357	19670620
GB1241947 A	19710804	GB19680027902	19670801
GB1241948 A	19710804	GB19670035337	19670801
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NL160215 C	19791015	NL19690003042	19690227	
NL6810965 A	19690204	NL19680010965	19680801	
NL6810966 A	19690204	NL19680010966	19680801	
NL6903042 A	19690902	NL19690003042	19690227	
NL6908950 A	19691216	NL19690008950	19690612	
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PL79949 P	19750830	PL19690131684	19690211	
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US3589506 A	19710629		00000000	
US3615709 A	19711026		00000000	
US3745024 A	19730710		00000000	
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YU32706 B	19750630	YU19680001825	19680731	
ZA6903656 A	19710127	ZA19690003656	19690522	

Probable Assignee: ICI LTD

Assignee(s):(std)**:** IMPERIAL CHEMICAL INDUSTRIES LTD LONDEN ; BULL SA MACHINES ; ICI LTD ; MAUL MICHAEL ; RECKITT AND SONS LTD ; MICHAEL MAUL

Assignee(s): RONALD A HUDSON ; IMP CHEMICAL LTD GB ; RECKITT AND SONS LIMITED ; IMP CHEM IND LTD ; COMPAGNIE DES MACHINES BULL ; ANDREW G FORD ; BULL MACHINES SA ; IMPERIAL CHEMICAL INDUSTRIES LIMITED ; IMPERIAL CHEMICAL INDUSTRIES LTD ; IMPERIAL CHEMICAL ; IMPERIAL CHEMICAL IND LTD ; IMPERIAL CHEM IND LTD ; IMP CHEMICAL IND LONDON GB LTD ; IMPERIAL CHEMICAL LTD GB ; IMPERIAL CHEM IND LTD GB ; IMP CHEMICAL IND LTD

Inventor(s):(std)**:** AUGUSTUS HUDSON RONALD ; FORD ; FORD A ; ANDREW GEORGE FORD ; FORD ANDREW G ; FORD ANDREW GEORGE ; FORD ANDREW GOERGE ; GEORGE FORD ANDREW ; HUDSON ; HUDSON R ; HUDSON RONALD A ; HUDSON RONALD AUGUSTUS ; LEWIS JOHN WILLIAM ; MAUL MICHAEL ; MICHAEL MAUL ; RONALD AUGUSTUS HUDSON

Inventor(s): RONALD AUGUSTUS HUDSON HERTS GB ; ANDREW G FORD ; RONALD A HUDSON ; JOHN WILLIAM LEWIS ; HUDSON RONALD A GB ; HUDSON R A ; HUDSON R GB ; FORD ANDREW G GB ; ANDREW GEORGE FORD AND RONALD AUGUSTUS HUDSON ; FORD A G ; FORD A GB

Agent(s): S HOROWITZ AND CO

International class (IPC 8–9)**:** A23L2/00 A23L3/00 B05B11/00 B65B3/00 B65B3/02 B65B3/04 B65B3/18 B65B31/00 B65B31/04 B65B31/06 B65B51/00 B65B51/10 B65B9/00 B65D33/16 B65D75/10 B65D77/18 B65D81/20 C07D489/12 F17C1/16 (Advanced/Invention);
A23L2/00 A23L3/00 B05B11/00 B65B3/00 B65B3/04 B65B31/00 B65B31/04 B65B51/00 B65B51/10 B65B9/00 B65D33/16 B65D75/04 B65D77/10 B65D81/20 F17C1/00 (Core/Invention);
B65B B65D (Subclass/Invention)

International class (IPC 1–7)**:** A23L2/38 A23L3/00 B05B11/00 B65B3/02 B65B3/04 B65B3/18 B65B31/00 B65B31/04 B65B31/06 B65B5/00 B65B51/00 B65B51/10 B65D11/00 B65D53/08 B65D83/14

	C07D489/00
CPC:	C07D489/12 B65D77/18 B65D81/2061 B65B31/046 B65B55/20 B65D33/1616 B65B51/00 G06K7/02
European class:	124HM3C B65B31/04E B65B51/00 B65D33/16D B65D77/18 B65D81/20D2 C07D489/12 G06K7/02 L65B55/20
US class:	141/290 141/48 206/0.6 206/46 220/62.12 222/394 234/115 234/124 234/129 383/119 383/96 426/106 426/116 426/131 426/404 426/410 426/411 426/413 426/477 53/133.1 53/415 53/434 53/512 99/17.1B

Classification Explorer

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Forward Citations: WO12057982, WO12050463, WO10129530, WO04042763, WO04042763, US8827114, US8745960, US8661772, US8568029, US8468779, US8002139, US7805913, US7490452, US7165376, US6592702, US6585843, US6415943, US6070750, US6036046, US5976085, US5951799, US5768859, US5697366, US5532011, US5492721, US5226564, US4920726, US4779736, US4734292, US4699809, US4531656, US4529108, US4491247, US4479243, US4457456, US4440319, US4340379, US4224970, US4116336, US4113146, US4055201, US4001450, US3982029, US3877197, US3851688, US3791557, US3780488, US3735093, US3447743, US3128943, US2014182244, US2013167481, US2011192121, US2011182533, US2011068154, US2010282824, US2010281831, US2010252585, US2009324783, US2009007523, US2009003736, US2007095424, US2006254219, US2005106291, JP51153078, JP2016504346, FR2578816, FR2373973, FR2228679, FR2228679, FR2196938, EP2062897, EP2062896, EP0265577, EP0219750, EP0219750, EP0051443, EP0039626, EP0021188, DK151450, DK151450, DE4132422, DE2722265, DE2647983, CN102548847, CN102548847,

Abstract:
Source: US3589506A Plastics film container for contents under superatmospheric pressure, closed by a bunched neck provided with a sealable material forming an internal gasket, and an external mechanical closure, and with a releasably sealed tube passing through the bunched neck.

0) US3951194A – ANTI–SKID DEVICE

197) Family number: 19181935 (US3951194A) © PatBase

Title: Anti–skid device

Priority: FR19730028094 19730720 FR19740019642 19740530 FR19770006670 19770228 FR19770012645 19770419

Family:

Publication number	Publication date	Application number	Application date
AT346197 B	19781025	AT19740005913	19740717
AT591374 A	19780215	AT19740005913	19740717
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DD115073 C	19750912	DD19740179988	19740718
DE2432734 A1	19750206	DE19742432734	19740708
DE2432734 C2	19831201	DE19742432734	19740708
DE7804648 U1	19780720	DE19780004648U	19780216
DK371974 A	19750303	DK19740003719	19740711
ES204788 U	19760116	ES19740204788U	19740719
ES204788 Y	19760501	ES19740204788U	19740719
FI219174 A	19750121	FI19740002191	19740717
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FR2278513 B2	19781027	FR19740019642	19740530
FR2313220 A1	19761231	FR19730028094	19730720
FR2313220 B1	19780922	FR19730028094	19730720
FR2372041 A2	19780623	FR19770006670	19770228
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HU171552 P	19780228	HU1974BO01508	19740715
IT1021080 A	19780130	IT19740025164	19740715
IT1108719 A	19851209	IT19780020705	19780225
IT7820705 A0	19780225	IT19780020705	19780225
JP1198873 C3	19840321	JP19740083731	19740720
JP50071007 A2	19750612	JP19740083731	19740720
JP58030165 B4	19830627	JP19740083731	19740720
NO137315 B	19771031	NO19740002573	19740715
NO137315 C	19780208	NO19740002573	19740715
NO742573 A	19750217	NO19740002573	19740715
PL92523 P	19770430	PL19740172924	19740723
SE418068 B	19810504	SE19740008773	19740703
SE418068 C	19810813	SE19740008773	19740703
SE7408773 A	19750121	SE19740008773D	19740703
US3951194 A	19760420	US19740489166	19740717
YU202274 A	19810831	YU19740002022	19740718
YU36271 B	19820618	YU19740002022	19740718

Probable Assignee: BOURCIER CARBON PREVENQUIERES

Assignee(s):(std)**:** ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PRE ; ARAN JAN MARII ANDORE PURUSHE DO KARUBON DO PURUAN ; BOURCIER CARBON PREVENQUIERES ; BOURCIER CARBON PREVINQUIERES ; BOURCIER DE CARBON

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Assignee(s): BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M A ; BOURCIER DE CARBON DE PREVINQUIERES ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA FRANKREICH ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE A NICE FR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA (FRANKREICH) ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDRE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JMA ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN JA ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ; ARAN JAN MARII ANDORE PURUSHE DO KARUBON DO PURUANKIERU ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVI ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVINQUIE

Inventor(s):(std)**:** ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVI ; BOURCIER DE CARBON DE PREVINQU ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MAR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JMA ; BOURCIER DE CARBON DE PREVIQUI ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN JA ; DE CARBON DE PREVINQUIERES A J M A B ; E BOURCIER ; FUMEI ; HUGO VICTOR ; PREVINQUIERES A J M A B D C D ; PREVINQUIERES ALAIN JEAN MARIE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE C ; RES ; VICTOR HUGO ; DE CARBON DE PREVINQUIERES A J

Inventor(s): BOURCIER DE CARBON DE PREVIQUIERES ALAIN J A ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA FRANKREICH ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE A ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDRE ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M A ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVINQUIE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN J A FR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDR

International class (IPC 8–9)**:** B60C27/00 B60C27/06 B60C27/16 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention); B60B (Subclass/Invention)

International class (IPC 1–7)**:** B60B B60C27/00 B60C27/06 B60C27/08 B60C27/10 B60C27/16 B60C27/20

CPC: B60C27/16

European class: B60C27/16

US class: 152/221 152/222

Classification Explorer

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Forward Citations: WO06123498, US7066227, US6915825, US5267596, US5236025, US4262723, US2014367014, JP63074306, JP63059709, JP63044802, JP63043911, JP62149408, JP62059502, JP61036404, JP6072590, JP6066589, JP55083609, JP54124406, JP54008309, JP54008308, JP1176504, FR2558773, FR2409162, FR2392837, DE2759076,

Abstract:
Source: US3951194A Anti−skid means for front or rear vehicle tires comprising shoes of pliant material around the tire held in place by lengthwise chains terminating in hooks lying against the outer and inner side walls, which shoes are one−piece with a ribbed and textured central portion for the tread and sides and means for removably holding the shoes and associated shackles in place during rotation of the wheel of the vehicle. The parts are specially designed to give good traction and comfortable riding qualities on icy and snowy surfaces with reduced wear.

0) FR1416393A – PROCEDE ET DISPOSITIF POUR L'USINAGE DE MATERIA...

198) Family number: 21445846 (FR1416393A) © PatBase

Title: PROCEDE ET DISPOSITIF POUR L'USINAGE DE MATERIAUX A STRUCTURE CELLULAIRE OBTENUS PAR COULEE EN MOULES METHOD AND DEVICE FOR PROCESSING OF MATERIALS CELL STRUCTURE OBTAINED BY CASTING MOULD (Machine translation)

Priority: FR19640983745 19640731

Family:

Publication number	Publication date	Application number	Application date
FR1416393 A	19651105	FR19640983745	19640731

Inventor(s):(std)**:** MERZ EUGENE

International class (IPC 8–9): B28B11/12 (Advanced/Invention); B28B11/12 (Core/Invention)

International class (IPC 1–7): B28B1/26

CPC: B28B11/12

European class: B28B11/12

Classification Explorer

Forward Citations: NL1013606, FR2825657, EP1134061,

Abstract:
Source: FR1416393A (Claim 1) 1. Il comporte essentiellement un dispositif de taillade jumele avec un dispositif de broyage et de delayage, ce dispositif de taillage comportant une roue a pales entrainee en rotation par un moteur et associee a une rampe semi–circulaire, et ce dispositif de broyage et de delayage comportant une auge semi–circulaire raccordee lateralement a ladite rampe, et a l'interieur de laquelle tourne un arbre portant des doigts regulierement espaces, pouvant cooperer avec.des doigts solidaires de ladite auge, une rampe d'arrosage etant en outre prevue au–dessus de l'auge;

Machine translation: (Claim 1) 1. It essentially comprises a device for slashing paired with a grinding device and thinning, this device comprising a cutting blade wheel rotated by a motor and associated with a semi–circular ramp, and grinding apparatus comprising slurrying and a semicircular trough laterally connected to said ramp, and inside which rotates a shaft carrying the fingers regularly spaces, which can cooperate avec.des fingers secured to said trough, a spray bar also being provided above of the trough;

0) DE2620525A1 – GLEITSCHUTZVORRICHTUNG FUER MOTORFAHRZEUGE FITT...

199) Family number: 1565759 (DE2620525A1) © PatBase

Title: GLEITSCHUTZVORRICHTUNG FUER MOTORFAHRZEUGE FITTING LINKS FOR SNOWCHAIN – WITH INSIDE EDGE EXTENDED TO SECURE ON OUTSIDE OF TYRE

Priority: CH19760004929 19760420

Family:

Publication number	Publication date	Application number	Application date
CH605189 A	19780929	CH19760004929	19760420
DE2620525 A1	19771103	DE19762620525	19760510

Probable Assignee: UNION AG

Assignee(s):(std)**:** UNION AG ; UNION AG BIEL ; UNION BIEL AG

Inventor(s):(std)**:** MUELLER PAUL

Inventor(s): PAUL MUELLER

International class (IPC 8–9): B60C27/14 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/06 B60C27/10

CPC: B60C27/14

European class: B60C27/14

Classification Explorer

Forward Citations: US6341634, DE3122512,

Abstract:
Source: DE2620525A1 PATENTANS PRUE CHE 1 Gleitschutzvorrichtung offener Bauart zum Anbringen an einem Reifen eines Motorfahrzeuges, ohne es zu heben oder schieben, mit zwei zueinander parallel verlaufenden Seitentraegern (1, 2), an welchen ein Laufnetz (3) aus Greifelementen aufgehaengt ist, wobei der eine Traeger (2), der beim Verlegen des Gleitschutzes ueber dem Reifen (9) zum Anliegen an der Aussenseite des Rei fens kommt, auf einem seiner Enden eine Oese (7) und auf dem anderen Ende einen in die Oese einhaengbaren Verschlusshaken ring (8) traegt, dadurch gekennzeichnet, dass die beiden Enden des anderen Traegers (1), der beim Verlegen der Vorrichtung ueber dem Reifen (9) zum Anliegen an der Innenseite des Reifens kommt, mit je einer Spannschlaufe (4, 4a) versehen sind, in welcher ein Verlaengerungsstueck (5, 5a) mit einem Endhaken (6, 6a) ein gesetzt ist, welche Verlaengerungsstuecke (5, 5a) mit den Endha ken (6, 6a), nachdem die Vorrichtung von oben ueber dem Reifen (9t gelegt ist, gegenseitig durch die Spannschlaufen (4, 4a) des jeweils anderen Traegerendes an der Innenseite des Reifens (9) durchfuehrbar und zusammenziehbar sind, um an der Aussenseite des Reifens (9) durch die Oese (7), in welcher der Verschluss hakenring (8) eingehaengt ist, durchgefuehrt und mit ihren End haken (6, 6a) an dem einen Traeger (2) verschlauft und abnehm bar befestigt zu werden 2. The snowchain is fitted with fastening strands (2) on both sides, with the side away from the car on the outside of the wheel having simple hoops (7) and clips (8) to secure the chain. The inside edge has extended fitting lengths (5, 5a) with hooks (6, 6a) at the ends. The chain is draped over the wheel and the inside lengths threaded through open loops (4, 4a) near the ends of the chain pattern, and tightened, and with the hooked ends taken to the outside of the wheel. The chain can be fitted rapidly without having to reach behind the wheel. The long lengths are thrown past the rear of the tyre and threaded through the hoops at the tyre edges. With all the hooked ends on the outside of the wheel, fitting is a simple operation.

0) DE2556263A1 – GLEITSCHUTZEINRICHTUNG FUER FAHRZEUGE GRITTING...

200) Family number: 2497613 (DE2556263A1) © PatBase

Title: GLEITSCHUTZEINRICHTUNG FUER FAHRZEUGE GRITTING CONTROL FOR CAR WHEELS – WITH HEATED GRIT RESERVOIRS AND GRIT RELEASE COUPLED TO BRAKE OPERATION

Priority: DE19752556263 19751213

Family:

Publication number	Publication date	Application number	Application date
DE2556263 A1	19770616	DE19752556263	19751213

Probable Assignee: FRIEDRICH KURT

Assignee(s):(std)**:** FRIEDRICH KURT

Inventor(s):(std)**:** FRIEDRICH KURT

International class (IPC 8–9)**:** B60B39/08 (Advanced/Invention); B60B39/00 (Core/Invention)

International class (IPC 1–7)**:** B60B39/04

CPC: B60B39/023 B60B39/024 B60B39/025

European class: B60B39/02D4 B60B39/02D6 B60B39/02D8

Classification Explorer

Forward Citations: WO8001264,

Abstract:
Source: DE2556263A1 Patentanspr ue c 12 e: 9 Gleitschutzeinrichtung fuer Fahrzeuge, insbesondere tuer die Raeder von Strassen– oder Schienenfahrzeugen, dadurch gekenn zeichnet, dass am Fahrzeug (1) ein oder mehrere Aufnahmebe haelter (11, 12) fuer die Aufnahme von Streugut angeordnet sind und dass zumindest jedem Fahrzeugrad (15) einer Fahrzeug achse eine das Streugut zwischen die Radlaufflaeche (65) und die Fahrbahn (F) einstreuende, steuerbare Vorrichtung (45, 461 48) zugeordnet ist 2. Grit reservoirs are mounted in front of each wheel and have a double skinned construction. The space between the walls is heated by coupling it to the cooling water circuit or by passing some of the exhaust gases through it. The grit can also be heated by heating coils in the grit to prevent it clogging. The release of the grit is automatic, linked to the operation of the brake pedal, with a main control switch to prevent release in normal driving conditions. The system provides good wheel grip on roads where spiked tyres are banned, without having to fit snow chains.

0) FI5137A – ANORDNING VID CIGARETTMASKINER ARRANGEMENT IN ...

201) Family number: 39295090 (FI5137A) © PatBase

Title: Anordning vid cigarettmaskiner Arrangement in cigarettmaskiner (Machine translation)

Family:

Publication number	Publication date	Application number	Application date
FI5137 A	19121128		00000000

Inventor(s):(std)**:** ALEXANDER SLOAN ROBERT ; LLOYD BARNES JOHN EDVARD

Inventor(s): SLOAN ROBERT ALEXANDER ; BARNES JOHN EDVARD LLOYD

International class (IPC 8–9)**:** A24C5/35 (Advanced/Invention); A24C5/00 (Core/Invention)

International class (IPC 1–7)**:** A24C5/35

Classification Explorer

Abstract:
Source: FI5137A 1, Anordning na cigarettmaekiner bestående daeri,att ma– skineri foerses med en foer kontinuerlig vaegmng a T ett beetamdt antal af de framstallaa cigaretterna afsedd våg– eller balans– apparat, så att en fortloepande regiBtrering erhålles vare eig de framstaellda cigaretterna aero tyngre eller laettare aen den bestaeuiaa vikten,hvarvid vågapparaten eventuellt kan stlillas i fcrbinaelee med en cigarettn;askinene tobakeframmatningeffie– kaenism påverkande apparat,genom hvilken cigarettmaskinen auto– matiskt reglerat så,att cigaretterna alltid erhålla en bestaemd, af vågapparaten korrigerad vikt. 1, Apparatus na cigarettmaekiner circuit consisting therein and in that the ma–skineri provided with the not for continous vaegmng a T ett beetamdt plurality of af de framstallaa cigaretter afsedd vag–or Balans apparat, so that a fortloepande regiBtrering erhalles vare eig de Aro prepared at cigaretter tyngre eller Lattari is different to the bestaeuiaa vikten, hvarvid vagapparaten possibly at national stlillas i fcrbinaelee by means of a cigaret; askinene tobakeframmatningeffie the mechanism on paverkande apparat, Genome hvilken cigarettmaskinen car matiskt REGLER weather, att cigaretter alltid erhalla a definite af vagapparaten uncorrected vikt.

0) US4127434A – DRY WALL TAPING MACHINE HAVING PNEUMATIC ASSIST...

202) Family number: 7169743 (US4127434A) © PatBase

Title:	DRY WALL TAPING MACHINE HAVING PNEUMATIC ASSISTED OPERATION
Priority:	US19760739519 19761108

Family:

Publication number	Publication date	Application number	Application date
US4127434 A	19781128	US19770815838	19770705

Probable Assignee:	CORBAN IND INC
Assignee(s):(std):	CORBAN IND INC
Assignee(s):	CORBAN INDUSTRIES INC
Inventor(s):(std):	LASS HAROLD M
International class (IPC 8–9):	E04F21/00 (Advanced/Invention); E04F21/00 (Core/Invention)
International class (IPC 1–7):	B32B31/00 B44C7/04
CPC:	E04F21/165 Y10T156/1361 Y10T156/179 E04F21/026 E04F21/1657
European class:	E04F21/00 E04F21/165
US class:	156/526 156/575
Classification Explorer	
Cited documents:	US3960643 A, US3707427 A, US3116195 A, US2815142 A,
Forward Citations:	WO9304878, USRE35291, US9359777, US8863807, US8393376, US7958923, US7954535, US7624782, US7621309, US6799704, US6196742, US5863146, US5611243, US5535926, US5279700, US5230608, US4932445, US2012132341, US2010071852, US2009199971, US2007151181, US2007044923, US2004112982, US2004050878, FR2674452, ES2051216, EP0456435,

Abstract:
Source: US4127434A A hand operated dry wall taping machine includes an elongated tubular body, to be held by the operator, having a tape applicator head portion at the end thereof adjacent the seam being taped. A supply roll of tape is carried from the tubular body. The applicator head includes a dry wall cement dispensing box through which the dry wall tape is fed. Cement is dispensed onto the side of the tape which is to face the wall being taped. A rotary tape shear is disposed up–tape from the cement dispensing box. A thumb actuated pneumatically operated cylinder actuates the rotary shear at the end of the seam being taped and advances a short length of tape through the cement dispensing box in readiness to commence taping of the next seam. A whisker valve in an air line is actuated by the pneumatically operated cylinder for delivering a momentary blast of air into the cement dispensing box for feeding mud onto the advanced leading end of the sheared tape. A second thumb actuated pneumatically operated cylinder controls operation of a cornering wheel for folding the cement laden tape into corner seams. A third thumb actuated pneumatically operated cylinder controls the supply of dry wall cement to the cement dispensing box from a tank of mud carried from the body of the operator, such tank being pressurized with air from an air compressor. The tank is connected via an air line to the air compressor which is carried from a hand truck. The air line is payed out from a spring loaded reel also carried from the hand truck.

0) US6159127A – DRIVE TRAIN FOR A MOTOR VEHICLE

203) Family number: 14930052 (US6159127A) © PatBase

Title: DRIVE TRAIN FOR A MOTOR VEHICLE

Priority: DE19981013563 19980327 DE19981049156 19981026 WO1999DE00314 19990206 DE19995005424 19990206

Family:

Publication number	Publication date	Application number	Application date
BRPI9904911 A	20000620	BR1999PI04911	19990206
DE19849156 A1	19990930	DE19981049156	19981026
DE59905424 D1	20030612	DE19995005424	19990206
EP0986713 A1	20000322	EP19990911582	19990206
EP0986713 B1	20030507	EP19990911582	19990206
JP2002503183 T2	20020129	JP19990548694T	19990206
JP4401443 B2	20100120	JP19990548694T	19990206
PL196829 B1	20080229	PL19990337023	19990206
PL337023 A1	20000731	PL19990337023	19990206
US6159127 A	20001212	US19990423016	19991029
WO9950572 A1	19991007	WO1999DE00314	19990206

Probable Assignee: ROBERT BOSCH GMBH

Assignee(s):(std)**:** BOLZ MARTIN PETER ; BOSCH GMBH ROBERT ; LOEFFLER JUERGEN

Assignee(s): ROBERT BOSCH GMBH

Inventor(s):(std)**:** BOLZ MARTIN PETER ; LOEFFLER JUERGEN ; LOEFFLER JUERGERN

Inventor(s): MARTIN PETER BOLZ ; JUERGERN LOEFFLER

Designated states: AT BE BR CH CY DE DK ES FI FR GB GR IE IT JP KR LU MC NL PL PT SE US

International class (IPC 8–9)**:** B60K17/00 B60K17/12 B60K6/04 B60K6/26 B60K6/36 B60K6/365 B60K6/40 B60K6/448 B60K6/48 B60K6/547 B60W10/00 B60W10/02 B60W10/06 B60W10/08 B60W10/10 B60W20/00 B60W30/18 F16H3/12 (Advanced/Invention); F16H3/089 F16H3/12 (Advanced/Non–invention)

International class (IPC 1–7)**:** B60K17/00 B60K17/12 B60K41/00 B60K41/22 B60K41/28 B60K6/02 F16H3/12

CPC: Y10S903/906 Y10S903/909 Y10S903/91 Y10S903/919 Y10S903/945 Y10S903/946 Y10S903/951 B60K17/00 B60L11/123 B60L11/14 B60L15/20 B60L2240/421 B60L2240/423 B60L2240/441 B60L2240/443 B60L2270/145 Y02T10/6217 Y02T10/7077 Y02T10/7275 Y10T477/26 B60W2510/0208 B60W2510/0638 B60W2510/0657 B60W2510/1005 B60W2710/021 B60W2710/06 B60W2710/08 B60K6/365 B60K6/40 B60K6/448 B60K6/48 B60K6/547 B60K2006/262 B60W10/06 B60W10/08 B60W10/10 B60W20/00 F16H3/089 F16H3/126 F16H2061/0433 F16H2200/0047 Y02T10/6221 Y02T10/6243 Y02T10/6286 Y02T10/645 Y02T10/72 B60W20/30 B60K6/36 B60K41/082 B60W30/19 F16H3/725 B60W20/40 B60K6/38 B60K6/26 B60W10/02 Y02T10/76

European class: B60K17/00 B60K41/00D2 B60K41/08E B60K6/02 B60K6/04B10 B60K6/04B10B B60K6/04B14 B60K6/04B4 B60K6/04D10 B60K6/04D12 B60K6/04D2 B60K6/04D4 B60K6/04F B60K6/04H4 B60K6/04H6E B60K6/04T4S B60K6/26 B60K6/36 B60K6/365 B60K6/40 B60K6/448 B60K6/48 B60K6/547 B60W10/02 B60W10/06 B60W10/08 B60W10/10 B60W20/00 B60W30/19 F16H3/12E F16H3/72E2 L60K6/26C L60K741/08E L60W20/00 R16H200/00W5 R16H3/089 R16H3/12E R16H3/72E2 R16H61/04D R16H61/04D4 Y02T10/62F4 Y02T10/62F6F Y02T10/62J

US class: 477/5 903/906 903/909 903/910 903/919 903/924 903/926 903/940 903/941 903/942 903/945 903/946 903/951

Classification Explorer

Cited documents: WO8603269 A1, FR2630868 A1, EP0681118 A1, DE4202083 A1,

Forward Citations: WO13121266, WO13017326, WO11107133, WO11042236, WO10116818, WO10094389, WO10089841, WO10004007, WO10004007, WO09068796, WO08074614, WO08025520,

WO08025520, WO07017719, WO07017719, WO06126876, WO06067477, WO05080111, WO04058530, US9636991, US9597953, US9527377, US9476461, US9156344, US9150092, US8992360, US8813593, US8747265, US8535188, US8287413, US8272992, US8235853, US8091660, US8075436, US7863847, US7785221, US7762365, US7758468, US7694761, US7632209, US7476176, US7367917, US7276008, US7261670, US7134982, US7125362, US7093512, US7090612, US6976934, US6890283, US6712734, US6645105, US6612963, US6533701, US6299563, US6296592, US2016144705, US2012198962, US2012149514, US2012035014, US2011303048, US2011126652, US2010326751, US2010320017, US2010216584, US2009033250, US2008185195, US2008009379, US2007184928, US2007107961, US2006258506, US2006258505, US2006234827, US2005288147, US2005164827, US2005072256, US2004254039, US2004147365, US2003190995, RU2484984, JP4205878, JP2013257036, JP2010179868, JP2003090395, JP2003072403, GB2421715, FR2923792, FR2923185, FR2847638, FR2824509, FR2821136, FR2814121, FR2811396, FR2805325, EP2186703, EP2138341, EP2081789, EP2081789, EP1724142, EP1724142, EP1686292, EP1657101, EP1657101, EP1541900, EP1541900, EP1535785, EP1535785, EP1352775, EP1352775, EP1319546, EP1232890, EP1209015, EP1122109, EP1116618, EP1116618, DE19950679, DE19950679, DE10336562, DE10243375, DE10228636, DE102011080069, DE102011080068, DE102011005562, DE102010017420, DE102010009969, DE102009048903, DE102009048903, DE102009045485, DE102009025094, DE102008032320, DE102007004461, DE102006019239, CN104114394, CN102537232, CN102537232,

Abstract:
Source: US6159127A PCT No. PCT/DE99/00314 Sec. 371 Date Oct. 29, 1999 Sec. 102(e) Date Oct. 29, 1999 PCT Filed Feb. 6, 1999 PCT Pub. No. WO99/50572 PCT Pub. Date Oct. 7, 1999A drive train (10, 10a, 10b) for a motor vehicle is proposed, in which an interruption in the traction force transferred by an internal combustion engine (12) to a transmission (36) dictated by disengaging at least one clutch (16, 42) is bypassed. This purpose is served by a device (21, 21a, 21b), which has an electrical machine (22, 22a, 22b) that is connected to a power takeoff side, in particular an output shaft (36) of the transmission (38). Thus when the traction force is interrupted by a clutch (16, 42), a traction force is transferred, which increases driving safety and comfort.

0) US4463989A – DEVICE FOR CUTTING A RECEPTACLE IN PAVEMENT TO ...

204) Family number: 4449125 (US4463989A) © PatBase

Title: Device for cutting a receptacle in pavement to receive plowable reflectors

Priority: US19810328288 19811207

Family:

Publication number	Publication date	Application number	Application date
US4463989 A	19840807	US19810328288	19811207

Probable Assignee: KENNEDY RALPH

Assignee(s):(std)**:** KENNEDY RALPH

Assignee(s): AMPSCO CORP

Inventor(s):(std)**:** KENNEDY RALPH

International class (IPC 8–9): B28D1/18 E01C23/09 (Advanced/Invention); B28D1/18 E01C23/00 (Core/Invention)

International class (IPC 1–7): E01C23/09

CPC: B28D1/186 E01C23/0946

European class: B28D1/18E E01C23/09B3B3

US class: 299/39 299/39.4 299/81

Classification Explorer

Cited documents: US4333687 A, US4262966 A, US4174184 A, US4161055 A, US4154456 A, US3901553 A, US3848929 A, US3771831 A, US3711158 A, US3547492 A, US1987398 A, US1782992 A,

Forward Citations: WO15103908, USRE40505, US9689120, US9574310, US9217228, US8821063, US8668274, US8500363, US7984953, US7325881, US7029370, US6547484, US6454490, US6402252, US6390086, US6364419, US5215071, US4900094, US4797025, US2006154571, US2005168048, US2004166774, US2004025476, GB2355277,

Abstract:
Source: US4463989A A device for cutting a receptacle in pavement to receive a reflector designed to reflect automobile lights, which reflector is contained in a housing so that it is protected from a snowplow mold board during normal plowing operations. Such reflectors are becoming standard in separating traffic lanes and are embedded in the pavement in epoxy. The device simultaneously cuts a receptacle of a shape such that the reflector and its protective cast iron housing may be readily inserted in the pavement. The device enables the receptacle to be cut at right angles to a tangent to the curved portion of the crown of the road, permits rapid exact positioning of the receptacle location and enables the receptacle to be formed in approximately five seconds.

0) GB245202A – IMPROVEMENTS IN OR RELATING TO SCOTCHES OR SPRA...

205) Family number: 18185710 (GB245202A) © PatBase

Title: Improvements in or relating to scotches or sprags for vehicles

Priority: GB19240023350 19241003

Family:

Publication number	Publication date	Application number	Application date
FR604123 A	19260429		19251003
GB245202 A	19260104	GB19240023350	19241003

Probable Assignee: ALEXANDER FRANK FORD

Assignee(s):(std)**:** ALEXANDER FRANK FORD ; THOMAS JOHN REES

Inventor(s):(std)**:** FORD ALEXANDER FRANK ; REES THOMAS JOHN

International class (IPC 8–9)**:** B60T1/14 (Advanced/Invention); B60T1/00 (Core/Invention)

International class (IPC 1–7)**:** B60T1/14

CPC: B60T1/14

European class: B60T1/14

Classification Explorer

Abstract:
Source: GB245202A Skid.–Vehicle brake mechanism of the kind comprising scotch blocks or skid pans adapted to be lowered into engagement between the wheel and the track, to prevent the vehicle running downhill comprises, according to one construction, Fig. 1, a transverse shaft provided with a pair of crank arms 2 carrying blocks 1 and rotatably mounted in vertically slotted guides 5 secured to the chassis. Springs 7 are interposed between blocks 8, 9 disposed in the slots, the block 8 bearing on the shaft, which is thus able to move upwardly against the springs to compensate for variation of load or inequalities of the track when the blocks are applied. The blocks are normally held raised by a hand or foot controlled rod 13 connected to an arm on the shaft. The blocks are adapted to fall into engagement with the wheels by their own weight, which is, however, partly counterbalanced by weights 13a on arms extending from the shaft. Fig. 4 shows another construction in which the arms 37 carrying the blocks 1 are slidable against the action of springs 39 in the tubular end parts 36 of the shaft 34 mounted in brackets 35. The blocks are normallv held raised bv cables 41 connected to arms 42 on the shaft. Two pairs of blocks and operating mechanism therefor are provided in this case, adapted respectively to check forward or rearward movement of the vehicle. Skid pans may be used instead of blocks of the form shown. The blocks may be formed as an aluminium casting lined with friction fabric. For snow covered or frozen roads the under surface of the blocks may be serrated, such blocks being interchangeable with those for ordinary use. Blocks may be arranged for engagement with either the front or rear wheels. According to one of the Provisional Specifications, the blocks may be operated by electrical means and may be brought into engagement automatically whenever the vehicle is stopped.

0) DE102007022498A1 – SHIP E.G. FERRY SHIP, YACHT I.E. SPEED YACHT, O...

206) Family number: 42513721 (DE102007022498A1) © PatBase

Title: SHIP E.G. FERRY SHIP, YACHT I.E. SPEED YACHT, OR BOAT I.E. RECREATIONAL BOAT, DESIGN FOR E.G. TOWING KITE DRIVE, HAS TWO BOOMS ARRANGED EITHER ALTERNATIVELY OR EQUILATERALLY, WHERE BOOMS ARE TEMPORARILY CONNECTABLE WITH EACH OTHER IN PAIR

Priority: DE200710022498 20070514

Family:

Publication number	Publication date	Application number	Application date
DE102007022498 A1	20081120	DE200710022498	20070514

Probable Assignee: MEYER FLORIAN

Assignee(s):(std)**:** MEYER FLORIAN

International class (IPC 8–9)**:** B63H19/00 B63H9/04 (Advanced/Invention); B63H19/00 B63H9/00 (Core/Invention)

CPC: B63B1/10 B63B2001/102 B63B2001/205 B63H9/0685

European class: B63B1/10 B63H9/06E L63B1/10A L63B1/20M1

Classification Explorer

Cited documents: DE10142447, AT272127 B,

Forward Citations: EP2298637,

Abstract:
The design has two booms arranged either alternatively or equilaterally, where the booms are temporarily connectable with each other in a pair as well as variable. Multiple sliding guides are fastened between the booms and a hull side, where the sliding guides are alternatively regulatable in a potential manner. The two booms are elongated and located opposite to a boom hull. A kite e.g. towing kite, is connected in a top deck of an e.g. ferry ship, in a distant height and range with a rope, where the rope is specifically adjustable in the length and force.

0) US2014014424A – ADVANCED PROPULSION ENGINELESS VEHICLE

207) Family number: 55622300 (US2014014424A) © PatBase

Title: ADVANCED PROPULSION ENGINELESS VEHICLE

Priority: PH20130000188 20130625 PH20150000189 20150604 US20120507600 20120713

Family:

Publication number	Publication date	Application number	Application date
PH2013000188 A	20150202	PH20130000188	20130625
PH2015000189 A	20151109	PH20150000189	20150604
US2014014424 AA	20140116	US20120507600	20120713

Probable Assignee: BONCODIN FRANZ

Assignee(s):(std)**:** BONCODIN FRANZ ; BONCODIN FRANZ B

Inventor(s):(std)**:** BONCODIN FRANZ B

Inventor(s): FRANZ B BONCODIN

Agent(s): ALFREDO G RAMOS

International class(IPC 8–9)**:** B60L11/00 B60L11/18 (Advanced/Invention)

CPC: B60L8/00 B60L8/006 B60L11/002 B60L2200/10 B60L2200/32 B60L11/00 Y02T10/7083

US class: 180/65.31

Classification Explorer

Forward Citations: US2016372950,

Abstract:
Source: US2014014424A The present "Advanced Propulsion Engineless Vehicle" invention is revolutionary land vehicle that operates without internal combustion engine that require fossil or other fuels to operate, nor uses "plug–in or hybrid" electric vehicle technology. It is powered by conventional off–the–shelve electric vehicle components and uses standard car batteries as primary or secondary power source. The invention's most revolutionary and important feature is its ability to automatically re–charge its batteries while the vehicle is in motion or not. This critical instantaneous re–charging ability is achieved through the deployment of redundant, radical on–board non–polluting power generating systems that may be used to re–charge batteries or used as primary power source to propel the vehicle. It utilizes a plurality of eco–friendly power generating/re–charging apparatuses allowing it to operate without practical driving limitations, capable of operating for thousands of miles plus, without stopping to re–charge, travelling at sustained, varied highway speeds, on almost all weather and road conditions, day or night, in full comfort, safety and style, permanently negating the use of plugged–in, hybrid vehicles or internal combustion engine technologies. The present invention is the most ideal, practical and cost effective non–ICE, non–plug or non–hybrid land vehicle that is simply called "Engineless", the vehicle that uses the most common of prior art/components assembled in most simplest way but achieving history–making breakthroughs that will forever change the way people of the world drive, work and play while helping Planet Earth get back to pink health. The new engineless vehicle power source technologies, concepts and principles are also applicable for select air and water crafts as well. The present invention is a "back to basic" approach to car manufacturing without the trappings of new, ultra high tech contraptions or gizmos, use of ear–busting and polluting internal combustion engine and astronomical components and production costs. Simplicity is pure beauty, the essence of Advanced Propulsion Engineless Vehicle invention that will usher a new dawn of healthy civilizations, a very green, clean, cool and peaceful Planet Earth, now and for centuries to come.

0) KR20030075470A – NONSKID DEVICE FOR VEHICLE

208) Family number: 30605138 (KR20030075470A) © PatBase

Title: NONSKID DEVICE FOR VEHICLE

Priority: KR20020014714 20020319

Family:

Publication number	Publication date	Application number	Application date
KR100511602 B1	20050831	KR20020014714	20020319
KR20030075470 A	20030926	KR20020014714	20020319

Probable Assignee: SONG HWA SUK

Assignee(s):(std)**:** SONG HWA SUK

Inventor(s):(std)**:** SONG HWA SUK

International class (IPC 8–9)**:** B60C27/20 (Advanced/Invention); B60C27/20 (Advanced/Non–invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60C27/20

CPC: B60C27/20

Classification Explorer

Forward Citations: WO17042687, WO15030515, KR101662314, KR101532218, KR101423041, KR101421473, KR101316844, KR101219362, KR100690339,

Abstract:
Source: KR20030075470A PURPOSE: A nonskid device for a vehicle is provided to restrict slip of the vehicle completely on a snowy or frozen road by mounting the slip preventive device in the tire wheel, and to use conveniently by automatically restricting the slip with operating a switch simply. CONSTITUTION: A nonskid device is composed of a wheel assembly(10) separably combined with a tire wheel and rotated; plural guide units(20) having plural guide cylinders radially formed in the wheel assembly, and guide shafts longitudinally installed in the guide cylinders with rotating and reversing; a slip preventive unit(30) having a slider combined spirally and reciprocated radially to the tire wheel along the guide cylinder in rotating the guide shaft, and a contact spike formed in the outer end of the slider; a driving unit installed in the center of the wheel assembly to rotate and reverse the guide shafts; a drive control unit(50) controlling operation of the driving unit; and an operating switch installed in the vehicle to adjust control of the drive control unit.

0) US5259082A – MECHANISM FOR DISLODGING A SUBMERSIBLE CLEANING...

209) Family number: 31453934 (US5259082A) © PatBase

Title: Mechanism for dislodging a submersible cleaning device from a surface

Priority:

US19920880662 19920511 US19920880663 19920511 US19920880664 19920511
US19920880665 19920511 US19920880666 19920511 US19920880667 19920511
US19940307938 19940916 US19930131318 19931004 US19920882662 19920511
US19950474991 19950607 US19940288998 19940811 US19920880668 19920511
US19920978237 19921118 US19920880669 19920511 US19970921824 19970902
ZA19920001500 19920228 ZA19920001501 19920228 ZA19920001502 19920228
ZA19920001503 19920228 ZA19920001504 19920228 ZA19920001505 19920228
ZA19920001506 19920228 ZA19920001507 19920228

Family:

Publication number	Publication date	Application number	Application date
AU199333737 A1	19930902	AU19930033737	19930224
AU663921 B2	19951026	AU19930033737	19930224
BRPI9300705 A	19930831	BR1993PI00705	19930301
CA2090195 AA	19930829	CA19932090195	19930223
CA2090195 C	20040914	CA19932090195	19930223
DE69307358 D1	19970227	DE19936007358	19930226
DE69307358 T2	19970612	DE19936007358T	19930226
EP0558337 A1	19930901	EP19930301462	19930226
EP0558337 B1	19970115	EP19930301462	19930226
ES2096201 T3	19970301	ES19930301462T	19930226
NZ245991 A	19950726	NZ19930245991	19930224
US5259082 A	19931109	US19920880668	19920511
US5259258 A	19931109	US19920880663	19920511
US5261287 A	19931116	US19920880669	19920511
US5274868 A	19940104	US19920880666	19920511
US5285547 A	19940215	US19920880667	19920511
US5303444 A	19940419	US19920880664	19920511
US5371910 A	19941213	US19920880665	19920511
US5386607 A	19950207	US19930131318	19931004
US5404607 A	19950411	US19920978237	19921118
US5664275 A	19970909	US19940307938	19940916
US5797156 A	19980825	US19950474991	19950607
US5974647 A	19991102	US19970921824	19970902
ZA9301377 A	19930923	ZA19930001377	19930226
ZA9301378 A	19930923	ZA19930001378	19930226
ZA9301379 A	19930923	ZA19930001379	19930226
ZA9301380 A	19931021	ZA19930001380	19930226

Probable Assignee: SEBOR

Assignee(s):(std)**:** SEBOR ; SEBOR PAVEL

Assignee(s): SEBOR PAVEL JOHANNESBURG ZA ; WATTATEC LTD ; WATTATEC PARTNERSHIP LTD ; LAROSAN ONTWERP BV ; PAVEL SEBOR

Inventor(s):(std)**:** PAVEL SEBOR ; SEBOR PAVEL

Inventor(s): SEBOR PAVEL JOHANNESBURG ZA

Agent(s): GRIFFITH HACK; MACRAE AND CO

Designated states: DE ES FR GB PT

International class (IPC 8–9):	B23P11/00 E04H4/16 F01C19/08 (Advanced/Invention); E04H4/00 F01C19/00 (Core/Invention)
International class (IPC 1–7):	B23P11/00 E04H3/20 E04H4/16 F01C19/08 F04H3/20 F16D35/00 F16H29/12
CPC:	E04H4/1636 E04H4/1663 Y10T74/1526 Y10T74/2136 Y10T74/214 Y10T29/4984 Y10T137/7898 Y10T137/7903 Y10T137/7897 E04H4/1654
European class:	E04H4/16C
US class:	137/526 137/527 137/527.8 15/1.7 15/398 15/400 15/421 192/12B 192/28 251/175 29/434 74/126 74/577M 74/577R 92/125

Classification Explorer

Cited documents: US5428854 A, US5418994 A, US5404607 A, US5293659 A, US5099535 A, US5044034 A, US4962559 A, US4939806 A, US4849024 A, US4837886 A, US4807318 A, US4788874 A, US4763378 A, US4761848 A, US4692956 A, US4589986 A, US4558479 A, US4536908 A, US4521933 A, US4498206 A, US4401006 A, US4351077 A, US4275474 A, US4208752 A, US4193156 A, US4176419 A, US4156948 A, US4133068 A, US4027695 A, US4023227 A, US394085 A, US3803658 A, US3712433 A, US3667307 A, US3481250 A, US3433093 A, US3430277 A, US3117338 A, US3085267 A, US3023741 A, US3005224 A, US2977613 A, US2974348 A, US2869170 A, US286596 A, US271132 A, US265745 A, US2594189 A, US2368892 A, US232241 A, US219698 A, US2181594 A, US2153556 A, US2129566 A, US2108183 A, US2096595 A, US2085701 A, US1985406 A, US1860619 A, US1844915 A, US1719613 A, US1591903 A, US1333689 A, US1106231 A, US1001277 A, JP61075071 A2, IT587771 A, GB875332 A, GB806513 A, FR767648 A, FR557312 A, FR2520422 A1, FR2520421 A1, EP0476413 A2, DE3320922 A1, DE2620119 A1, DE1234473 B, DE104135 A,

Forward Citations: WO9922100, WO9902803, WO9512730, WO04011743, WO02092943, USD789624, USD789003, USD787761, USD787760, USD689657, USD689656, USD685541, USD630810, USD629982, USD507631, USD499793, USD493866, US9677295, US9677294, US9593502, US9506263, US9476216, US9290958, US9133639, US9119463, US9073614, US8990990, US8956533, US8250698, US8141194, US7975339, US7739768, US7401372, US7395835, US7243389, US7159263, US6966092, US6863261, US6863083, US6834410, US6820297, US6751822, US6691362, US6604545, US6560808, US6473928, US6423217, US6394128, US6314983, US6311353, US6266846, US6237175, US6199237, US6119293, US6112354, US6094764, US5904171, US5896610, US5799351, US5797156, US5794293, US5771987, US5740576, US5678271, US5604950, US5469596, US5418994, US2014237740, US2013152316, US2013081216, US2013061407, US2013031734, US2010299852, US2010024145, US2009260479, US2007136962, US2007074361, US2007033755, US2006254005, US2006064825, US2005283935, US2005198757, US2005198752, US2005155166, US2005097687, US2005066471, US2005028870, US2005022336, US2005017213, US2004255427, US2004181884, US2004069350, US2004060598, US2004019985, US2004011410, US2004011405, US2004010868, US2001009032, FR2735437, EP2554765, EP1921229, EP1379743, EP1338727, EP0994995, EP0750083, EP0726998, CZ298657, CN104234467, CN104234466, CN104234466, AU753073, AU686268, AU685529,

Abstract:
Source: US5259082A A mechanism is provided for dislodging a submersible cleaning device from a vertical wall after a predetermined time period on such wall. The mechanism includes an operating gear that engages when the cleaning device climbs the wall. Once engaged, the gear drives a cam mechanism which in turn engages a device for pushing the cleaner off the wall thereby breaking the suction of the cleaning device and causing the cleaning device to drop from the wall. A turning brush is used to break the suction but it will be appreciated that any lever or similar device can be employed.

0) CO6990070U – ASCENSOR AUTO PORTANTE PARA EL ACCESO DE PASAJE...

210) Family number: 57484919 (CO6990070U) © PatBase

Title: ASCENSOR AUTO PORTANTE PARA EL ACCESO DE PASAJEROS CON DISCAPACIDAD EN SILLA DE RUEDAS EN VEHICULOS DE TRANSPORTE AUTO BEARING FOR ACCESS ELEVATOR PASSENGER WITH DISABILITIES IN WHEELCHAIR TRANSPORT VEHICLES (Machine translation)

Priority: CO20130157603U 20130704

Family:

Publication number	Publication date	Application number	Application date
CO6990070 U1	20140710	CO20130157603U	20130704

Probable Assignee: TROQUELADOS PARTES Y DESARROLLOS S A S

Assignee(s):(std)**:** TROQUELADOS PARTES Y DESARROLLOS S A S

Assignee(s): TROQUELADOS PARTES Y DESARROLLOS SAS

Inventor(s):(std)**:** DUENAS VARGAS JOSE DE JESUS

International class (IPC 8–9): A61G5/00 (Advanced/Invention)

Classification Explorer

Abstract:
Source: CO6990070U [Source: Claim 1] 1. Lift self supporting access for passengers with disabilities wheelchair in public transport vehicles, characterized Porgue comprises a supporting base (3) fastening to the vehicle floor that comprises an elongate base (4) ending in a rear wall (5); Y comprising parallel side walls enter another (6a and 6b); wherein said side walls (6a, 6b) are parallel to each other and enter the wall (6a) only while a portion extending side wall (6b) projecting in diagonally from the upper edge of said rear wall (5) along the base (4), where from the rear wall (5) pivots a first end (7a) of a hydraulic cylinder (7) following the length direction of the base (4) ; where from the base (4), at the end opposite to the rear wall (5), a first actuator arm (8) are pivoted and a second actuator arm (9), wherein said first actuator arm (8) and second actuator arm (9), They are spaced apart along and across the base (4) and each arm actuator (8, 9) comprises an initial configuration of a first projection to about half of its height, continuous a second projection transversely by at least one angle 135 degrees from the first projection; and a support column (10) comprising a high from an upper edge to a lower edge, where said top extends perpendicularly to the vehicle floor and a wall front and a rear wall separated by a thickness, wherein said actuator arms (8 and 9) are designed and pivoted to the front wall, adjacent the upper edge of said support column (10) and where support column (10) comprises tubular supports (12) structure comprises a headrest.

0) DE2836444A1 – KFZ–EIGENE–STREUVORRICHTUNG ALS BREMS– UND ANFA...

211) Family number: 22793729 (DE2836444A1) © PatBase

Title: KFZ–EIGENE–STREUVORRICHTUNG ALS BREMS– UND ANFAHRHILFE BEI SCHNEE UND EIS MOTOR VEHICLE SAND SPRAYER FOR ASSISTING BRAKING – HAS COMPRESSOR OPERATED IN RESPONSE TO DEPRESSION OF BRAKE PEDAL, WITH SAND STORED IN BOX IN ENGINE COMPARTMENT

Priority: DE19782836444 19780819

Family:

Publication number	Publication date	Application number	Application date
DE2836444 A1	19800306	DE19782836444	19780819

Probable Assignee: VOSBECK BERTHOLD

Assignee(s):(std)**:** VOSBECK BERTHOLD

Assignee(s): KONITZER ERICH

Inventor(s):(std)**:** VOSBECK BERTHOLD

Inventor(s): KONITZER ERICH

International class (IPC 8–9)**:** B60B39/08 (Advanced/Invention); B60B39/00 (Core/Invention)

International class (IPC 1–7)**:** B60B39/08

CPC: B60B39/086

European class: B60B39/08B

Classification Explorer

Forward Citations: DE202009001554,

Abstract:
Source: DE2836444A1 (Claim 1) Patentanspruch fuer Kfz – eigene – Streuvorrichtung bei Schnee und Eisglaette Gekennzeichnet durch Unter einem KFZ zu befestigender Streukopf mit Duesenoeffnungen zu allen vier Raedern. Der Streukopf ist mit einer Kunststoff oder Metall Leitung zu einem Sandvorratsbehaelter im Motorraum verbunden. The sand sprayer is fitted under a motor vehicle to spray sand on ice covered road under all four wheels. The sprayer head is connected by a tube to a sand storage box in the engine compartment. Engine heat dries the sand which is sprayed by a small compressor operated when required from the dashboard controls. The sand sprayer system can be connected to the brake light switch, and the compressor can be operated on actuating the brake pedal. The fine grain dry sand is entrained by the air stream and sprayed in front of individual wheels by the nozzles to ensure stable braking on ice covered road.

0) US2004028907A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

212) Family number: 28534227 (US2004028907A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US20010012136 20011130 US20030371754 20030221 US20040751823 20040105

Family:

Publication number	Publication date	Application number	Application date
EP1316419 A2	20030604	EP20020258262	20021129
EP1316419 A3	20040128	EP20020258262	20021129
US2004028907 AA	20040212	US20030371754	20030221
US2004142176 AA	20040722	US20040751823	20040105
US7318958 BB	20080115	US20040751823	20040105
US7410700 BB	20080812	US20030371754	20030221

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** GEN ELECTRIC ; SABIC INNOVATIVE PLASTIC IP B

Assignee(s): SABIC INNOVATIVE PLASTIC IP B V ; SABIC INNOVATIVE PLASTIC IP BV ; SABIC INNOVATIVE PLASTICS IP BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** WANG HUA

Agent(s): CANTOR COLBURN LLP

Designated states: AT BE BG CH CY CZ DE DK EE ES FI FR GB GR IE IT LI LU MC NL PT SE SK TR

International class (IPC 8–9)**:** B12B27/36 B27B27/36 B32B27/08 B32B27/36 C08G18/28 C08G18/32 C08G18/69 C09D169/00 C09D175/14 C09J175/04 (Advanced/Invention); B32B27/08 B32B27/36 C08G18/00 C09D169/00 C09D175/14 C09J175/04 (Core/Invention)

International class (IPC 1–7)**:** B32B15/04 B32B17/06 B32B27/00 B32B27/08 B32B27/36 B32B27/40 C09D169/00 C09J175/04

CPC: Y10T428/24942 Y10T428/31507 Y10T428/31551 Y10T428/31504 Y10T428/31678 B32B27/36 B32B27/08 C08G18/289 C08G18/3271 C08G18/69 C09D169/005 C09D175/14 C09J175/04

European class: B32B27/08 B32B27/36 C08G18/28D8N C08G18/32C C08G18/69 C09D169/00B C09D175/04 C09D175/14 C09J175/04

US class: 264/176.1 264/219 428/212 428/411.1 428/412 428/412P 428/423.1 428/423.100S 428/426 428/426S 428/457 428/457S

Classification Explorer

Cited documents: WO6100664, WO03047857 A1, WO0061664 A1, US6617398 BB, US6572956 BA, US6538065 BA, US6306507 BA, US6180195 BA, US6180195 B1, US5103336 A, US5030505 A, US5001193 A, US5001000 A, US4992322 A, US4931364 A, US4925939 A, US4786692 A, US4643937 A, US4576842 A, US4506085 A, US4506065 A, US4503121 A, US4487896 A, US4335187 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4131575 A, US4123436 A, US4018750 A, US3989672 A, US3965057 A, US3899496 A, US3806486 A, US3791914 A, US3764457 A, US3505160 A, US3503779 A, US3492261 A, US3460961 A, US3444412 A, US3444129 A, US3391054 A, US3334154 A, US3309261 A, US3207814 A, US3169121 A, US3153008 A, US3030331 A, US3028365 A, US2999835 A, US2901466 A, US2003175488 AA, JP1199841 A2, JP1141735, EP1316419 A2,

Forward Citations: WO16178002, WO13116401, WO13116401, WO13013132, WO11117269, WO08142453, WO08088336, WO06020047, WO06019799, WO06019799, WO05118287, WO05105439, WO05072959, WO05072958, WO05037545, WO05037545, WO05000582, WO04085102, WO04085102, USRE45802, USD619477, US9698129, US9675443, US9616457, US9604808, US9604251, US9535268, US9474192, US9429140, US9422964, US9394882, US9314938, US9233513, US9195075, US9193214, US9134546, US9110310, US9102111, US9079374, US9039209, US9017759, US8906987, US8876483, US8865261, US8734909, US8691340, US8664307, US8475905, US8288949, US8252424, US8088848, US8057903, US7854985, US7691304, US7686998, US7686997, US7659007, US7641758, US7524447, US7514147,

US7410700, US7270882, US7153576, US7132167, US7060217, US2015151519, US2014248106, US2013215378, US2013011668, US2011223342, US2011094664, US2011023548, US2010277055, US2010092720, US2010015456, US2010009207, US2009208756, US2009011213, US2008299354, US2008265308, US2008264561, US2008166569, US2008160298, US2008119618, US2008119597, US2008119596, US2008026721, US2007231576, US2007116959, US2007116903, US2006115645, US2005266232, US2005158561, US2005158554, US2005074620, US2004254298, US2004253428, US2004175593, US2004166323, US2003175488, TWI477469, TWI325817, EP1698457, EP1607426, EP1607426, EP1547764, CN105230393, CN102821941, CN102482135, CN102482135, AU2008252612, AU2003272700,

Abstract:
Source: US2004028907A Disclosed are weatherable multilayer articles comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) a substrate layer, wherein the coating layer is in contiguous superposed contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for making the multilayer article.

0) MX2008005969A – ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRIC...

151) Family number: 44689583 (MX2008005969A) © PatBase

Title: ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRICKS, BLOCKS, THERMOFORMED–MUD BRICKS.

Priority: MX20080005969 20080508

Family:

Publication number	Publication date	Application number	Application date
MX2008005969 A1	20091109	MX20080005969	20080508

Probable Assignee: SOTO MARTIN ALFREDO ALVAREZ

Assignee(s):(std)**:** SOTO MARTIN ALFREDO ALVAREZ

Assignee(s): MARTIN ALFREDO ALVAREZ SOTO

Inventor(s):(std)**:** GALLEGOS MANUELA SOTO ; REYES MARIA DE LA LUZ MATANCILLAS ; SOTO MARTIN ALFREDO ALVAREZ

Inventor(s): MANUELA SOTO GALLEGOS ; MARIA DE LA LUZ MATANCILLAS REYES ; MARTIN ALFREDO ALVAREZ SOTO

Abstract:
ECOLOGICAL MACHINE FOR MANUFACTURING ADOBE BRICKS, BLOCKS AND BRICKS, WHICH CONSISTS OF A MIXER INTEGRAL WITH A DRY SAND HEATER, A THERMOFORMING MANUFACTURING MODULE INCLUDING ITS OWN UNITARY CARRIER, WHICH HAS THE REQUIRED MECHANISM FOR MANUFACTURING BRICKS BY THERMOFORMING USING COMPACTING HEATED MUD, AND A STACKING ROTATING MECHANISM, THE INVENTION ALSO COMPRISING CARTS FOR TRANSPORTING THE FINISHED PRODUCT THROUGH A LINEAR COOKER, A COOKER INTEGRAL WITH A VAPORISER (2), A METALLIC–CONSTRUCTION STYLISED TANK, A FILTER FOR RECOVERING POLLUTING SUBSTANCES INCLUDING A CONDENSER ALSO IN A METALLIC CONSTRUCTION. THE INVENTION MAY USE A THERMOFORMING MANUFACTURING MACHINE INTEGRAL WITH THE AFOREMENTIONED ELEMENTS, WHICH HAS A PLURALITY OF MOULDINGS SO AS TO ACHIEVE A HIGH PRODUCTION; THE MACHINE HAS A DISC SHAPE, WHEREIN THE UPPER PORTION THEREOF HAS A HALF SPHERE SHAPE WHERE THE WHOLE ESSENTIAL MECHANISM ARE HOUSED THEREIN SO AS TO CARRY OUT THE AFORESAID MANUFACTURE PROCESS, THE THERMO FORMING MANUFACTURING MACHINE BEING BUILT IN SUCH A MANNER THAT THE COMPONENTS THEREOF ROTATE AROUND A CORE, ALSO INCLUDING A PLURALITY OF GUIDES OR NOTCHES FOR SYNCHRONISING THE DIFFERENT INNER MECHANISMS; THE DISC FURTHER ACTS AS A HOUSING OF OTHER MECHANISMS THAT ARE ATTACHED THERETO IN DIFFERENT FORMS AND WHICH ARE REQUIRED FOR ACHIEVING A HIGH PRODUCTION.

152) Family number: 20965845 (GB546604A) © PatBase

Title: IMPROVEMENTS IN OR RELATING TO STATISTICAL MACHINES

Family:

Publication number	Publication date	Application number	Application date
CH222082 A	19420630		19390902
GB546604 A	19420721	GB19410004819	19390816
GB546605 A	19420721	GB19410005173	19390816
NL66842 C	00000000		00000000

Probable Assignee: REMINGTON RAND INC

Assignee(s):(std)**:** REMINGTON RAND INC

Inventor(s):(std)**:** RAND INC REMINGTON

Inventor(s): INC REMINGTON RAND

International class (IPC 1–7)**:** G06F15/04 G06F7/00 G06F7/04 G06K13/07 G06K15/16

Abstract:
Source: GB546604A 546,604. Statistical machines; perforating cards. REMINGTON RAND, Inc. Aug. 16, 1939, No. 4819/41. Convention date, Sept. 3, 1938. Divided out of 546,590. Drawings to Specification. [Class 31 (ii)] A machine for sensing master and detail cards fed to the machine comprises in combination mechanism for comparing perforated patterns in preselected portions of such cards, punch mechanism for transferring additional perforations from the master cards to the detail cards and a punch control mechanism operable under the control of the comparing mechanism to render the punch mechanism ineffective for transferring additional perforation patterns when the patterns in the preselected portions of the master and detail cards are identical. The card feeding mechanism generally may be similar to that described in Specification 510,910 and the driving and c. mechanism similar to that described in U.S.A. Specification 2,044,119. The' detailed apparatus described is identical with that set out in Specification 546,590; Specifications 546,602, 546,603 and 546,605, [all in Group XIX], also are referred to.

0) US2008161968A – BT' SMART MACHINE (BTSM)

153) Family number: 41979678 (US2008161968A) © PatBase

Title: BT' SMART MACHINE (BTSM)

Priority: US20070618927 20070101

Family:

Publication number	Publication date	Application number	Application date
US2008161968 AA	20080703	US20070618927	20070101

Probable Assignee: ADEGBILE BABATUNDE OLANIPEKUN

Assignee(s):(std)**:** ADEGBILE BABATUNDE OLANIPEKUN

Inventor(s):(std)**:** ADEGBILE BABATUNDE OLANIPEKUN

Agent(s): BABATUNDE OLANIPEKUN ADEGBILE

International class (IPC 8–9)**:** A01D34/00 A47L9/00 B62D55/18 E01H5/00 F03G6/00 G05D3/00 G06F19/00 G08B13/14 H01R11/00 (Advanced/Invention); A01D34/00 A47L9/00 B62D55/18 E01H5/00 F03G6/00 G05D3/00 G06F19/00 G08B13/14 H01R11/00 (Core/Invention)

CPC: A01D34/008 A01D34/82 A01D42/00 B62D51/04 E01H1/00 G08B13/1427 G08B21/0269 Y02B10/20 Y02E10/46 Y02P60/12

European class: A01D34/00D2 A01D34/82 A01D42/00 B62D51/04 E01H1/00 G08B13/14D G08B21/02A21 Y02B10/20 Y02E10/46

US class: 15/300.1 15/300.100S 290/1.00RS 290/1R 305/185 305/185S 340/571 340/571S 37/260 37/260S 439/504 439/504S 56/229 56/229S 700/245 700/245P 701/24 701/24S 901/1 901/1S

Classification Explorer

Cited documents: US7239944 BB, US6877764 BB, US6611738 BB, US6425231 BA, US6396252 BA, US6199000 BA, US6195969 BA, US5787545 A, US5461292 A, US5435118 A, US4996829 A, US4777785 A, US4601519 A, US3797213 A, US3762739 A, US2977694 A, US2009030569 AA, US2007294991 AA, US2007144646 AA, US2007129849 AA, US2004134175 AA, US2004007402 AA,

Forward Citations: WO10077198, US8857137, US2015230402, EP2737786, CN103125200,

Abstract:
Source: US2008161968A A unique piece of engineering device "BT' Smart Machine" (BTSM) is described with the capability of lawn mowing, leave blowing/vacuuming, snow blowing, and general purpose blowing/vacuuming with other extra functionalities such as vehicle jump starter, heavy duty air compressor, vertical trolley, horizontal trolley, and outlets for AC and DC devices. BTSM' uniqueness lies in the fact that it can be run in manual (semi–automatic mode) or automatic mode (hands free mode). In manual mode (semi–automatic mode) BTSM anticipates and helps you along the way while in full–automatic mode BTSM does the work for you while you are home away from home or simply use that time to do something else and with a minimum of 10 to 12 hr uninhibited rechargeable battery life, BTSM has more than enough power to traverse your entire compound. In addition to all that, BTSM also runs off of solar energy which further maximizes battery life.

0) US2001055671A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

154) Family number: 30108435 (US2001055671A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US19990128339P 19990408 US19990368705 19990805 WO2000US05974 20000306 US20010908387 20010718 US20030409067 20030408

Family:

Publication number	Publication date	Application number	Application date
DE60039859 D1	20080925	DE20006039859	20000306
EP1171513 A1	20020116	EP20000917782	20000306
EP1171513 B1	20080813	EP20000917782	20000306
JP2002542325 T2	20021210	JP20000611600T	20000306
US2001055671 AA	20011227	US20010908387	20010718
US2003207096 AA	20031106	US20030409067	20030408
US6572956 BA	20030603	US19990368705	19990805
US6607814 BB	20030819	US20010908387	20010718
US7273650 BB	20070925	US20030409067	20030408
WO0061664 A1	20001019	WO2000US05974	20000306

Probable Assignee: SABIC GLOBAL TECHNOLOGIES BV

Assignee(s):(std)**:** GEN ELECTRIC

Assignee(s): GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; HOEFFLIN FRANK AXEL ; OLSON DANIEL ROBERT ; PICKETT JAMES EDWARD ; WEBB JIMMY LYNN ; WANG HUA ; SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; CARTER RANDALL LEE ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** CARTER RANDALL LEE ; HOEFFLIN FRANK ALEX ; HOEFFLIN FRANK AXEL ; LI XIANGYANG ; OLSON DANIEL ROBERT ; PICKETT JAMES EDWARD ; RICE STEVEN THOMAS ; SURIANO JOSEPH ANTHONY ; WANG HUA ; WEBB JIMMY LYNN

Agent(s): CARPINTERO LOPEZ FRANCISCO ET AL; CANTOR COLBURN LLP

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC NL PT SE

International class(IPC 8–9)**:** B32B27/00 B32B27/08 B32B27/36 B32B9/00 C08J7/04 C08L53/00 C09D167/03 G11B5/64 (Advanced/Invention); F02B61/04 (Advanced/Non–invention); B32B27/00 B32B27/08 B32B27/36 B32B9/00 C08J7/00 C08L53/00 C09D167/02 G11B5/64 (Core/Invention); F02B61/00 (Core/Non–invention)

International class(IPC 1–7)**:** B32B27/08 B32B27/36 B32B3/00 B32B7/02 C08J7/04 C08L67/02 C08L69/00 C09D167/03

CPC: Y10T428/1429 Y10T428/24355 Y10T428/24802 Y10T428/24942 C08J7/047 B32B27/08 C08J2467/00 F02B61/045 Y10T428/31504 Y10T428/31507 Y10T428/31565 Y02P20/582

European class: B32B27/08 C08J7/04L M08J467/00 R02B61/04B

US class: 428/141 428/195 428/195.1 428/195.100P 428/212 428/212P 428/40.7 428/407 428/411.1 428/412 428/423.7 428/690 525/439 525/451 525/461 525/92E 528/176 528/196 528/198

Classification Explorer

Cited documents: WO0026275 A1, US6607814 BB, US6572956 BA, US6417253 BA, US6414058 BB, US6410620 BB, US6306507 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6245118 BA, US6228910 BA, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5846659 A, US5552463 A, US5510182 A, US5321114 A, US5318850 A, US5064704 A, US5030505 A, US4992322 A, US4931364 A, US4643937 A, US4576842 A, US4503121 A, US4495325 A, US4414230 A, US4334053 A, US4281099 A, US4127560 A, US3506470 A, US3503779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, JP7081019 A2, JP61248741 A2, JP6122756 A2, JP58116148 A2, JP58030545 U1, JP58030545 U, JP2000190415 A2, JP199841, JP1201326 A2, JP1199841, JP1099841 A2, EP0733470 A1,

Forward Citations:

WO17031298, WO17031294, WO13165724, WO12135584, WO12049264, WO11039301, WO11039292, WO11009772, WO09097209, WO09097209, WO07075350, WO07075350, WO06019799, WO06019799, WO06012161, WO05037545, WO05037545, WO05000582, WO04110754, WO04085102, WO04085102, WO04074377, WO04065122, WO03047857, USRE40508, US9614113, US9604251, US9568653, US9314938, US9254506, US9034949, US8841360, US8691340, US8691127, US8628859, US8525191, US8497324, US8481630, US8481624, US8350275, US8263691, US8057903, US7838602, US7829996, US7829632, US7790292, US7754801, US7691950, US7691304, US7687583, US7686998, US7686997, US7621989, US7605221, US7524447, US7514147, US7452944, US7410700, US7326764, US7323536, US7323535, US7318958, US7273917, US7273650, US7270882, US7169859, US7169615, US7153576, US7135538, US7135538, US7109274, US7109274, US7094364, US7060217, US6984709, US6916528, US6844071, US6593406, US6538065, US6417253, US6414058, US6410620, US2012121832, US2012070676, US2011143058, US2010089637, US2010015456, US2010009207, US2009266991, US2008299354, US2008269400, US2008269399, US2008269386, US2008182094, US2008149165, US2008119618, US2008119597, US2008119596, US2007231576, US2007197700, US2007155886, US2007129492, US2007122627, US2007116959, US2007045893, US2007027271, US2007027268, US2006264582, US2006264581, US2006264580, US2006169144, US2006148984, US2006100411, US2006039096, US2006019099, US2006017193, US2006004152, US2005288406, US2005266232, US2005260369, US2005196594, US2005159577, US2005158561, US2005158554, US2005112768, US2005110978, US2005109984, US2005109983, US2005003208, US2004264444, US2004253428, US2004250944, US2004175593, US2004170788, US2004168622, US2004166323, US2004142176, US2004122202, US2003207096, US2003198813, US2003175488, TWI399290, JP4777252, JP2007523765, JP2007508963, JP2006522696, EP1820193, EP1349882, EP1316419, CN102985256, CN102712177, CN102548761, CN102548761, AU2009225641,

Abstract:
Source: US2001055671A Substantially solvent−free multilayer articles characterized by excellent color retention and gloss retention, solvent resistance and recyclability comprise a substrate layer comprising a first material selected from the group consisting of a metal, ceramic, glass, a celluosic material, a thermoset resin, and a thermoplastic resin, and a resinous coating layer which comprises at least one auxiliary color stabilizer additive and an arylate polymer comprising ester structural units derived from a resorcinol or alkylresorcinol isophthalate−terephthalate. An intermediate layer may also be present.

0) KR20060100783A – AUTO OILPRESSURE CYLINDER SPIKE CHAIN OF CAR

155) Family number: 34149050 (KR20060100783A) © PatBase

Title: AUTO OILPRESSURE CYLINDER SPIKE CHAIN OF CAR

Priority: KR20050022589 20050318

Family:

Publication number	Publication date	Application number	Application date
KR20060100783 A	20060921	KR20050022589	20050318

Probable Assignee: LEE YEONG JAE

Assignee(s):(std)**:** LEE YEONG JAE ; LEE YOUNG JAE

Inventor(s):(std)**:** LEE YOUNG JAE

International class (IPC 8–9)**:** B60C27/14 B60C27/20 (Advanced/Invention); B60C27/14 B60C27/20 (Advanced/Non–invention); B60C27/00 (Core/Invention)

CPC: B60C27/14 B60C27/20 B60C2200/04

Classification Explorer

Abstract:
Source: KR20060100783A In the present invention is equipped with a hydraulic equipment of vehicle axle of the drive shaft and the lower end of the (d) [Fig. 1] spike at the front end of the cylinder of the hydraulic oil pressure of Supply–return pipeline to help and 3])) [Fig. 1] (see FIG disc rotor disc rotor (see Fig. 4 to couple the coupling (coupling) of the disk rotor and so that the hydraulic pressure is distributed through the spike of Supply–return (see Fig 7]) wheel in the cylinder connection, 8]) spike in the core of the present invention is connected to the cylinder (see Fig disk rotor and coupling and disc rotor wheel wheel in order to smoothly connected to alignment of phase separation, 6]) assembly ketone (see Fig. 3 234–240 in the tire 7,11,12]) spike 200 of Fig. 6) (Fig. 3, inserted into the insertion groove of the first cylinder assembly and tire after inserting the spike spike cylinder couplings disc in the disc rotor and connected to the rotor disc rotor (in the spike–cylinder connection portion and each of the tire (see Fig 1,5,6]) spike cylinder after connecting the coupling point 200 of Fig. 6 in accordance with the wheel and 200 of Fig. 6 (2) (1) (see Fig. [wheel to be assembled in order after fixing the fixing bolt unit in the interior of each of the wheels by operation of a hydraulic mounted on the cylinder, so that the projecting automatically in case of rain or snow spike or even when road conditions caused him to meet road icing To safe driving by a simple operation of the driver to be invention was also used as the hydraulic jockey ever flat tire.

0) US2258120A – SORTING MACHINE FOR RECORDS

156) Family number: 30955058 (US2258120A) © PatBase

Title: SORTING MACHINE FOR RECORDS

Priority: US19390274756 19390520 GB19390015350 19390523

Family:

Publication number	Publication date	Application number	Application date
GB529844 A	19401129	GB19390015350	19390523
US2258120 A	19411007	US19390274756	19390520

Probable Assignee: DEUTSEHE HELLERITH MASCH G

Assignee(s):(std)**:** BRITISH TABULATING MACH CO LTD ; DEUTSEHE HELLERITH MASCH G ; DEUTSEHE HELLERITH MASCHINEN G

Assignee(s): DEUTSEHE HELLERITH MASCHINEN GESELLSCHAFT M B H ; DEUTSEHE HELLERITH MASCH GES MBH ; BRITISH TABULATING MACHINE CO LTD

Inventor(s):(std)**:** MICHAEL MAUL

Inventor(s): MAUL MICHAEL

US class: 209/554

Classification Explorer

Forward Citations: US3007572, US2803404,

Abstract:
Source: GB529844A 529,844. Record–card–controlled statistical machines. BRITISH TABULATING MACHINE CO., Ltd. (Deutsche Hollerith Maschinen Ges.). May 23, 1939, No. 15350. [Class 106 (i)] Sorting cards.–In a machine for sorting code cards, the card column on which sorting is effective is selected by a column–selector 32a, 53, which, when sorting of the cards on that column is completed, is automatically adjusted to the next column by a special last card, the cards being fed transversely of the columns, whereby the time in the cycle at which the selected column is read is according to the setting of the selector. The special card also auto–transfers the control from one designation to the next in the one column, the cards from the reject box after each designation sorting being re–inserted by hand in the supply magazine. Fig. 1 shows a code card with upper and lower card fields punched according to the code of Fig. 2; the combination " S " is punched in each column of the special card. The cards are fed through the machine in a direction at right angles to the line of the columns. The reading means consist of four wire brushes 10 to read the four hole positions of a column simultaneously and this set of brushes is adjusted laterally along the rod 17 to read the upper or lower card field. The cards are fed from the supply magazine by picker 12 and three pairs of rollers 13 to a " selected " pocket A or the " reject " pocket R under control of the sorting magnet 15. The code readings are decoded in known manner by four magnets 60 controlling ladder circuits 61a and ten lines 81 connected to studs 81a, of which line 81–S corresponds to the holecombination S for the special card; the latter is placed on top of the cards in the supply magazine. The column–selecting device consists of a wheel 35 continuously driven from the card–feed mechanism and carrying contact means 34 which bridge a stationary contact ring 33 and an insulated conducting spot 32a carried on a stationary shaft 30. Time of bridging in the cycle will therefore depend upon the setting of the angular part 32a, the shaft 30 being adjustable. The pointer 53 carried with the part 32a, coacts with a scale 53a to show which of the fifteen card columns has been selected as the first column for sorting. Contact means 43 carried by the shaft 30 bridge a stationary contact ring 44 and a ring 40 which is conductive except for an insulating spot 42. This ring 40 is manually adjustable, for last column selection, by a pointer 41, so that if it is set at " 7 " as shown in Fig. 3, when after seven automatic adjustments from column " 14 " the pointer 53 reaches column " 7 " the spot 42 interrupts the holding circuit 87 of the motor and brings the machine to rest At each card run, the arm 21 on shaft 25 is moved automatically one stud to the next designation of the card column and an indicator shows the designation being dealt with. Circuits.–When start key 50 is closed, relay 65 closes contacts 88 to energize motor 11 and closes contacts 87 to give a holding circuit for relay 65 through stop key 52 and parts 44, 43, 40. Sorting proceeds for designation " O " column " 14," of the card and at the end of this first run, cards so punched are in box A all others in box R, and the last, special card S, has energized line 81–S. Magnet 23 actuates pawl 85 to move the shaft 25 and arm 21 one step to the " 1 " stud 81a. The cards from reject box R are replaced manually in the supply magazine and sorting proceeds on designation "1," column " 14." Such cards go into box A on top of the cards punched " O," column "14" and the rest into box R. At the end of ten such sortings for column " 14 " as arm 21 passes from stud " 9 " to stud " O," the insulated conductive end 83 bridges contact 26 to energize the relay 27 which then actuates pawl 29a to advance the shaft 30, together with parts 32a and 43, one step. The movement of part 32a alters the timing relatively to continuously rotated parts 35, 34 that circuit is now made as the brushes read column " 13." Ten more sortings occur on column " 13 " and then a further shift to column " 12 " and so on. After column " 7 " has been fully dealt with, the next timing adjustment of part 32a coincides with arm 43 reaching the insulated spot 42, so that the latter breaks the holding circuit 51b, 87, relay 65 is de–energized and opens contacts 88 to stop the motor 11. After selecting column " 14, " say, as the first column for sorting, if it is desired to start at, say, designation " 5 in column " 14," key 24 is closed the requisite length of time for magnet

23 to advance arm 21 to the number " 5 " stud 81a.

0) FI8067A – BARKNINGSMASKIN FOER MASSAVED

157) Family number: 39297566 (FI8067A) © PatBase

Title: Barkningsmaskin foer massaved

Family:

Publication number	Publication date	Application number	Application date
FI8067 A	19200517		00000000

Inventor(s):(std): OSKAR NYSTROEM FRANS

Inventor(s): NYSTROEM FRANS OSKAR

International class (IPC 8–9): B27L1/00 (Advanced/Invention); B27L1/00 (Core/Invention)

International class (IPC 1–7): B27L1/00

Classification Explorer

Abstract:
Source: FI8067A 1/ «4k 1/ ka– vtterUtnl af att klakWa« tiyok ass« Wttaa Ir rssgl«rssart mielet « fJMraal« latrdalag, kvftlkaa mtiiift |«r rlka fir I« «Utar Ml Hlntlter «m lyfitå «ill flljt «f klattern «jlmteWe percent 0(? Tyoenjohtaja Frans Oskar Bystroem, War kau e, líassapuiden kuorimlskone. Puheenaoleva kone on tarkoitettu massapuiden kuori– miseen ja on kuten oheelliset piirustukset osottavat paran– nus taehaen saakka samassa tarkoituksessa kaeytetyistae koneista» Sillae voidaan kuoria minkae paksuisia ja pituisia pilkkeitae tahansa. Sopivin pituus on kuitenkin 1 – S metriae. Piirustus 1. esittaeae koneen kahtena leikkauksena,kuv.l. vaakasuorana leikkauksena ja kuv« 2 osaksi paeaetykuvan leik– kauksena, joka on tehty teraekehraen ympaerillae olevan suojus – ?alpan halki. Piirustus II# on vaihtoehtoinen muoto syoettoelaitok– sesta vaakasuorana leikkauksena. Koneen muodostaa kaksi yhteiseen muta ja lus taan sovi– tettua laakeria 1, 2, joissa paeaeakseli 3 siihen kiinitet– tyine teraekehrineen 4 pyoeriiss Teraekehraen ympaerille on asetet– tu suojusvaippa 5 ja naemae molemmat muodostavat yhdessae tuho– tinlaitteen, jonka avulla puista irroitettu kuori kulkuetuu poisss Teraekehraen edeseae ja osaksi suo juova lp paan sulettuna on kohtisuorassa asennossa oleva silinterinmuotolnen kuorimls– poeytae 6, johon on tehty uurteen muotoiset aukot, joista terae– kehraeaen kiinnitetyt teraet 7 pistaevaet esiinss Kuorimispoeytae hoikin muotoisen akselia 8 kautta asettelulaltteen yhteydessae. Sopivaan asentoon teriin naehden on sijoitettu pilke laatikko 9, joka pilkkeiden syoettaemistae varten on varustettu juoksurullil– la 10 ja joustavilla ohjaajilla 11» Etumaisiksi ja siten helpoimmin saavutettaviksi ovat ohjaus– ja syoettoelaitteet sijoitetutss Paeaetarkoituksena taellae uudella rakenteella on: ettae sillae kuorittaessa saadaan mahdollisimman suuri saeaestoe aikaan, t.sss puista kuoritaan pois vain ne osat, jotka eivaet kelpaa massan valmistukseen ja se kaey mahdolliseksi sen kautta ettae kuo rimispoeytae 6 on siirtyvae akselin suuntaan ja kaeynnissae oi– Sw y – 2 – lessa helposti sovitat tavissa terien mukaan, josta on seurauksena, ettae lastun paksuutta tarpeen mukaan voidaan lisaetae tahi vaehentaeae. Taemae asettelu toimitetaan rattaalla 12, joka kierrepintelillae 13 on yhdistetty kannakkeeseen 14, joka viimeksimainittu kuulalaake– reilla 15,16 sulkee pysaehdysrenkaan, joka on knorimispoeydaen 6 yh– teydessae olevassa hoikin muotoisessa akselissa 8. Kuulalaakeri 18 on sijoitettu paeaeakeelin 3 tueksi. Kuorittavan puun syoettaemisen ja pyoerittaemisen toimittaa ko– neellisesti hammaarulla 19, jonka akseli 20 toisesta paeaestaeaen on yhdistetty kytkimeen 21, jonka vaelityksellae se saa pyoerivaen liik– keensae. Sen johdosta ettae hammasrulla–akseli muodostaa suoran kul– man pilkkeen akselia vaataan, tulee viimemainittu pyoeriessae kulke– maan eteenpaein. Kuta ohuempi pilke sitae suurempi on kulma ja siis nopeampi eteenpaein syoettoe ja vastakkaisessa tapauksessa hitaampi, mutta kun pyoerimisnopeus pysyy samanlaisena on siitae seurauksena ettae kuoriminen pintayksikkoeae kohti pysyy samanlaisena riippumatta puun paksuudesta. Laakeri 22, joka on tukena hammasrulla–akselille 20 on ta– pin 23 kautta yhteydessae liukupinnan 24 kanssa. Pienenpien sysaeyk– sien vastaanottamista varten on laakerin 22 ja liukupinnan 2 4 vae– li iné o vit et tu kierrejousi 25, Kun suurempia ja voimakkaimpia sy– saeyksiae sattuu siirtyvaet ne mainitun klerrjouBen kautta liukupin– taan 8, jonka alasivulla on hammastenko 26, jonka koeysiratas akse– lissa 28 olevan hammasrattaan 27 kautta siirtaeae sysaeyksen koeyteen 29, ja lopuksi vastaanpttaa sysaeyksen jousilaite 30, joka jaennitys– laitteella 31 voidaan jaennittaeae tarpeen mukaan. Taellae jaennitys" laitteella voidaan siten pilkkeen paine kuorlmapoeytaeae ja teraeae vas– ten samalla kertaa jaerjestaeaess vt. Uutta pilkettae koneeseen pantaessa kaeytetaeaen joko kaesin ra– tasta 32, joka on kiinnitetty koeysirattaan akseliin 28, tahi myoes– kin jalalla painetaan vipuvarta 33, joka vuorostaan kangen 34 kaut– ta vaikuttaa akseliin 3 5 sovitettuuijtltkBkytkimeen 36, jonka va– paana kulkevan puoliskon muodostaa hammasratas 37, Heti kun kytkeminen on tapahtunut, joutuu mainittu hammas– ratas pyoerimaeaen ja samalla myoeskin sitae vastassa tyoeskentelevae ham– masratas 27 koeysirattaan akselissa 28, Siitae on seurauksena, ettae jos joko kaesin tahi edellaeselitetyn kytkinlaitteen avulla pannaan <H' o and f – 3 – koeysipyoeraeaksell £8, ja sen yhteydessae oleva hammasratas 27 liik– keeseen, siirtyy liukupinta 24 ja sen yhteydessae oleva hammaerulla 19 8Ivalle,jaettaeen vapaan tilan pilkkeen sisaeaen panemista varten, jotta se niin pian kuin taemae on tapahtunut automaattisesti jousi– laitteen 30 vaikutuksesta palautuisi siihen asentoon, Jonka sisaeaen. pannun pilkkeen suuruus vaatiiss Eartlomaisten hanaa eratas vaihteiden 38, 39 vaelityksellae saa– vat sekae akseli 35 ettae ha**asrnl la–akseli 20 liikkeensae hihnan kaeyttaemaestae akselista 40, Kuten piirustuksessa on osotettu kaeyttaeae hihna Hkjr and skln paeaeaksella 3, mutta mikaeaen ei estae sitae suorastaan yhdistaemaestae saehkoemoottoriin varsinkin kun

sen klertoluku on 800 – 900 minuutissa» Piirustuksessa 2. osotettu vaihtoehtoinen muoto syoettoelaite teestae on periaatteessa yhtaelaeinen ai ka isemmin selitetyn kanssa, sillae poikkeuksella, ettae sitae ruuvi vaihteen 41 vaelityksellae suoras– taan kaeyttaeae paeaeakseli 3, sekae ettae hammaarulla 19, jo ia saa liik– keensae hammasvaihteiden 42, 43, 44 kautta, on sovitettu 30 degrees kulmaan vaakasuorassa tasossa olevaa vipuvartta 45 vastaan ja kohoaa ja laskeutuu tarpeen mukaan akselin 46 kanssa yhteydessae olevan vipu– varren 47 vaikutuksesta. Patenttivaatimukset, 1/ Kuorimiskone, ollen tunnusmerkkinae ettae kuorimapoeytae siirtyy laehemmaeksi tai kauemmaksi teraekehraeaen kUaenitetyietae teristae, joten tyoen kuluessa helposti voidaan jaerjestaeae kuori la stun paksuutta, 1 / «4k 1 / ka–vtterUtnl af att klakWa« tiyok a ss «Wttaa Ir r ss gl« r ss art minds «fJMraal« latrdalag, kvftlkaa mtiiift | «r rlka I fir« «Ml Utar Hlntlter« m lyfita «ill flljt« f klattern «jlmteWe percent 0 (? Foreman Frans Oskar Bystrom, War urban e liassapuiden kuorimlskone. speech, the machine is designed for a mass tree–bark–ing, and is as oheelliset drawings osottavat repent so far for the same purpose on the machinery» It may be peeled from the thickness and length of any pilkkeitae. most suitable length, however, 1 – D m. Drawing 1 illustrates the machine in two in section, kuv.l. a horizontal section and Fig «2 into an end view in section, which is made around the cap teraekehraen –? alpan crack. Drawing II, # is an alternative form of syoettoelaitok OF THE horizontal section. machine to form two common mud, and lus is arranged tettua the bearing 1, 2, which main shaft 3 of the ILs–tyine teraekehrineen 4 rotates ss Teraekehraen around is set into a shroud 5, and these two together form a destructive communication terminal that allows the trees disconnected from the shell kulkuetuu off ss Teraekehraen edeseae and into the direct line LP Paan melts is perpendicular to the silinterinmuotolnen kuorimls table 6, which has been slit–shaped openings, which the blade–I spin attached the blades protrude 7 ss Kuorimispoeytae of the sleeve–shaped shaft 8 via a connection asettelulaltteen. The appropriate position relative to the blades are positioned with a twinkle in box 9 of chopped firewood for the supply is equipped with a juoksurullil–Sat 10 and flexible pilots 11 "front and thus most easily achieved by the control and supply equipment located ss The main purpose of this new structure is: that it is peeled to maximize savings time, ie, ss the trees is peeled off only the parts that are unsuitable for mass production and it becomes possible through the death rimispoeytae 6 is a moving direction of the axis and on–going legal Sw y – 2 – Lessa easily fit a Lable blades depending on which has the effect the chip thickness can be added as needed to reduce the Tahi. This layout is supplied by a wheel 12, which kierrepintelillae 13 is connected to the support 14, the latter vectors ball bearings 15,16 closes the stop ring which is knorimispoeydaen 6 in connection with a sleeve–shaped shaft 8 Ball bearing 18 is disposed paeaeakeelin support 3. Peelable timber rotation to provide input and mechanically co–hammaarulla 19, whose shaft 20 is connected at one end to the coupling 21 through which it receives the rotary movement as a result. As a result, the toothed roller shaft forms a right angle with the axis of chopped vaataan, it is the latter rotates, passing forward. Twinkle someone thinner the higher the angle, and therefore a faster forward pass and in the opposite case, a slower, but when the rotation speed remains the same is a result of the fact that the shell surface of the unit remains the same regardless of the thickness of the wood. The bearing 22 which is supported by the tooth roller shaft 20 is a pin 23 connected through the sliding surface 24. Small Small intermittently Sien for receiving the bearing 22 and the slide surface 2 of the 4 VA–phenyl ine No vit do not base the coil spring 25, when bigger and more powerful myocardial saeyksiae happens to move them to the klerrjouBen through the sliding surfaces to 8, the underside of the rack and pinion 26, the cable car gel shaft 28 to the pinion 27 via the impetus to move the rope 29, and finally vastaanpttaa impetus for spring means 30 to the tension device 31 may be tensioned as necessary. In this tension, "the device can then be chopped wood and kuorlmapoeytaeae pressure against the blade at the same time hold ss vt. The new box and stack machine In implementing either manually limits of these 32, which is attached to the cable car to the shaft 28, or of the each leg is pressed the lever specifically 33 which in turn the rod 34 through the influence shaft May 3 sovitettuuijtltkBkytkimeen 36, which as the free running half to form a tooth sprocket 37, as soon as Connecting has been made, will have said tooth–sprocket to rotate and at the same time also the confronting working pinion 27 cable car shaft 28, As a result, if either manually Tahiti edellaeselitetyn switch device to be <H 'o and f – 3 – koeysipyoeraeaksell £ 8, and is attached to the pinion 27 circulation, moves the sliding surface 24 and an adjacent hammaerulla 19 8Ivalle, leaving a free space of chopped wood for insertion of order it as soon as this is done automatically by spring device 30, the effect restore the position into which the.Magnitude requires a pan of chopped ss Eartlomaisten tap eratas gears 38, 39 are given the means and the shaft 35 that ha ** asrnl la–axis movement of the belt 20 from using the shaft 40, as in the drawing is used as a belt osotettu Hkjr and skln paeaeaksella 3, but there is no prevent it actually joined by an electric motor, especially when the klertoluku of 800 – 900 minutes "In the drawing, 2 osotettu alternative form of feed device tea is basically equal al avg isemmin described with the exception that the screw gear 41 through in direct to use the main shaft 3, and that hammaarulla 19, which ia receives its movement the gears 42, 43, 44, 30 are arranged at an angle to the horizontal plane against the lever arm 45 and is raised and lowered as necessary in connection with the shaft 46 of the lever arm 47 the impact. The claims, 1 / peeling machines, being the badge of the kuorimapoeytae moves closer to or farther away from teraekehraeaen kUaenitetyietae the blades, so the work can easily be arranged within the shell thickness of the stun la,

0) DE19502143A1 – MOTOR VEHICLE WHEEL–GRIP AID GLEITSCHUTZVORRIC...

158) Family number: 17992539 (DE19502143A1) © PatBase

Title: Motor vehicle wheel–grip aid

Priority: DE19951002143 19950125 DE19961001150 19960115

Family:

Publication number	Publication date	Application number	Application date
DE19502143 A1	19960808	DE19951002143	19950125
DE19601150 A1	19970717	DE19961001150	19960115

Probable Assignee: KRIEGLER FRANZ

Assignee(s):(std)**:** KRIEGLER FRANZ

Assignee(s): KRIEGLER FRANZ 22885 BARSBUETTEL DE

Inventor(s):(std)**:** KRIEGLER FRANZ

Inventor(s): KRIEGLER FRANZ 22885 BARSBUETTEL DE

International class (IPC 8–9): B60B39/00 B60C27/04 B60T8/171 (Advanced/Invention)

International class (IPC 1–7): B60B15/10 B60B39/00 B60C27/00

CPC: B60B39/00 B60C27/045 B60T8/171

European class: B60B39/00 B60C27/04B B60T8/00B2 B60T8/171

Classification Explorer

Cited documents: US3482617, US3018837, US2456438, US1209062, DE931930, DE683247, DE4324747, DE4010212, DE3815684, DE3509967, DE3438225, DE3316637, DE3106590, DE2905242, DE2800709, DE2750111, DE2040448, DE1028443,

Abstract:
Source: DE19502143A1 The grip chain (15) is made of interlocking elements which slide into each other to reduce the chain length. The chain is stored on the side of the wheel and is attached to flexible mountings (42) which are wound on servo drives (3) on the side of the wheel. When extra grip is required the servo drives are activated to move the chain onto the wheel tread. A simple design uses flexible steel tape supports wound onto servo driven drums. Another flexible support is obtained from a chain of ball shaped elements guided in a flexible guide. The servo drives include sprocket wheels engaging the support contour e.g. slits in the steel tapes. The control system includes position control switches to regulate the end positions of the drives, as well as centrifugal switches.

159) Family number: 1927816 (DE2300953A1) © PatBase

Title: AUTOMATISCHE WAGENHEBE– UND RADLOESUNGSBZW. BEFESTIGUNGS–EINRICHTUNG AUTOMATIC CAR LIFTING AND RADLOESUNGSBZW. EQUIPMENT MOUNTING (Machine translation)

Priority: DE19732300953 19730110

Family:

Publication number	Publication date	Application number	Application date
DE2300953 A1	19741010	DE19732300953	19730110

Probable Assignee: PAGLIARAA ANTONIO

Assignee(s):(std)**:** PAGLIARAA ANTONIO

Assignee(s): PAGLIARAA ANTONIO 6000 FRANKFURT

Inventor(s):(std)**:** PAGLIARAA ANTONIO FRANKFURT

Inventor(s): PAGLIARAA ANTONIO 6000 FRANKFURT

International class (IPC 8–9): B60S9/04 (Advanced/Invention); B60S9/00 (Core/Invention)

International class (IPC 1–7): B60B29/00 B60S9/04 B60S9/06

CPC: B60S9/04

European class: B60S9/04

Classification Explorer

Abstract:
Source: DE2300953A1 ssssWARNUNGssss Anfang CLMS Feld konnte Ende DESC uberlappen ssss Das Zahnrad 15 steht im Eingriff mit der Zahnstange des Wagenhebers 20 der in einer Fuehrung 21 gleitet, die an geeigneter Stelle des Wagens befestigt ist Der Antrieb erfolgt ueber einen kleinen Elektromotor 19S dessen Kabel 22 zu einem vorgesehenen Schaltknopf am Armaturenbrett des Wagens fuehrt.

Machine translation: SsssWARNUNGssss beginning CLMS could box end DESC overlap ssss The gear 15 is engaged with the rack of the jack 20 of the slides in a guide 21 which is fixed at an appropriate point of the car is driven by a small electric motor 19S its cable 22 to a provided power button on the dashboard of the car leads.

0) US2696286A – APPARATUS FOR JUSTIFYING TYPEWRITTEN MATERIAL

160) Family number: 19815633 (US2696286A) © PatBase

Title: APPARATUS FOR JUSTIFYING TYPEWRITTEN MATERIAL

Priority: 19500317 US19510215748 19510315

Family:

Publication number	Publication date	Application number	Application date
CH300044 A	19540715		19510313
FR1025549 A	19530416		19500317
GB715115 A	19540908	GB19510003668	19510215
US2696286 A	19541207	US19510215748	19510315

Probable Assignee: LEGLISE PIERRE

Assignee(s):(std)**:** LEGLISE PIERRE ; PIERRE LEGLISE

Inventor(s):(std)**:** LEGLISE PIERRE ; PIERRE LEGLISE

International class (IPC 8–9)**:** B41J19/64 (Advanced/Invention); B41J19/60 (Core/Invention)

International class (IPC 1–7)**:** B41J19/64

CPC: B41J19/64

European class: B41J19/64

US class: 400/11 400/15

Classification Explorer

Cited documents: US2418474 A, US2263642 A, US2233092 A, US2215119 A, US2162565 A, US2142561 A, US2111410 A, US1457853 A,

Forward Citations: US3272306, US2907437, US2852121, US2834448,

Abstract:
Source: GB715115A 715,115. Typewriters c. LEGLISE, P. Feb. 15, 1951 [March 17, 1950], No. 3668/51. Class 100 (4) In an end–of–line justifying typewriter wherein the first part of the line is typed in the usual manner and justification is effected in a terminal segment (comprising e.g. 20 normal letter spaces) by contraction or expansion of the text, a first member, longitudinally adjustable and fixed to the frame of the machine, is engaged by a second member, carried by the escapement rack or the carriage of the machine, when the escapement rack reaches a predetermined position, to cause either, both the platen and carnage or the platen only to have a differential sliding motion of pre–selected amplitude and direction in relation to the escapement rack of said machine and causing the justification on the terminal segment. In the embodiments described, texts comprising 16–24 character spaces c. are justified into a normal 20 letter–space terminal segment by giving a movement to the platen 21 relative to that of the escapement held rack Cr. The platen carriage Ch may be integral with either the platen or the rack in any of the various embodiments so that justifying mechanisms to be described may be fitted either on the carriage plus platen assembly or on the carriage plus rack block causing relative movements to the rack or platen respectively. In an example described with regard to Figs. 8 and 9 the first member in the form of a rectilinear guide 57 pivoted at 58 on a piece 68, is slidably adjusted and locked by a latch 63–64, on a margin stop rack 69 so that the commencement 58 of the guide 57 is coincident with the commencement of the terminal segment. The second member is in the form of a touching–rod 32 displaced according to the inclination of the guide 57. The rod 32 carries a slider 30 having an oblique slot 29 in which travels a pin 28 fixed to an arm 26. The end of the arm 26 carries a catch–pin 25 engaging in a groove 24 of the platen 21 so that as the touching rod 32 is displaced the action of the slot 29 on the pin 28 will effect a leftward or rightward movement of the platen 21 according to whether the guide 57 inclines upwardly or downwardly. The parts 29–30 forming the transmission means may be fixed to (a) the escapement rack, (b) the platen plus carriage block with suitable connection of the arm to the rack or (c) to carriage plus rack block. The inclination of the guide, which may also take the form of a grooved or slotted rod, is set according to the amount of contraction or extension required, by locating a catch 60a in one of the notches 62 in an arc 61 attached to the piece 68. The notches marked +IV to –IV correspond to whether the terminal text has to be increased or decreased by four character spaces. The positions of the notches are determined in the manner indicated on Fig. 23 (not shown). The manner in which the touching rod 32 transmits its displacements to effect displacements of the platen relative to the rack may be arranged (a) as shown in Fig. 11, in which the gear wheels 35–37 may be of fixed ratio to give equal, greater or less movements to the arm 26, (b) by slotted bell–crank mechanisms, (c) by a helically grooved sleeve arrangement, or (d) by a simple lever action. The means for adjusting the relative movement between the platen plus carriage assembly and the rack, instead of being part of the first member or rectilinear guide 57 attached to the margin stop rack, may be incorporated in the second member with the guide 57 fixed at a constant inclination. Fig. 24 shows one

example in which the pin 28 of the touching rod 32 reciprocates in a slot 29 in a disc 37 carried by a slider 30 moving in a frame 31. The disc 37 can be rotated to vary the inclination of the slot. The slot may also be formed on a rotatable arm which can be located in notches in a sector integral with the arm 26. The arm 26 and sector may be mounted on (a) the platen 21, (b) the carriage plus platen assembly, (c) carriage pius rack block or, (d) the rack, and the touching rod and the frame 31 carried on the corresponding relatively moving system viz carriage plus rack block, rack, platen or carriage plus platen assembly respectively. In the second type of justifier described with reference to Figs. 42–61 of which Figs. 51 and 58 only are shown, the justifying means comprises a justifying lever L which is pivotally mounted at 0 on (a) carriage plus rack block, (b) the rack, (c) the platen or (d) platen plus carriage assembly. This lever L contacts an actuating stop B adjustable along the margin stop rack 69 so that the lever L is engaged at the commencement of the terminal segment. When letter–spacing now occurs the lever L pivots, and in the embodiment shown in Fig. 51, in which the lever L is mounted on the rack Cr, a groove or slot G engages a pin member A adjustably mounted on a notched rod T fixed to the carriage. According to whether the pin member A is above or below the pivot of the lever L, contraction or extension movement is imparted to the carriage relative to the rack. The pin member A may be mounted on a slider C to which is attached a flat spring l engaging the notches +IV to –IV; alternatively, the pin A may be formed at the end of a flat bar and slide in a slot in the rod T. In such embodiments (Figs. 53–57 not shown) the spring l is mounted on the rod T and urges the flat bar, which is notched with the adjustment settings IV to –IV, into a locating pin on the rod T. Further, the lever L and the rod T may be formed of channel section, Fig. 58, with the pin A adjustable by a rod T^1. The pivot 0 for the lever L is mounted by four screws and blocks u; to the back of the channel, and the boss h of the pivot is located in a bearing hole D^1 in the rack Cr. In a third type of justifying mechanism described with reference to Figs. 62 to 81, of which Figs. 67, 79 and 81 only are shown, the justifying lever L is pivotally fixed to a slider C, Fig. 81, adjustable along the margin stop rack 69 and the relative movement between the carriage rack Cr and the platen carriage Ch is derived by the engagement of the rack Cr and carriage Ch at different points of the lever L. Up to the commencement of the terminal segment, the rack and platen are locked together by a locking–pin e, Fig. 67, on a rocking–bar pivoted (e.g. in the embodiment shown in Figs. 79, 81) on the rack Cr. When the rod T, slidably adjustable on the platen plus carriage assembly, approaches the commencement of the terminal segment the pin e is depressed and a back–support finger d rises to engage the rear of the lever L so that when the point P on the rod T, which is part of the carriage assembly, now moves the finger d, the rack Cr will move to a different extent. With the rod T slidingly set in a guide g to engage notch –IV the lever L moves from a line passing through a point marked "zero" on the axis X–X to a line O–M; it will be seen that while the point P associated with the carriage Ch travels horizontally from zero letter space (point S) to 19+P, the finger d associated with the rack Cr travels only from zero to 15+P. The increment y in this and previously described embodiments indicates the actual position in which printing takes place when using escapement mechanisms in which letter spacing is split into two movements, one before, and one after printing. The rod T has flanges T1 and T2 which ensure that the pin e is depressed for each adjustment in the guide g and whilst it moves relatively to the rod T during justification. The positions of the rod T and the finger d may be interchanged as in the embodiments relating to the two types previously referred to.

0) FI5916A – APPARAT FOER FOEREVISNING AV LEVANDE BILDER

161) Family number: 39295786 (FI5916A) © PatBase

Title: Apparat foer foerevisning av levande bilder

Family:

Publication number	Publication date	Application number	Application date
FI5916 A	19141008		00000000

Probable Assignee: AD DISPLAY MACHINE CORP

Assignee(s):(std)**:** AD DISPLAY MACHINE CORP

Inventor(s):(std)**:** AUSTIN S B ; TILLEY J F

International class (IPC 8–9): G03B25/00 (Advanced/Invention); G03B25/00 (Core/Invention)

International class (IPC 1–7): G03B25/00

Classification Explorer

Abstract:
Source: FI5916A 1 ... katkaisija 55, kuv. 2, Johon vaikuttaa osaksi Jousi, osaksi saatavassa hammaspyoeraessae 32 oleva nasta. Eteenpaein, X and KIXXiÿ'tapahtuvassa liikkeessae, Jolloin kuvalasln eri osat ovat tMkArrf' paljastwat esitettaeviksi taittokaiterin kirkkaiden pintojen lapl, on lamppu sytytetty,mutta kun paeinvastainen liike tapahtuu, on lamppu sam– mutettu. . Sitaepaitsi voidaan kaeyttaeae katkaisijavartta vastustusnavan kytkemis– tae varten moottorin virtapiiriin Ja siitae erille, niin ettae kone kulkee hitaammin kun kuvaa esitetaeaen, mutta saa suuremman nopeuden, kun luisti siirretaeaen pois Ja uusi saatetaan asemilleen. Sen sijaan ettae poeytae pidetaeaen liikkeessae pienen telkirattaan 37 avulla, kuten osoitetaan kuvissa 1 ja 2, saattaa sen reuna olla varus– tettu hampailla tai syvennyksillae 37a /osoitettu pilkutetuilla viivoil– la kuvassa 23/, Joihin vaikuttaa telkihaka 36a varressa 38, jonon tanko– niveleen avulla vaikuttaa viputanko 59, mikae kannattaa pilkutetuilla viivoilla osoitettua vartta 60, johon taas saattaa vaikuttaa kampitapin– varressa 19 oleva tela 33ss ijawn Viputanko 59 saattaa kiertyae nastan 61 ympaeri Ja siilien saattaa vai– ss kuttaa Jousi 62. Siirtaemaellae tankonivei aukkoon 63 Ja Jousi aukkoon 64 aikaansaadaan ettae telkihakavarsi 58 ottaa ainoastaan joka toisen poey– daessae olevan hampaan multaansa, minkae kautta Joka toinen eikae Jokainen poeytaeaen sovitettu luisti siirtyy eteenpaein esitettaevaeksi. Telklhaka 36a aikaansaa kllnnilukltsemisen, kun se sattuu pysaekeruuviln 64. Telklpyaeraeae varten asetetun suojustimen, kuv. 1 Ja 2, avulla voi– daan telklhaka 36 saattaa vaikuttamaan siten, ettae kukin tai Joka toi– nen luisti poeydaessae Joutuu kaesittelyn alaiseksi, kuten yllae on seli– tetty. Kuvassa 23 on osoitettu kilntonalsessa jalustassa oleva suojalai– te 65, Joka on vallan poeydaen 14 alla, Ja tukee telaa 16a niin ettae, Jos laite asetetaan kaltevaan asentoon, mikae on tavallista elaevien ku– vien teaterissa, luistit eivaet luisu ulos, kun ne saapuvat poeydaen alem– paan puoliskoon. 66 osoittaa vartta, Joka vaikuttaa teloihin 16a niis– sae luistlssa, mitkae mahdollisesti ovat siirtyneet, Ja vie ne jaelleen asemilleenss Ne laitteen laadintamuodot, Joissa luistit kaeaennetaeaen asemilleen, ja joissa kaeytetaeaen yhteistae taittokalterla, ovat esitetyt ainoastaan mah– dollisuuksina, samalla kun kuvissa I0–20 osoitettu muoto, jossa kuvale– vy ja taittokalterl ovat sovitetut kehystaeaen, mikae muodostaa kokonaisuu– den selitettyyn laitteesen naehden semmoisen luistin vaikutuksen alai– sek3lsaattamlsta varten, on paras laadintamuoto keksinnoestae Ja kokeissa osoittautunut sopivimmaksi ja kaeytaennoellisimmaeksi. Patenttivaatimus. 1. laite kinematografisen kuvavaikutuksen aikaansaamista varten yhdistettyjen luistien avulla, joihin kuhunkin kuuluu laepikuultava kuva– levy ja taittokalterl, tunnettu laitteista, mitkae automaattisesti vievaet luistit yhden kerrallaan valalstuspaikkaan ja siltae pois, sekae laitteis– ta, jotka automaattisesti saattavat kunkin luistin vaikutuksen alaisek– si, silloin kun taemae on valaistuskohdassa, niin ettae se synnyttaeae kine– matograflsen vaikutuksen. ... 1 circuit breaker 55, Fig. 2, which depends on into the spring, into accessible on the gear wheel 32, a pin. Forward, and the X KIXXiy'tapahtuvassa motion, In the various components of the kuvalasln tMkArrf 'paljastwat presented to an overseer diverting the surfaces of bright LAPL, the lamp is switched on, but when the opposite movement occurs, the lamp is switched off.. Besides, the resistance can be used katkaisijavartta hub coupling of the motor circuit and it heats, so that the machine runs slower when displaying an image, but not a higher speed when the slide is moved out of their stations and the new may be. Instead of a table kept in motion by low telkirattaan 37, as shown in figures 1 and 2, may be its periphery be provided with teeth or recesses 37a / addressed primed by the solid line configuration in Figure 23 /, which are affected by telkihaka 36a of the arm 38, the queue rod joint control interacts with an arm 59, which is worth primed lines assigned to the arm 60, which in turn may be affected by a crank–arm 19 of the roller 33 ss ijawn lever rod 59 may pivot pin 61 around and hedgehogs may or–ss affect spring 62 moving tankonivei into the opening 63 and the spring opening 64 is achieved by the telkihakavarsi 58 to take only every other feeding table of the tooth mold trap, through which every second and every table with a slider moves forward presentation. Telklhaka 36a provides a kllnnilukltsemisen when it happens to pysaekeruuviln 64 Telklpyaeraeae set for the shielding, Fig. 1 and 2, allows for the telklhaka 36 may influence, such that each or every second slide table He has to treatment; as described above is explained. Figure 23 has been shown to kilntonalsessa the base of the suojalai–te 65, which has a power table 14 below, and supports the roller 16a so that, if the device is placed in an inclined position, which is typical of living as shown in FIGS teater in, pads do not slip out when they arrive at the table lower halves. 66 shows the arm, which appeared in the rollers 16a niis–SA

luistlssa, which may have been transferred to, and takes them back their stations ss The device preparation of forms in which the slides turned to their stations, and with a common taittokalterla, are presented only for opportunities, while the images I0 –20 addressed to the form in which the kuvale plate and taittokalterl are made up of a framework, which forms the overall described the device via a relation to such a one skate under the influence of sek3lsaattamlsta, is the best form of preparation of the invention and the tests proved to be the most appropriate and practical. The claims. 1 device kinematografisen image effect in order to obtain a combined slides through each including a transparent image plate and taittokalterl, characterized in equipment which automatically take up the slides one at a time valalstuspaikkaan in and out of and apparatus used for automatically may each slide influence of alaisek–si, when it is lighting section, so that it generates matograflsen the influence kinetics.

162) Family number: 507528 (DE2025520B2) © PatBase

Title: AUTOMATIC FITTING SNOW TRACK FOR TYRE – WITH AUTOMATIC CLAMPS TO FIT LEADING EDGE OF TRACK TO TYRE

Priority: DE19702013379 19700320 DE19702025520 19700526

Family:

Publication number	Publication date	Application number	Application date
DE2013379 A1	19711209	DE19702013379	19700320
DE2013379 B2	19731115	DE19702013379	19700320
DE2013379 C3	19740606	DE19702013379	19700320
DE2025520 A1	19720203	DE19702025520	19700526
DE2025520 B2	19751113	DE19702025520	19700526
DE2025520 C3	19760616	DE19702025520	19700526

Probable Assignee: BLOD THEODOR

Assignee(s):(std)**:** BLOD THEODOR

Assignee(s): BLOD THEODOR 7740 TRIBERG

Inventor(s):(std)**:** BLOD THEODOR

Inventor(s): BLOD THEODOR 7740 TRIBERG

International class (IPC 8–9)**:** B60C27/14 B60C27/16 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60C27/06 B60C27/14 B60C27/16 B60C27/20

CPC: B60C27/145 B60C27/16 B60C27/20

European class: B60C27/14F B60C27/16 B60C27/20

Classification Explorer

Forward Citations: WO15164099, WO10049558, US4224972, ES2343344, DE19802543, DE102011008411, CN103317984,

Abstract:
Source: DE2025520B2 The snow tack is made up of an elastic band to encircle the tyre, with a pattern of grip teeth fitted to the band. The track is normally housed in a special container on the car and is released by a dashboard control. This feeds the track towards the tyre, which is rotating slowly. The leading edge of the track is fitted with hinged clamps which grip the tyre by swinging into an upwards position i.e. towards the hub. A special coupling pad is fitted to the rear of the band, extending over the leading edge so that the trailing edge is automatically clipped in place. Extra security can be obtained by fitting a clamp after the track is in place.

0) DE102010030572A1 – HYBRID DRIVE FOR MOTOR CAR IN CITY TRAFFIC, HAS...

163) Family number: 50263211 (DE102010030572A1) © PatBase

Title: HYBRID DRIVE FOR MOTOR CAR IN CITY TRAFFIC, HAS INPUT SHAFTS ROTATABLY ARRANGED IN ONE OF SWITCHABLE IDLE GEARS VIA RESPECTIVE GEAR SWITCHING DEVICE AND INPUT WHEEL SET PLANE PROVIDED WITH NON–SWITCHABLE INTERMEDIATE GEARS

Priority: DE201010030572 20100628

Family:

Publication number	Publication date	Application number	Application date
DE102010030572 A1	20111229	DE201010030572	20100628

Probable Assignee: ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s):(std): ZAHNRADFABRIK FRIEDRICHSHAFEN

Assignee(s): ZF FRIEDRICHSHAFEN AG

Inventor(s):(std): KALTENBACH JOHANNES DR

Inventor(s): KALTENBACH JOHANNES

International class (IPC 8–9): B60K6/36 B60K6/38 B60K6/547 (Advanced/Invention)

CPC: B60K6/36 B60K6/48 B60K6/547 F16H3/093 F16H2003/0938 F16H2200/0052 F16H2200/0056 Y02T10/6221

European class: B60K6/36 B60K6/48 B60K6/547 F16H3/093 R16H200/00W6 R16H200/00W7 R16H3/093G Y02T10/62F4

Classification Explorer

Cited documents: WO08138387 A1, DE10133695,

Forward Citations: US9358873, GB2495160, DE102015221780, DE102015016976,

Abstract:
The drive has an automated gear box including transmission input shafts (W–1, W–3) and a transmission output shaft (W–2) axially arranged parallel to each other. Switchable idle gears (z12–z15, z31–z34) and association of gear switching devices (S1–S4) are arranged on the input shafts. The input shafts are coupled together on an input side of an input wheel set plane (Z1). The input shafts are rotatably arranged in one of the switchable idle gears via the respective gear switching device. The input wheel set plane is provided with non–switchable intermediate gears (z21, z21a).

0) US6619177B – DEVICE; ESPECIALLY FOR CLEARING OF LAND MINES

164) Family number: 15299850 (US6619177B) © PatBase

Title: Device; especially for clearing of land mines

Priority: NO19990004232 19990901 WO2000NO00281 20000829

Family:

Publication number	Publication date	Application number	Application date
AT300722 E	20050815	AT20000959040T	20000829
AU200070429 A5	20010326	AU20000070429D	20000829
CA2383903 AA	20020227	CA20002383903	20000829
DE60021584 D1	20050901	DE20006021584	20000829
EP1208346 A1	20020529	EP20000959040	20000829
EP1208346 B1	20050727	EP20000959040	20000829
NO311194 B1	20011022	NO19990004232	19990901
NO994232 A	20010302	NO19990004232	19990901
NO994232 A0	19990901	NO19990004232	19990901
TR200200555 T2	20020722	TR20020000555T	20000829
US6619177 BA	20030916	US20020069924	20020613
WO0116549 A1	20010308	WO2000NO00281	20000829
ZA200201551 A	20030430	ZA20020001551	20020225

Probable Assignee: NORWEGIAN DEMINING CONSORTIUM AS

Assignee(s):(std)**:** ASPLI DAG ; HANSEN TORMOD ; MIDDLEMASS BARRY ; NORWEGIAN DEMINING CONSORTIUM ; NORWEGIAN DEMINING CONSORTIUM AS

Assignee(s): NORWEGIAN DEMINING CONSORTIUM AS FOSSEVEIEN ; NORWEGIAN DEMINING CONSORTIUM AS TISTEDAL

Inventor(s):(std)**:** ASPLI DAG ; BARRY MIDDLEMASS ; DAG ASPLI ; HANSEN TORMOD ; MIDDLEMASS BARRY ; MIDLEMASS BARRY ; TORMOD HANSEN

Agent(s): BERESKIN AND PARR; BERESKIN AND PARR LLP SENCRL SRL

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CR CU CY CZ DE DK DM DZ EE ES FI FR GA GB GD GE GH GM GN GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW

International class (IPC 8–9): F41H11/12 F41H11/16 F41H11/18 (Advanced/Invention)

International class (IPC 1–7): F41H11/12 F41H11/16

CPC: F41H11/18

European class: F41H11/18

US class: 89/1.11 89/1.13

Classification Explorer

Cited documents: WO9814748 A1, WO9311402 A1, US6148926 A, US5007325 A, US4987819 A, US4765221 A, US2496423 A, US2489564 A, US2425357 A, GB2170158 A1, GB2126958 A1, EP0640808 A1, DE3127856 A1,

Forward Citations: WO12170510, WO12170510, WO12101465, WO10103321, US9522623, US9488450, US9200423, US9061626, US8899137, US8474161, US7730822, US7565941, US7393045, US6892622, US2013240280, US2010275472, US2008156219, US2006272491, US2005235815, US2004050558, EP1424534, EP1351031, DE10255254,

Abstract:
Source: US6619177B An apparatus, especially for clearing landmines, wherein there is arranged on a carrier

machine (1) a flail unit (11) connected to an engine to power a flail rotor (12) equipped with chains and weights, which unit (11) comprises two flail arms (13) which at a first end support the flail rotor (12) and at a second end are made in the form of a frame (14), where the arms (13) are pivotally supported at a pivot point (17), so that when the flail rotor (12) is in operation the unit (11) will be maintained in a floating position relative to the surface of the terrain, which apparatus is equipped with a protective shield (15) between the flail rotor (12) and the carrier machine (1). The impacts of the chains and weights against the ground provide an uplift equal to the weight of the flail rotor (12), including the flail arms (13) up to the support point (17), and the protective shield (15) is arranged on the flail unit (11), preferably on the flail frame (14), so that it floats therewith and is thus capable of bending backwards when the unit (11) is raised or lowered as a consequence of, e.g., a detonation.

0) US2615551A – PAPER FEEDING DEVICE

165) Family number: 31345233 (US2615551A) © PatBase

Title: Paper feeding device

Priority: US19450609854 19450809 US19500149163 19500311

Family:

Publication number	Publication date	Application number	Application date
BE467127 A	00000000		00000000
CH261387 A	19490515		19460708
DE974970 A	19610629	DE1950I002117	19500924
FR941718 A	19490119		19460816
GB618267 A	19490218	GB19460022863	19460731
NL70894 C	00000000		00000000
US2531885 A	19501128	US19450609854	19450809
US2615551 A	19521028	US19500149163	19500311
US2734610 A	19560214		00000000

Probable Assignee: IBM

Assignee(s):(std): IBM ; IBM DEUTSCHLAND ; BRITISH TABULATING MACH CO LTD

Assignee(s): BRITISH TABULATING MACHINE CO LTD ; IBM DEUTSCHLAND INT BUERO MASCH GES ; IBM DEUTSCHLAND INT BUERO MASCH GES M B H ; IBM DEUTSCHLAND INT BUERO MASCH GES MBH ; INT BUSINESS MACHINES CORP

Inventor(s):(std): MACHINES CORPORATION INTERNATI ; MACHINES INTERNATI CORP ; MILLS ALBERT W ; MILLS ALBERT WASHINGTON ; RABENDA EDWARD J ; RABENDA EDWARD JOHN ; FURMAN FRANK J ; FURMAN FRANK JOHN

Inventor(s): INT BUSINESS MACHINES CORP ; CORPORATION INTERNATIONAL BUSINESS MACHINES

International class (IPC 1–7): B41J11/44 G06K15/16

US class: 192/145 192/40 192/48.2 192/82R 226/9 235/433 235/437 235/445 400/582 400/583.1

Classification Explorer

Cited documents: US636721 A, US558221 A, US2379828 A, US2369441 A, US2348059 A, US2328653 A, US2314258 A, US2310418 A, US2243474 A, US2222913 A, US2174457 A, US2153182 A, US2138646 A, US2003329 A, US1591081 A, US1508095 A, FR880929 A, FR847887 A, DE747603 A, DE709955 A, DE700298 A, DE622817 A, DE614519 A, DE518688 A,

Forward Citations: US3511353, US3318523, US3275804, US3191740, US3159263, US3042178, US3019881, US2983355, US2981396, US2969729, US2951699, US2889110, US2884852, US2863549, US2848535, US2820187, US2790528, US2684746, US2672287, US2620977, US2580861, DE973172, DE929335, DE1234429, DE1172883, DE1099243,

Abstract:
Source: GB618267A 618,267. Typewriters and c. BRITISH TABULATING MACHINE CO., Ltd. July 31, 1946, No. 22863. Convention date, Aug. 9, 1945. [Class 100(iv)] [Also in Group XIX] A machine in which record cards control the printing of data on a record strip comprises an endless perforated tape moving synchronously with and controlling the feeding of the record strip, the sensing of a succession of data on the perforated tape controlling means for feeding the record strip predetermined distances. The tape TP, Fig. 3, has perforations lt– 9t which are sensed electrically and, in co–operation with special perforations in the grouped control cards, control the feeding of the record strip; the tape is gummed at A so that it can be formed into a continuous loop TP, Fig. 16, for passing round a feeding roller 231 which has pins 232 co–operating with perforations 30 in the tape. The tape control mechanism is located at the right of the platen P, Fig. 17. It is driven by a continuously–running electric motor, the mainshaft of which carries a worm 59, Fig. 10, driving a gear 60 fixed to a shaft 63. Either of two gear trains 61, 67 or 64, 68 for high and low speed feeding respectively, are adapted to continue the drive through a clutch 103, 104 or a clutch 94, 99 to gears 107 or 108, Fig. 17, fixed to a shaft 110 carrying also a stopping disc 109, Fig. 9. The selection and operation of the clutches are controlled by relays LS and HS, Fig. 9. Energisation of magnet LS rocks a threearmed member 176 clockwise, lifting a hook 177 out of engagement with the stopping disc 109 and pressing down a T–member 181, Fig. 14, which, through an interposer 182. depresses a lug 186 on an arm 188 carrying a cam disc 200 which forces the clutch member 94, Fig. 10, into engagement with member

99 and so completes the slow−speed drive. If magnet HS, Fig. 9, is energized first, however, an arm 205 is rocked counterclockwise about a pivot 206 moving interposers 182, 183 Fig, 14, relative to the T−member 181 so that subsequent depression of the latter causes movement of the cam disc 201 to operate the clutch mechanism 103, 104, Fig. 10, for the highspeed drive. The longitudinal movement of interposer 182, Fig. 14, following energization of relay HS is transmitted by an insulated button 215, Fig. 9, to close contacts 216 to cause energization of relay LS. The drive to gears 107, 108, Fig. 17, is continued to integral gears 161, 162 comprising clutch teeth 167 adapted to engage similar teeth 168 on a disc 159 which is mounted on a sleeve 158 slidable along shaft 113 under the control of an arm 172 engaging between flanges 173 on the sleeve. The arm 172 is manually controlled from a knob D, Fig. 16, through a simple linkage 306 to engage or disengage clutch 167, 168. When the clutch 167, 168 is in engagement, the drive from the sleeve 158 is completed through a pin 156, bevel gears 151; 142, 150 to shaft 113, and thence through a coupling 122 to the platen P. Normally no relative movement occurs between the bevel gears 151, 142, 150, but this arrangement provides for fine adjustment of the platen by manual operation of a knob 136 which, when rotated, causes the planet bevel 142 to be carried round, rolling on the teeth of bevel gear 151. By virtue of the fact that bevel gears 150, 151 have different numbers of teeth, the second bevel gear 150 is thus given a slow motion which provides for fine adjustment of the platen, coarse adjustment being provided for by a knob 123 fixed to the shaft 113. The tape drum 231, Fig. 17, is mounted on the shaft 110 carrying the gears 107, 108 and comprises pins 232 for engaging perforations 30, Fig. 3, in the tape, a metal surface for co−operating with the six sensing brushes at each side of the centre, and commutator segments 242 set in insulation 241 for co−operation with further sensing brushes. The tape TP, Fig. 16, is passed over the drum 231 and over one of three supports 256, according to its length, the supports being carried on a slidable frame 247 clamped in position on a slidable 249. The tape sensing brushes B1 are mounted in a frame 263 pivoted at 266 which is swung upwards to facilitate fitting the tape. After fitting, the frame is pressed down until a latch 271 engages beneath a square pin 273. In this position a protruding portion 261 presses on the tape, tautening it. To avoid sparking at the brushes, a pair of contact breakers 285, 286, co−operating with arms 291, 292 and contacts 295, 296 provide that no current is supplied to the sensing brushes when they are just about to enter or leave a perforation in the tape. The type−selecting mechanism, Fig. 7, comprises a bar T, carrying type arranged as shown and moving upwardly in synchronism with the sensing of a card, Fig. 6. The presence of a perforation in one of the positions 9−1 causes energisation of a magnet PR and, through linkage 129, 128, 127, 126 causes an abutment 118 to engage the corresponding step 117 and so stop the bar T with a type Z, Y or X and c. opposite the platen P. The member 118 is held by a lever 131 rockable about a shaft a under the control of a bail 133, until the sensing of the O, X and R positions, when upward movement is resumed until a spring−urged pawl 139 is released to engage in one of the teeth O, X, R in the lever 131. A second impulse to the magnet PR effects this release through a linkage 147, 146, 140 previously rendered inoperative by a bail 148.

166) Family number: 55884928 (US2014057512A) © PatBase

Title: NON IONIC GROUPS OF AMPHOTERIC POLYSACCHARIDE LINEAR OR BRANCHED ALKYL OR ACID AND BASE DISTILLATION RESERVOIR LIQUID OR GAS MECHANICALLY REFINED AND NANO PARTICLE DISPERSION AND RECOVERY BASIN IN VACUUM PROCESSING FOR BUILDING MATERIALS AND HIGH WEAR–HEAT RESISTANT PARTS BRUSHES; WINDINGS; COILS; BATTERY CELLS; BRAKE PADS; BUSHINGS; 2.5 PHASE EXTRUSIONS DIE CAST MOLDING; REFRIGERATION; POLARIZED GLASS; AND CENTRAL PROCESSING UNIT PROCESSORS.

Priority: US20120595610 20120827 US20120612667 20120912 US20120656682 20121020 US20120689789 20121130

Family:

Publication number	Publication date	Application number	Application date
US2014057512 AA	20140227	US20120612667	20120912
US2014070444 AA	20140313	US20120656682	20121020
US2014109386 AA	20140424	US20120689789	20121130

Probable Assignee: MATTHEWS ROBERT RICHARD

Assignee(s):(std)**:** MATTHEWS ROBERT RICHARD

Inventor(s):(std)**:** MATTHEWS ROBERT RICHARD

International class (IPC 8–9)**:** B22D15/00 B23P13/00 B28B7/00 B29C33/38 B29C47/00 B29C47/88 B30B15/00 E04H5/02 G01J3/46 (Advanced/Invention)

CPC: B23P13/00 B28B7/00 G01J3/46 B29C47/54 B22D18/06 B29C47/0004 B29C47/8815 C04B35/52 C04B38/0054 E04H5/02 Y10T29/49 B22D15/00 B22D17/22 B29C33/38 B30B15/00 Y10T442/102 B29C47/0016 B29C47/884

US class: 100/295 249/117 264/105 29/592 425/404 428/542.8 442/2 52/173.1 702/189

Classification Explorer

Cited documents: US2012107590 AA, US2005214539 AA, US2004023610 AA,

Forward Citations: US9250014, US9212850, US9074108, US2014223763, US2013169277, CN105014071, CN104646447,

Abstract:
Source: US2014057512A Manufacture process scientific formula mechanically refined and nanoparticle dispersion preform slurry non ionic or electrolyte carbon nanofoam CNFs with or without ionic suspension elements manufactured, Preform slurry high wear–heat resistant parts electronic component composite coils, composite windings, drawn, annealing, spun, coils, windings, wire, woven textile mesh, shielding, brushes, inductors, antinode couplers, electric rheostats, starters, motors, alternators, generators, ionic suspension element enhanced composite coils, composite windings, drawn, annealing, spun, coils, windings, wire, woven textile mesh, shielding, brushes, capacitors, battery cells, rheostats, electronic resistors, transformers, transducers, rectifiers, power supplies, or heat sinks, Preform slurry carbon nanofoam CNFs extrusion high wear–heat resistant parts aerospace, automotive, and transportation brake calipers, rotors, pads, washers, spacers, and bushings, Preform slurry carbon nanofoam CNFs extrusion high wear–heat resistant parts precision casting molds manufacturing highly pure metal, Super Alloy, acid–solid, alkaline, glass, acrylic, halide, alkalide, or ceramics specializing in 2.5 phase die cast molding.

0) DE19650162A1 – STUDDED WINTER TYRE WHICH CAN BE LOWERED INTO P...

167) Family number: 13318354 (DE19650162A1) © PatBase

Title: Studded winter tyre which can be lowered into position manually or automatically

Priority: DE19961050162 19961204

Family:

Publication number	Publication date	Application number	Application date
DE19650162 A1	19980610	DE19961050162	19961204

Probable Assignee: BAUMANN KARL

Assignee(s):(std)**:** BAUMANN KARL

Assignee(s): BAUMANN KARL 32657 LEMGO DE

Inventor(s):(std)**:** BAUMANN KARL

Inventor(s): BAUMANN KARL 32657 LEMGO DE

International class (IPC 8–9): B60B15/00 B60B15/26 B60C11/16 (Advanced/Invention); B60B15/00 B60C11/14 (Core/Invention)

International class (IPC 1–7): B60B15/00 B60C19/00

CPC: B60B15/00 B60B15/26 B60C11/1606

European class: B60B15/00 B60B15/26 B60C11/16B

Classification Explorer

Forward Citations: US2012169111, DE102011120184, DE102011120184,

Abstract:
Source: DE19650162A1 Here is something new. A steel studded tyre (5) is used in addition to the conventional car tyres (1), preventing loss of control on ice. Preferably the new tyre and wheel can be lowered into position by hand, or automatically. Winter driving safety is increased.

168) Family number: 30357574 (US4843742A) © PatBase

Title: Trenching apparatus and methods of forming inground retaining walls

Priority:

AU1986PH06409	19860613	AU19870074209	19870611	AU1989PJ02467	19890127
EP19870108455	19870611	EP19870108455	19870611	CN19851008738	19851223
US19870059745	19870608	AU19900050282	19900129	CA19870539544	19870612
WO1990AU00026	19900129	US19890338010	19890414	US19910729920	19910715
US19910724202	19910701				

Family:

Publication number	Publication date	Application number	Application date
AT157134 E	19970915	AT19900902124T	19900129
AT67260 E	19910915	AT19870108455T	19870611
AU198774209 A1	19871217	AU19870074209	19870611
AU199050282 A1	19900824	AU19900050282	19900129
AU606065 B2	19910131	AU19870074209	19870611
AU635522 B2	19930325	AU19900050282	19900129
BRPI8703012 A	19880308	BR1987PI03012	19870612
CA1280130 A1	19910212	CA19870539544	19870612
CA2045656 AA	19910719	CA19902045656	19900129
CA2045656 C	19960423	CA19902045656	19900129
CN1010702 B	19901205	CN19851008738	19851223
CN87104708 A	19880302	CN19871004708	19870612
DE3772854 D1	19911017	DE19873772854	19870611
DE69031306 D1	19970925	DE19906031306	19900129
EP0249231 A1	19871216	EP19870108455	19870611
EP0249231 B1	19910911	EP19870108455	19870611
EP0455672 A1	19911113	EP19900902124	19900129
EP0455672 A4	19920506	EP19900902124	19900129
EP0455672 B1	19970820	EP19900902124	19900129
ES2026484 T3	19920501	ES19870108455T	19870611
GR3003298 T3	19930217	GR19910401337T	19911211
IN170754 A	19920516	IN1987DE00501	19870610
JP04503091 T2	19920604	JP19900502497T	19900129
JP2525188 B2	19960814	JP19870147818	19870613
JP4503091 T2	19920604	JP19900502497T	19900129
JP63000530 A2	19880105	JP19870147818	19870613
KR970001724 B1	19970214	KR19870006011	19870613
NZ220635 A	19891128	NZ19870220635	19870610
PH24881 A	19901226	PH19870035382	19870610
US4843742 A	19890704	US19870059745	19870608
US5113609 A	19920519	US19890449191	19891213
US5311683 A	19940517	US19910729920	19910715
USRE34620 E	19940531	US19910724202	19910701
WO9008856 A1	19900809	WO1990AU00026	19900129
ZA8704191 A	19880928	ZA19870004191	19870611

Probable Assignee: FOUNDATION TECHNOLOGY LTD

Assignee(s):(std): CONTINUOUS CONCRETE CASTINGS ; CONTINUOUS CONCRETE CASTINGS P ; FOUNDATION TECHN LTD ; FOUNDATION TECHNOLOGY EQUIPMEN ; FOUNDATION TECHNOLOGY LTD ; CONTINOUS CONCRETE CASTING PTY ; CONTINOUS CONCRETE CASTINGS PT ; GEOCAST SYSTEMS PTY LTD ;

KONTEINIYUASU CONCRETE KASUTEI ; CONTINUOUS CONCRETE CASTING PT

Assignee(s): CONTINUOUS CONCRETE CASTING PTY LIMITED ; KONTEINYUASU KONKURIITO KASUTEINGUZU PTY LTD ; KONTEINIYUASU CONCRETE KASUTEINGUZU PTY LTD ; CONTINOUS CONCRETE CASTINGS PTY LIMITED ; CAMELLERI PAUL ; CAMILLERI PAUL ANTHONY ; CONTINUOUS CONCRETE CASTINGS PTY LTD ; EAGLE PICHER IND INC A CORP OF OH ; FOUNDATION TECHNOLOGY LIMITED ; CONTINUOUS CONCRETE CASTINGS PTY LIMITED ; FOUNDATION TECHNOLOGY (EQUIPMENT) PTY LTD ; FOUNDATION TECHNOLOGY LTD NERANG QUEENSLAND AU ; FOUNDATION TECHNOLOGY EQUIPMENT PTYLTD ; CONTINUOUS CONCRETE CASTINGS PTY C HORWATH AND HOR ; FOUNDATION TECHNOLOGY PTY LTD ; EAGLE PICHER IND ; FOUNDATION TECHNOLOGY EQUIPMENT PTY LTD

Inventor(s):(std)**:** CAMELLERI P ; PAUL CAMELLERI ; PAUL CAMILLERI ; POORU KAMERERI ; CAMILLERI PAUL ANTHONY ; CAMILLERI PAUL A ; CAMILLERI PAUL ; CAMELLERI PAUL ; PAUL ANTHONY CAMILLERI

Inventor(s): HOORU KAMERERI ; CAMELLERI PAUL UPPER COOMERA QUEENSLAND 4221 AU ; CAMILLERI PAUL BELLEVUE PARK QLD 4217 AU

Agent(s): FOUNDATION TECHNOLOGY LTD; MACRAE AND CO; GOWLING LAFLEUR HENDERSON LLP

Designated states: AT AU BB BE BF BG BJ BR CA CF CG CH CM DE DK ES FI FR GA GB GR HU IT JP KP KR LI LK LU MC MG ML MR MW NL NO RO SD SE SN SU TD TG US

International class (IPC 8–9): E02D17/08 E02D17/13 E02F1/00 E02F3/08 E02F3/10 E02F5/02 E02F5/06 E02F5/08 E02F5/14 (Advanced/Invention); E02F5/02 (Advanced/Non–invention); E02F5/02 (Core/Non–invention)

International class (IPC 1–7): E02D17/06 E02D17/08 E02D17/13 E02D29/02 E02D5/18 E02F1/00 E02F3/08 E02F3/14 E02F5/02 E02F5/06 E02F5/08 E02F5/14 E04C2/24

CPC: E02F3/08 E02F3/086 E02F3/10 E02F5/14 E02F3/085

European class: E02F3/08 E02F3/08G E02F3/08M E02F3/10 E02F5/14

US class: 37/191A 37/192A 37/195 37/352 37/355 37/357 37/360 37/362 37/83 37/86 37/870 37/90 405/267

Classification Explorer

Cited documents: US4930940 A, US4861199 A, US4843742 A, US4681483 A, US4236857 A, US3951459 A, US3787989 A, US3785071 A, US3659364 A, US3577664 A, US3540194 A, US3425572 A, US3032899 A, US2817911 A, US2783556 A, US2360316 A, US2310233 A, US1850363 A, US1825258 A, US1769074 A, US1306350 A, JPS61501406, JP61501406 T2, JP61501406, JP56153021 A2, GB1372467 A, GB1314933 A, FR2243302 A1, FR2154611 A1, FR2060694 A5, FR2000530 A1, AU7420987 A1, AU7318687 A1, AU574454 B2, AU4113985, AU2936167 A1,

Forward Citations: WO11041787, WO11041787, WO07035400, WO07035400, WO02099244, US8732992, US8371048, US8209888, US7150115, US7150115, US6925736, US6574893, US6470607, US6219945, US5988947, US5791825, US5788422, US5707182, US5561923, US5392540, US5349765, US5311683, US5257471, US5249379, US5247743, US5244315, US5242246, US5228222, US5189819, US5113609, US2014345171, US2011119965, US2002188864, JP6341146, JP5814081, JP5568637, JP3821924, JP3747548, JP3712632, JP2013505517, JP2013100690, JP2002327450, JP11093202, JP10227043, EP2924174, EP0969152, EP0870876, EP0870876, EP0659943, EP0583886, EP0563473, EP0563472, EP0522765, DE9103330, DE4108873, CN104452804, CN104452804, CN102619249, AU666552,

Abstract:
Source: US4843742A A trenching apparatus (10) is for excavating deep trenches in which inground concrete retaining or foundation walls may be formed. The trenching apparatus (10) has a crawler base (11) on which a carrier assembly (14) is pivotally supported by pivots (16) whereby it may be tilted by rams (17) to maintain the platform horizontal. An automatic control device (64) is provided for this purpose. The carrier assembly (14) has a pair of rails (18/19) along which a carriage (21) may move. The carriage (21) supports a sleeve (24) through which a trenching arm (25) may be lowered to excavate a trench section as the carriage (21) is driven along the rails (18/19).

0) DE3400827A1 – ANTISKID VEHICLE RUTSCHFESTES FAHRZEUG

169) Family number: 3771689 (DE3400827A1) © PatBase

Title: Antiskid vehicle

Priority: DE19843400827 19840112

Family:

Publication number	Publication date	Application number	Application date
DE3400827 A1	19860102	DE19843400827	19840112

Probable Assignee: LAMMERS ALBERT

Assignee(s):(std)**:** LAMMERS ALBERT

Inventor(s):(std)**:** LAMMERS ALBERT

International class (IPC 8–9)**:** B60B39/00 B60T1/14 (Advanced/Invention)

International class (IPC 1–7)**:** B60C11/10 B60T1/14

CPC: B60B39/00 B60T1/14

European class: B60B39/00 B60T1/14

Classification Explorer

Cited documents: US4044862, DE3049620, DE3049418,

Forward Citations: DE102005024996,

Abstract:
Source: DE3400827A1 Tyre studs are prohibited in the Federal Republic of Germany and in many other countries. It is however recommended that vehicles adhere firmly to smooth road surfaces in emergency situations. These plates for firm adhesion to the road are intended to be fitted under the vehicle next to the wheels. By means of fan suction motors the air is sucked up from the suction cups, but also blown in in order to clean the filters, which are in front of the air pipes in order to prevent clogging, but only after lifting again. Narrow wheels provided with suction cups are fitted between the normal wheels and the vehicle, with the same suction cups and filters and fan suction motor as before. When cornering air is sucked much more sharply out of those wheels which lie on the inside of the curve than out of the tyres which run on the outside of the curve. In an emergency sharp braking occurs. For this reason a suction motor is fitted on each side of the vehicle so that the plates fitted between the wheels for self–adhesion on smooth roads are automatically lowered to the ground by means of a lowering and raising device and computer control, to enable the vehicle to adhere to the smooth road. Echo sounding beams or other beams measure remote, moving and non–moving objects at a distance from the moving vehicle, which the computer constantly uses in order to calculate... Original abstract incomplete.

0) IT1057787A – CATENA ANTISLITTAMENTO CONTINUA PER ROUTE DI VE...

170) Family number: 17880480 (IT1057787A) © PatBase

Title: CATENA ANTISLITTAMENTO CONTINUA PER ROUTE DI VEICOLI

Priority: AT19750008229 19751029

Family:

Publication number	Publication date	Application number	Application date
AT371772 B	19830725	AT19750008229	19751029
AT822975 A	19770215	AT19750008229	19751029
CH610832 A	19790515	CH19760003412	19760318
DE7608520 U1	19760812	DE19760008520U	19760319
IT1057787 A	19820330	IT19760067692	19760325

Probable Assignee: PENGG WALENTA KETTEN

Assignee(s):(std)**:** PENGG WALENTA KETTEN ; PENGG WALENTA STEIRISCHE KETTE ; PENGG WALENTA STEIRISCHE KETTENFABRIKEN KG ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KG

Assignee(s): STEIRISCHE KETTENFABRIKEN PENGG WALENTA KOMMANDITG ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KOMMANDITGESELLSCHAFT ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA KG GRAZ OESTERREICH ; STEIRISCHE KETTENFABRIKEN PENGG WALENTA GRAZ O KG

Inventor(s):(std)**:** WALENTA GOTTFRIED DIPL ING ; DIPL ING GOTTFRIED WALENTA

International class (IPC 8–9)**:** B60C27/10 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60B B60C27/06 B60C27/10

CPC: B60C27/10

European class: B60C27/10

Classification Explorer

Forward Citations: DE3643652, DE3111271, DE3101677, DE2710057, DE2702948,

Abstract:
Source: CH610832A Using a closure which is easy to handle it is intended to make simple fitting of the anti–skid chain possible. For this purpose, the inner side–chain (2) can be clamped from the front side of the wheel by passing a clamping element, for example a chain (7), through two sliding rings (3, 4) at the open ends of the inner side–chain (2) and subsequently passing it to the front side of the wheel and passing it there through a ring (6) of the outer side–chain (5).

0) CO4180428A – METODOS Y SISTEMAS PARA LA FABRICACION DE MATER...

171) Family number: 43685201 (CO4180428A) © PatBase

Title: METODOS Y SISTEMAS PARA LA FABRICACION DE MATERIALES DE EM– PAQUE, RECIPIENTES Y OTROS PRODUCTOS DE MEZCLAS QUE FRAGUAN HIDRAULICAMENTE COMPUESTOS CON ALTO RELLENO INORGANICO. METHODS AND SYSTEMS FOR MAKING MATERIALS PARKS EM, VESSELS AND OTHER PRODUCTS hydraulically setting MIXING WITH HIGH FILLING INORGANIC COMPOUNDS. (Machine translation)

Priority: CO19940005882 19940216

Family:

Publication number	Publication date	Application number	Application date
CO4180428 A1	19950607	CO19940005882	19940216

Probable Assignee: E KHASHOGGI IND

Assignee(s):(std)**:** E KHASHOGGI IND

Assignee(s): E KHASHOGGI INDUSTRIES

Inventor(s):(std)**:** ANDERSEN PER JUST ; HODSON SIMON K

Inventor(s): JUST ANDERSEN PER ; SIMON K HODSON

Agent(s): XIMENA BONILLA PEREIRA

International class (IPC 8–9): A47G19/12 (Advanced/Invention); A47G19/00 (Core/Invention)

International class (IPC 1–7): A47G19/12

Classification Explorer

Abstract:
Source: CO4180428A UN ARTICULO DE FABRICACION QUE TIENE UNA MATRIZ ESTRUCTURAL CONRELLENO INORGANICO QUE COMPRENDE UN AGLUTINANTE ORGANICO DISPERSABLE EN AGUA; UN AGREGADO INORGANICO QUE TIENE UNA CONCENTRACION DENTRO DEL RANGO DE ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MATRIZ ESTRUCTURAL CON RELLENO INORGANICO; Y UN MATERIAL FIBROSO, TENIENDO DICHA MATRIZ ESTRUCTURAL CON RELLENO INORGANICO UN GROSOR DENTRO DEL RANGO DE ENTRE 0.01 nm Y 20 nm.7UN METODO PARA FABRICAR UN ARTICULO COMPRENDIENDO EL METODO LOS PASOS DE: MEZCLAR UN AGLUTINANTE DE POLIMERO ORGANICO, UN AGREGADO INORGANICO, AGUA Y FIBRAS CON EL FIN DE FORMAR UNA MEZCLA MOLDEABLE, ESTANDO INCLUIDO EL AGREGADO INORGANICO EN UNA CANTIDAD DENTRO DEL RANGO ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MEZCLA; MOLDEAR LA MEZCLA EN LA FORMA ESTABLE DEL ARTICULO Y ENDURECER LA MEZCLA EN UNA FORMA ESTABLE DEL ARTICULO, TENIENDO EL ARTICULO UNA MATRIZ ESTRUCTURAL.18UN SISTEMA PARA FABRICAR UN ARTICULO, QUE COMPRENDE: UNA MEZCLADORA ESTRUCTURADA PARA PREPARAR UNA MEZCLA MOLDEABLE QUE INCLUYA UN AGLUTINANTE DE POLIMERO ORGANICO, UN AGREGADO INORGANICO QUE TIENE UNA CONCENTRACION EN EL RANGO ENTRE 40 percent Y 98 percent EN VOLUMEN DEL TOTAL DE SOLIDOS EN LA MEZCLA, AGUA Y FIBRAS; MEDIOS PARA MOLDEAR LA MEZCLA MOLDEABLE EN LA FORMA DESEADA Y LOGRAR ESTABILIDAD DE FORMA EN MENOS DE UN MINUTO Y MEDIOS PARA ENDURECER LA MEZCLA EN LA FORMA DESEADA DEL ARTICULO. An article of manufacture having a structural CONRELLENO MATRIX INORGANIC ORGANIC comprising a binder dispersible in water; INORGANIC an aggregate having a concentration in the range between 40 percent and 98 percent by volume of the total solids in MATRIX FILLED STRUCTURAL INORGANIC; And a fibrous material, said structural matrix STUFFED WITH INORGANIC a thickness in the range between 0.01 nm and 20 nm.7UN method for making an article the method comprising the steps of: mixing an organic polymer binder, an aggregate inorganic WATER And fibers in order to form a moldable mixture, BEING INCLUDED IN THE AGGREGATE INORGANIC an amount within the range of between 40 percent and 98 percent by volume of the total solids in the mixture; Molding the mixture in stable shape of the article and curing the mixture into a stable form of the article, the article having MATRIX SYSTEM ESTRUCTURAL.18UN making an article, comprising: a STRUCTURED MIXER FOR PREPARING A moldable mixture including a binder ORGANIC POLYMER, INORGANIC an aggregate having a concentration in a range between 40 percent and 98 percent by volume of the total solids in the mixture, water and fibers; MEDIA MOLDEABLE molding the mixture into desired shape and form stability ACHIEVE IN LESS THAN ONE MINUTE AND MEANS FOR HARD MIX IN ARTICLE desired shape.

0) US2005158554A – WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND M...

172) Family number: 32149770 (US2005158554A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND METHOD FOR THEIR PREPARATION

Priority: CN200510000107 20050104 US20040761714 20040120 WO2005US00093 20050104

Family:

Publication number	Publication date	Application number	Application date
AU2005209151 AA	20050811	AU20050209151	20050104
CN1270636 C	20060823	CN200510000107	20050104
CN1620915 A	20050601	CN200510000107	20050104
CN1910043 A	20070207	CN200580002865	20050104
EP1708879 A1	20061011	EP20050704928	20050104
JP2007522961 T2	20070816	JP20060551101T	20050104
KR20070007045 A	20070112	KR20067014503	20050104
TW200530302 A	20050916	TW20050101178	20050114
US2005158554 AA	20050721	US20040761714	20040120
US7153576 BB	20061226	US20040761714	20040120
WO05072959 A1	20050811	WO2005US00093	20050104

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** BAI SHUANSUO ; GEN ELECTRIC ; WANG HUA ; SURIANO JOSEPH ANTHONY ; PARIKH CHETAN JAYANTILAL ; MYERS RANDALL TODD

Assignee(s): VIXS INC ; SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** SURIANO JOSEPH A ; SURIANO JOSEPH ANTHONY ; TODD WANG HUA SURIANO JOSEPH A ; WANG HUA ; SHUANSUO BAI ; RANDALL TODD MYERS ; JOSEPH ANTHONY SURIANO ; HUA WANG ; CHETAN JAYANTILAL PARIKH ; BAI XUE ; BAI SHUANSUO WANG ; BAI SHUANSUO ; MYERS RANDALL T ; MYERS RANDALL TODD ; PARIKH CHETAN J ; PARIKH CHETAN JAYANTILAL ; XUE BAI

Inventor(s): SHUANSUO WANG BAI ; MYERS RANDALL ; SURIANO JOSEPH ; PARIKH CHETAN ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN JAYA ; WANG HUA SURIANO JOSEPH ANTHONY PARIKH CHETAN JAYANTILAL MYERS RANDALL TODD

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GENERAL ELECTRIC COMPANY, GLOBAL RESEARCH; GENERAL ELECTRIC CO GLOBAL RESEARCH; CANTOR COLBURN LLP

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): A23L1/05 A23L1/29 A23L29/20 A23L33/00 B32B27/00 B32B27/08 B32B27/36 B32B5/28 C08B37/00 C08G63/64 C09D167/00 C09D169/00 C09J153/02 C09J175/04 (Advanced/Invention);
B32B27/08 (Advanced/Non–invention);
A23L1/05 A23L1/29 B32B27/00 B32B27/08 B32B27/36 B32B5/22 C08B37/00 C08G63/00 C09D167/00 C09D169/00 C09J153/00 C09J175/04 (Core/Invention)

International class (IPC 1–7): A23L1/29 B28B3/20 B29C47/00 B32B27/08 B32B27/36 C08B37/00 C08G63/60 C08J7/04 C09K3/00

CPC: Y10T428/24942 B32B27/08 Y02B10/30 Y10T428/31507 Y10T428/31551 Y10T428/31678

European class: B32B27/08 Y02B10/30

US class: 264/176.1 264/176.100S 428/212 428/412 428/412P 428/423.1 428/423.100S 428/426 428/457

Cited documents: WO0069945 A1, WO0061664 A1, WO0026275 A1, WO0026274 A1, US6617398 BB, US6617398 BA, US6607814 BB, US6607814 BA, US6586091 BB, US6586091 BA, US6572956 BA, US6538065 BA, US6395823 BA, US6306507 BA, US6297300 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6180195 BA, US6180195 B1, US6143839 A, US6136441 A, US6087007 A, US5916997 A, US5885668 A, US5846659 A, US5759689 A, US5738918 A, US5601679 A, US5552463 A, US5510182 A, US5486407 A, US5446767 A, US5407751 A, US5364669 A, US5360647 A, US5321114 A, US5318850 A, US5262475 A, US5103336 A, US5098778 A, US5064704 A, US5030505 A, US5001193 A, US5001000 A, US4992322 A, US4931364 A, US4914143 A, US4643937 A, US4576842 A, US4506065 A, US4503121 A, US4495325 A, US4487896 A, US4414230 A, US4334053 A, US4291085 A, US4281099 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4150217 A, US4127560 A, US4121014 A, US3965057 A, US3892717 A, US3806486 A, US3791914 A, US3764457 A, US3506470 A, US3505160 A, US3503779 A, US3492261 A, US3460961 A, US3444412 A, US3444129 A, US3391054 A, US3309261 A, US3207814 A, US3169121 A, US3030331 A, US2005003208 AA, US2004166323 AA, US2004142176 AA, US2004028907 AA, US2003175488 AA, US2002028337 AA, JP1199841 A2, JP1/199841, EP1316419 A2, EP1124878 A1, EP0733470 A1, EP0277350 A1, DE10100745 A1,

Forward Citations: WO11117269, WO10056056, WO10056056, WO08142453, WO08134621, WO08088708, WO08088708, USRE45802, USD619477, US9694520, US9688813, US9429140, US9394882, US9314938, US9193214, US9139242, US9079374, US8932721, US8920264, US8906987, US8876483, US8691340, US8664307, US8618415, US8475905, US8236383, US8088848, US7988094, US7521105, US7514147, US7270882, US2015102716, US2012107616, US2010109309, US2010092720, US2010009207, US2009011213, US2008286537, US2008265459, US2008265308, US2008169381, US2008169380, US2007286995, US2007116959, US2006083907, US2006019099, US2005266232, US2005144309, US2004175593, US2004166323, KR101238837, KR101075423, JP2013226792, EP2181910, CN104837884, CN103750302, CN103286959, CN102821941, CN102464936, CN102464878, CN102214841, CN102010596,

Abstract:
Source: US2005158554A Disclosed is a multilayer article assembly comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) an uncured thermoset or uncured cyclic oligomer substrate layer, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for preparing said multilayer article assembly.

173) Family number: 29998503 (FR1241788A) © PatBase

Title: CONTROLEUR DE TRAIN ROULANT DE VEHICULE CONTROLLER OF VEHICLE TRAIN ROLLING (Machine translation)

Priority: FR19590802421 19590808

Family:

Publication number	Publication date	Application number	Application date
FR1241788 A	19600923	FR19590802421	19590808

Inventor(s):(std): PLANTE EMILE ABEL

International class (IPC 8–9): G01B5/255 (Advanced/Invention); G01B5/24 (Core/Invention)

CPC: G01B5/255

European class: 42B22 G01B5/255

Classification Explorer

Abstract:
Source: FR1241788A [Source: Claim 1] 1. **ATTENTION** debut du champ CLMS peut contenir fin de DESC **. tant, le parallelisme des bras 10 et 10 bis et celui des roues en rectifiant au besoin par les vis 12 l'orientation verticale des miroirs 11 sur les bras 10 et 10 bis. L'invention prevoit aussi que les deux appareils il voient leurs reflexions entrecoupees par un ecran translucide 16 reposant sur le sol par un pied 17 a mi–distance entre–11 et 11 bis de telle sorte que l'on puisse voir concorder ou non l'un par transparenee, l'autre directement les spots lumineux correspondants a l'epure. On concoit que tous les autres angles soient mesures par ce dispositif en tenant compte que la pointe 7 pouvant tourner, l'axe 8 bis (fig. 4) peut etre oriente verticalement, oscillant sur son milieu et solidaire du bras 10 ter qui porte l'appareil optique 11 ter dont l'ace d'oscillation est horizontal comme 10 ter et dont les projections se mesurent soit sur l'appareil oppose, soit sur l'ecran 16 interpose. L'invention prevoit essentiellement que le plan translucide 16 soit remplace, soit: a. par une glace a double face rayee sur chacune de traits reperes concordant en hauteur ou qu'une glace a une seule face soit montee sur socle a pivot pour pouvoir faire face sans denivellation aux appareils II et II bis, soit: b. par un plan opaque 16 gradue sur chacune de ses faces a des niveaux correspondants de toute la gamme des graduations ou echelles necessaires aux mesures deja citees. Il est prevu aussi que ce plan 16 peut porter en son centre une source lumineuse pouvant alimenter a la fois les miroirs 11 et 11 bis dont les effets se portent sur le panneau 16. Il est prevu que le plan 16 represente porte sur le sol sur un socle 17 soit fixe au vehicule en dessous de toute membrure telle que pare–choc, en son milieu d'ou il resulte que ledit plan 16 se deplace avec le vehicule comme les ensembles appliques sur les roues. L'invention prevoit que la liaison entre les deux cotes soit assuree par le positionnement d'une regle droite 13 bis instantanement amovible qui vienne s'encastrer par ses extremites dans les rainures de deux plateaux 18 orientables sur le bras 10 et bordes de deux secteurs gradues avec reperes sur le bras 10 (fig. 5). L'axe d'orientation de ce plateau, vertical pour les mesures de parallelisme sera horizontal et monte sur charnieres a axe vertical pour les mesures de chasse et de carrossage ou d'inclinai son des pivots qui concernent des deviations complexes d'axes verticaux au cours du bracage. L'invention prevoit que sur chaque bras 10 soit monte un pendule sur rotule a balancier 18, fig. 7, dont la pointe superieure 19 indique a travers un verre bombe 20 gradue de cercles concentriques et de rayons (fig. 8) les valeurs comparatives des debattements des deux roues, etant dit qu'un niveau a segment spherique peut etre utilise mais presente moins de precision. Ainsi la regle ou les systemes optiques pourront etre completes eventuellement par les coupoles decrites. On voit fig. 7 que la coupole 20 est fixee par un bras 21 avec un systeme a pince ou coulissant permettant la mise a zero de l'aiguille avant debattement d'orientation des roues. L'invention prevoit enfin que la fixation 4 par charniere et rotule deportee eventuellement soit remplacee pour les mesures sur des angles importants par un accrochage sur le dessus du pneu suivant la figure 6 combinee avec la figure [Source: Claim 1] 1. ** WARNING ** start of CLMS field may contain end of DESC **. As the parallelism of the arms 10 and 10a and the grinding wheels as required by the screws 12, the vertical orientation of mirrors 11 on the arms 10 and 10a. The invention provides for the two devices as it see their reflections interspersed by a translucent screen 16 resting on the ground by a foot 17 is halfway between 11 and 11–bis so that we can see the match or not one by transparenee, the other directly corresponding bright spots has epure. It conceives all other angles are measures by this device considering that the tip 7 rotatable axis 8a (Fig. 4) can be oriented vertically oscillating on the middle and fixed to the arm 10b which carries the optical device 11b whose oscillation ace is horizontal as 10b and whose projections are measured either on the device opposes either on the screen 16 interposed. The invention provides for essentially the translucent plane 16 is replaced by: a. by a glass double sided striped on each of benchmarks traits consistent height or ice that one side is montee Stand pivot has to cope without elevation change to the devices and He He bis or b. by an opaque plane 16 graduated on each of its faces a corresponding levels of the full range of scale or scales needed to already cited measures. It is also expected that this plan 16 can carry in its center a light source that can power has both mirrors 11 and 11a whose effects relate to the panel 16. It is expected that the plan represents 16 touches the ground on a base 17 is fixed to the vehicle under any chord as bumpers, in the middle of or it follows that the plan 16 moves with the vehicle as the sets appliques on wheels. The invention provides that the

connection between the two sides is ensured by the positioning of a right rule 13a instantly removable who comes to built its ends into the grooves of two adjustable plates 18 on the arm 10 and hoardings of two sectors GRADUATED with benchmarks on the arm 10 (fig. 5). The tray of this orientation axis, vertical to the parallelism measures will horizontal and hinged with a vertical axis for hunting and measures camber or bowed its pivots which involve complex deviations of vertical axes during the bracage. The invention provides that on each arm 10 is mounted on a pendulum balance patella 18, fig. 7, the upper edge 19 states through a glass bomb 20 graduated concentric circles and rays (fig. 8) the comparative values of the deflections of the two wheels, being told that a spherical segment level can be used but presents less precision. Thus the rule or optical systems will eventually be supplemented by the described domes. We see Fig. 7 that the dome 20 is fixed by an arm 21 with a clip system or sliding to the setting to zero of travel front needle wheel orientation. The invention further provides that the fixing by 4 hinge and ball deportee eventually be replaced for measurements on large angles by hanging on top of the tire according to Figure 6 combined with Figure

174) Family number: 30108853 (US2001021734A) © PatBase

Title: COLOR STABLE COMPOSITIONS CONTAINING ARYLATE–COMPRISING POLYMERS

Priority: US19990394211 19990910 US20000709987 20001113 US20010815328 20010322 US20010815326 20010322 US20010815327 20010322 US20000710005 20001113 WO2000US23646 20000829

Family:

Publication number	Publication date	Application number	Application date
DE60025624 D1	20060406	DE20006025624	20000829
DE60025624 T2	20061005	DE20006025624T	20000829
EP1240244 A1	20020918	EP20000957887	20000829
EP1240244 B1	20060118	EP20000957887	20000829
JP2003508616 T2	20030304	JP20010522321T	20000829
US2001021734 AA	20010913	US20010815328	20010322
US2001031804 AA	20011018	US20010815327	20010322
US2002025999 AA	20020228	US20010815326	20010322
US6410620 BB	20020625	US20010815328	20010322
US6414058 BB	20020702	US20010815327	20010322
US6417253 BA	20020709	US20010815326	20010322
WO0118103 A1	20010315	WO2000US23646	20000829

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** GEN ELECTRIC ; SHAKNOVICH ALEXANDER ISAAKOVIC

Assignee(s): SHAKNOVICH ALEXANDER ISAAKOVICH ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC CO SCHENECTADY ; GENERAL ELECTRIC COMPANY ; SABIC GLOBAL TECHNOLOGIES BV ; SABIC INNOVATIVE PLASTICS IP BV

Inventor(s):(std)**:** SHAKHNOVICH ALEXANDER ISAAKOVI ; SHAKHNOVICH ALEXANDER ISAAKOVICH ; SHAKHNOVICH ISAAKOVICH ; SHAKNOVICH ALEXANDER ISAAKOVIC

Inventor(s): SHAKNOVICH ALEXANDER ISAAKOVICH

Designated states: AT BE CH CY DE DK ES FI FR GB GR IE IT JP LU MC MX NL PT SE

International class (IPC 8–9)**:** C08G63/91 C08K5/18 C08K5/315 C08K5/34 C08L67/00 C08L69/00 (Advanced/Invention); F02B61/04 (Advanced/Non–invention); C08G63/00 C08K5/00 C08L67/00 (Core/Invention); F02B61/00 (Core/Non–invention)

International class (IPC 1–7)**:** B32B27/06 C08G63/91 C08K5/16 C08K5/17 C08K5/18 C08K5/315 C08K5/34 C08K5/3412 C08K5/48 C08L67/00 C08L69/00

CPC: Y10T428/31786 C08K5/18 C08K5/315 F02B61/045

European class: C08K5/18 C08K5/315 R02B61/04B

US class: 428/48 428/480 428/480S 524/206 524/206S 524/238 524/238S 524/240 524/241 524/241S 524/254 524/257 524/601 524/86 524/86P 524/89 524/99 528/288 528/289

Classification Explorer

Cited documents: WO9615184 A1, WO8604904 A1, WO0069945 A1, WO0061664 A1, WO0015718 A1, US6306507 BA, US5478878 A, US5275903 A, US4539386 A, US4493915 A, EP0153089 A1,

Forward Citations: WO05120828, WO05120828, WO05120828, WO04041935, USRE40508, US9511536, US9232993, US9228082, US8921438, US8263691, US8192837, US7838602, US7790292, US7605221, US7452944, US7169859, US7092573, US7060217, US6861482, US6689474, US6610409, US6607814, US2014228462, US2013261202, US2012052314, US2011144747, US2009098362, US2007197700, US2007147072, US2007129492, US2007122627, US2007027271, US2006162855, US2006103580, US2005288406, US2005266232, US2005260369, US2005159577, US2005048401, US2004250944, US2004076817, US2004043234, US2003207123, EP1750939,

Abstract:
Source: US2001021734A The color stability of thermoplastic polymers comprising structural units derived from at least one 1,3−dihydroxybenzene and at least one organodicarboxylic acid is enhanced by combination with at least one photobleachable 4−aminocinnamic compound such as 4−dimethylaminocinnamaldehyde. The latter absorbs radiation in the range between about 360 nanometers and about 390 nanometers, balancing the radiation absorbed by hydroxybenzophenone moieties formed in the polymer.

175) Family number: 3799588 (US4691593A) © PatBase

Title: Limited slip differential system for a motor vehicle with all–wheel drive

Priority: DE19853507490 19850302 DE19863660008 19860113 EP19860100336 19860113

Family:

Publication number	Publication date	Application number	Application date
AT30942 E	19871215	AT19860100336T	19860113
BRPI8600858 A	19861111	BR1986PI00858	19860228
DE3507490 C1	19860313	DE19853507490	19850302
DE3660008 D1	19871223	DE19863660008	19860113
EP0194410 A1	19860917	EP19860100336	19860113
EP0194410 B1	19871119	EP19860100336	19860113
ES552516 A1	19870501	ES19860552516	19860228
ES8705307 A1	19870716	ES19860552516	19860228
FI79980 B	19891229	FI19860000346	19860124
FI79980 C	19900410	FI19860000346	19860124
FI860346 A	19860903	FI19860000346	19860124
FI860346 A0	19860124	FI19860000346	19860124
JP1495215 C3	19890516	JP19860044290	19860303
JP61207220 A2	19860913	JP19860044290	19860303
JP63044576 B4	19880906	JP19860044290	19860303
SU1419512 A3	19880823	SU19864027018	19860225
US4691593 A	19870908	US19860835381	19860303

Probable Assignee: DR ING HCF PORSCHE AG

Assignee(s):(std)**:** PORSCHE AG

Assignee(s): DR INZH KH TS F PORSHE AG FIRMA ; DRINGHC F PORSCHE AG ; DOKUTORU INGU HAA TSUEE EFU HORUSHE AG ; DR ING H C F PORSCHE AG ; DR ING H C F PORSCHE AG 7000 STUTTGART DE ; DR ING H C F PORSCHE AKTIENGESELLSCHAFT ; DR ING HCF ; DR ING HCF PORSCHE AG ; DR INZH KH TS F PORSHE AG FA

Inventor(s):(std)**:** MUELLER ROBERT ; MYULLER ROBERT ; ROOBERUTO MIYURAA ; MULLER ROBERT

Inventor(s): ROBERT MYULLER AT ; ROOBERUTO MYURAA ; ROBERT MULLER ; MUELLER ROBERT 7256 MOENSHEIM DE

Designated states: AT BE CH DE FR GB IT LI NL SE

International class (IPC 8–9)**:** B60K17/34 B60K17/346 B60K23/08 F16H48/20 F16H48/22 F16H48/30 (Advanced/Invention); B60K17/34 B60K17/344 B60K23/08 F16H48/00 (Core/Invention)

International class (IPC 1–7)**:** B60K17/34 B60K17/344 B60K17/346 B60K17/352 B60K23/0 B60K23/00 B60K23/08 F16H1/28 F16H1/42 F16H1/44

CPC: B60K17/3465 B60K23/0808

European class: B60K17/346B1 B60K23/08B

US class: 180/249 475/113 475/154 475/207 475/221 475/260 475/295 74/705 74/714 74/802

Classification Explorer

Cited documents: US4567788 A, US4541503 A, US4520691 A, US4493227 A, US4464973 A, US4428452 A, US4138906 A, US3871249 A, US3838610 A, US3828877 A, US3792628 A, US3709314 A, US3269217 A, US2228581 A, JP37006005 A2, GB800230 A, GB1583655 A, GB1093798 A, FR1024532 A, EP0118155 A1, EP0066449 A1, DE811650 A, DE3218830 A1, DE1802456 A1, CH66021 A, CH287435 A,

Forward Citations:

WO9119620, WO06046018, US7811194, US7806220, US7510041, US7503866, US7503416, US7491146, US7361113, US7344469, US7294083, US7278947, US7267628, US7258187, US7238134, US7211019, US7175559, US7175558, US7175557, US7086982, US7083539, US7080707, US7059992, US7059991, US7059990, US7044880, US7004876, US6962227, US6464612, US6334832, US6120407, US6045476, US5842947, US5364319, US5335747, US5171294, US5083988, US5066268, US4995862, US4986800, US4916973, US4909344, US4882950, US4850246, US4784236, US4779487, US2009181819, US2008139359, US2007289797, US2007265130, US2007066436, US2006293141, US2006289228, US2006276292, US2006205555, US2006199697, US2006172844, US2006162980, US2006157291, US2006142108, US2006122024, US2006122023, US2006052206, US2005279558, US2005266953, US2005266952, US2005266950, US2005261099, US2005261098, US2005252707, US2005247511, US2005176543, US2005159264, EP0405717, EP0345445, EP0327726, EP0315741, EP0298397, EP0275394, EP0257132, EP0252183, EP0236695, EP0230523, DE4138738, DE3701843, DE3629493, DE3616236, DE3602930, DE102005061935,

Abstract:
Source: US4691593A A limited slip differential system in the drive train of a motor vehicle with continuous all−wheel drive is provided with a direct through drive acted on by an intermediate planetary transmission and an engageable braking device. The transmission ratio between the planetary transmission and the braking device is substantially higher than the transmission ratio for the direct through drive. This keeps the required braking moment small and allows the use of a relatively small braking device.

0) BRPI8503289A – MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO...

176) Family number: 669629 (BRPI8503289A) © PatBase

Title: MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO MECANICO DE AJUSTE AUTOMATICO E APARELHO AJUSTADOR DE FREIO AUTOMATICO ACTING MECHANISM OF MECHANICAL PARKING BRAKE AUTOMATIC ADJUSTMENT AND AUTOMATIC BRAKE ADJUSTER (Machine translation)

Priority: BR1985PI03289 19850709

Family:

Publication number	Publication date	Application number	Application date
BRPI8503289 A	19870217	BR1985PI03289	19850709

Probable Assignee: KELSEY HAYES CO

Assignee(s):(std): KELSEY HAYES CO

Assignee(s): KELSEY HAYES COMPANY

Inventor(s):(std): EVANS ANTHONY C

Inventor(s): ANTHONY C EVANS

International class (IPC 8–9): F16D65/00 F16D65/14 (Advanced/Invention); F16D65/00 F16D65/14 (Core/Invention)

International class (IPC 1–7): F16D65/00 F16D65/14

Classification Explorer

Abstract:
Source: BRPI8503289A ¦••• • a • M i ss M IIss • • • • • a • • • • ••• it hi ss• •• ii a a a • « « • • a at a a a • • a a a a a a aa aa #ss## aa HESUMO DA INVENQAO Patente de Invencao de "MECANISMO DE ATUACAO DE FREIO DE ESTACIONAMENTO MECANICO DE AJUSTE AUTOMATICO E APARELHO AJUSTADOR DE FREIO AUTOMATICO". 5 Revela–se um mecanismo de freio de estacionamento mecanico contendo uma caracteristica au to–reguladora para compensar o disgaste da almofada de friccao adequado para uso num freio de disco hidrauli– co, A concretizacao revelada ensina um mecanismo de 10 freio de estacionamento separado e independente do me– canismo de atuacao do freio hidraulico. Portanto o me– canismo de freio de estacionamento pode ser combinado com qualquer freio de disco como um dispositivo adicio nal para uso em veiculos a motor. •• • • • • ••• • e ... • • • • • M i ss M II ss • • • • • • • • • • • • it hi ss • • • ii at • «• at a a a • • (a) a a a aa aa # ss # # aa HESUMO of INVENQAO patent of Invention of "ACTING MECHANISM of MECHANICAL PARKING BRAKE AUTOMATIC ADJUSTMENT and AUTOMATIC BRAKE ADJUSTER DEVICE." 5 proves to be a mechanical parking brake mechanism containing a characteristic au to–to offset the regulatory disgaste friccao pad suitable for use in a disc brake hidrauli–co, concretizacao revealed teaches a 10 parking brake mechanism separately and independent of me–as of superior performance hydraulic brake. So me–parking brake mechanism can be combined with any disc brake as an additional nal device for use in motor vehicles. •• • • • • ••• • e

0) FR2657597A – WINCH WHICH CAN BE FITTED TO THE DRIVING WHEELS...

177) Family number: 6272195 (FR2657597A) © PatBase

Title: Winch which can be fitted to the driving wheels of a motor vehicle which has got stuck in the sand or in the mud, equipped with a strap winder and anchoring posts

Priority: FR19900001177 19900129

Family:

Publication number	Publication date	Application number	Application date
FR2657597 A1	19910802	FR19900001177	19900129
FR2657597 B1	19920522	FR19900001177	19900129

Probable Assignee: FREREJOUAN JACKIE

Assignee(s):(std)**:** FREREJOUAN JACKIE

Inventor(s):(std)**:** JACKIE FREREJOUAN

Inventor(s): FREREJOUAN JACKIE

International class (IPC 8–9)**:** B66D1/00 B66F19/00 B66F19/02 E02D5/80 (Advanced/Invention); B66D1/00 B66F19/00 E02D5/80 (Core/Invention)

International class (IPC 1–7)**:** B66F19/02

CPC: B66D1/005 B66F19/00 E02D5/801

European class: B66D1/00A B66F19/00 E02D5/80B

Classification Explorer

Cited documents: US3784163, US2751193,

Forward Citations: GB2366275,

Abstract:
Source: FR2657597A Device which can be fitted to the driving wheels of a motor vehicle which has got stuck in the sand or in the mud. The invention relates to a device making it possible, regardless of the nature of the ground, to tow one's vehicle out of its poor position by fitting to the front or rear driving wheels two grapnel winches the tensioners of which are fixed inside vent orifices (4) of the wheel rim (14). It consists of: – an outer sleeve (1) in the form of a funnel conical at its base (28), carrying the automatic roller compartment (7) with a strap (3), and taking up position on the wheel rim (14) by application of its ring (18), – an inner sleeve (2) with a spring (11) with manual immobilisation (5) so that the ring (19) exerts its pressure on the wheel nuts (17), – several tensioners of the same type, from four to five, each of them forming an assembly (3–10–12–13–15–20–24–25), returning the sleeve (1) via firm pressure on to any part whatsoever of the wheel rim (14) about its axis (23). The device according to the invention is particularly intended to be fitted to the driving wheels of a motor vehicle.

0) FR1440732A – ESSUIE–GLACE, APPLICABLE EN PARTICULIER A DES V...

178) Family number: 21535932 (FR1440732A) © PatBase

Title: ESSUIE–GLACE, APPLICABLE EN PARTICULIER A DES VEHICULES AUTOMOBILES WIPER, ESPECIALLY APPLICABLE TO MOTOR VEHICLES (Machine translation)

Priority: FR19650013247 19650414

Family:

Publication number	Publication date	Application number	Application date
FR1440732 A	19660603	FR19650013247	19650414

Inventor(s):(std): KIRCHNER ERNST

International class (IPC 8–9): B60S1/08 (Advanced/Invention); B60S1/08 (Core/Invention)

International class (IPC 1–7): B60S1/08

CPC: B60S1/0803

European class: B60S1/08B

Classification Explorer

Abstract:
Source: FR1440732A [Source: Claim 1] 1 On prevoit pour actionner le moteur d'entraine ment un commutateur muni de plusieurs groupes de contacts, de preference trois, qui peut etre regle dans trois positions de commutation et dont les contacts sont relies ensemble de telle maniere que la mise hors service du moteur d'entrainement s'effectue a chaque fois dans le sens de rotation associe avec le service intermittent des balais et, en outre, pour l'interruption du circuit electrique du moteur de commande, les organes mecaniques; pouvant etre commandes pour 1e service intermit tent des balais d'essuie–glace, sont relies avec un dispositif de coupure et/ou d'arret muni de contacts d'arret fixe ou contacts analogues de telle maniere que les balais d'essuie–glace soient immobilises a chaque fois dans leur position d'arret fixe; [Source: Claim 1] 1 It is expected to operate the engine ment leads to a switch with several contact groups, preferably three, which can be settled in three switching positions and whose contacts are connected together to such a way that switching off the drive motor of the service is performed each time in the direction of rotation associated with the intermittent service brooms and, in addition, to the interruption of the electrical circuit of the drive motor, the mechanical organs; can be orders for the first intermittent Service tent of wiper blades, are connected with a switching device and / or stop provided with fixed stop contacts or similar contacts in such a way that the wiper blades are immobilized each time in their fixed stop position;

0) DE10122292A1 – INSTALLATION FOR BETTER UTILIZATION OF SKI–LIFT...

179) Family number: 24152896 (DE10122292A1) © PatBase

Title: Installation for better utilization of ski–lifts during snowless seasons comprises an endless pipe configuration and carriages with guide devices and plastic foam running wheels and guide devices

Priority: DE20011022292 20010508

Family:

Publication number	Publication date	Application number	Application date
DE10122292 A1	20021205	DE20011022292	20010508

Probable Assignee: FUNKE PETER

Assignee(s):(std)**:** FUNKE PETER

International class (IPC 8–9): A63G21/04 B61B11/00 B61B9/00 (Advanced/Invention); A63G21/00 B61B11/00 B61B9/00 (Core/Invention)

International class (IPC 1–7): B61B9/00

CPC: A63G21/04 B61B9/00 B61B11/002

European class: A63G21/04 B61B11/00A B61B9/00

Classification Explorer

Forward Citations: WO05005751, WO05005751,

Abstract:
Installation for better utilization of ski–lifts during snowless seasons comprises an endless pipe configuration and carriages with guide devices and plastic foam running wheels. The carriages brought to the top of the installation by means of the ski–lift return to the bottom of the installation by gravity. Carriage speed during a downwards journey is automatically regulated.

0) US5507994A – PROCESS AND APPARATUS FOR PROVIDING A SHAPED PO...

180) Family number: 32481587 (US5507994A) © PatBase

Title: PROCESS AND APPARATUS FOR PROVIDING A SHAPED POLYMER FRAME ON A GLASS PLATE

Priority: DE19934326650 19930809 DE19946010550 19940727 EP19940401722 19940727 US19970887706 19970703 US19950540858 19951010 US19940286725 19940805 US19990425047 19991022 FR19940012337 19941017

Family:

Publication number	Publication date	Application number	Application date
AT166608 E	19980615	AT19940401722T	19940727
BRPI9504416 A	19970527	BR1995PI04416	19951016
CZ284346 B6	19981014	CZ19940001930	19940809
CZ292214 B6	20030813	CZ19950002699	19951016
CZ9401930 A3	19951115	CZ19940001930	19940809
CZ9502699 A3	19960515	CZ19950002699	19951016
DE4326650 A1	19950216	DE19934326650	19930809
DE69410550 D1	19980702	DE19946010550	19940727
DE69410550 T2	19981217	DE19946010550T	19940727
DE69521658 D1	20010816	DE19956021658	19951013
DE69521658 T2	20020502	DE19956021658T	19951013
EP0638408 A1	19950215	EP19940401722	19940727
EP0638408 B1	19980527	EP19940401722	19940727
EP0707937 A1	19960424	EP19950402288	19951013
EP0707937 B1	20010711	EP19950402288	19951013
ES2118341 T3	19980916	ES19940401722T	19940727
ES2160679 T3	20011116	ES19950402288T	19951013
FR2725657 A1	19960419	FR19940012337	19941017
FR2725657 B1	19970110	FR19940012337	19941017
JP2889820 B2	19990510	JP19940185834	19940808
JP7165441 A2	19950627	JP19940185834	19940808
JP8207109 A2	19960813	JP19950268750	19951017
KR100343862 B1	20021129	KR19940019443	19940808
KR100361237 B1	20030211	KR19950036535	19951017
KR19950005761 A	19950320	KR19940019443	19940808
KR19960014032 A	19960522	KR19950036535	19951017
PT707937 T	20011228	PT19950402288T	19951013
RO119006 B1	20040227	RO19950001798	19951017
SI0638408 T1	19981031	SI19940030175T	19940727
TH44284 A	20010409	TH19951002581	19951016
TR9501277 A2	19960621	TR19950001277	19951017
TR960323 A2	19960621	TR19950001277	19951017
US5507994 A	19960416	US19940286725	19940805
US5645785 A	19970708	US19950540858	19951010
US5908595 A	19990601	US19970887706	19970703
USRE37341 E	20010828	US19990425047	19991022

Probable Assignee: SAINT GOBAIN GLASS FRANCE

Assignee(s):(std)**:** GLASWERKE GMBH VER ; SAINT GOBAIN ; SAINT GOBAIN GLASS FRANCE ; SAINT GOBAIN VITRAGE ; VER GLASWERKE GMBH ; SAINT GOBAIN VITRAGE INT

Assignee(s):

SAINT GOBAIN VITRAGE INTERNATIONAL ; VEGLA VER GLASWERKE GMBH 52066 AACHEN DE ; SAINT GOBAIN VITRAGE COURBEVOIE FR ; VEGLA VER GLASWERKE GMBH ; SAINT GOBAIN VITRAGE LES MIROIRS ; VEGLA VEREINIGTE GLASWERKE GMBH 52066 AACHEN DE ; SAN GOBAN BITORAAJU ; SAINT GOBAIN GLASS FRANCE COURBEVOIE

Inventor(s):(std)**:** SCHOLL HEINZ ; RORUFU KUUTE ; RORUFU KOTSUTE ; KOTTE ROLF DR ; KOETTE ROLF DR ; KOETTE DR ; HERUBERUTO JIYORISU ; HERBERT JOERIS ; HEINZ SCHOLL ; HAINTSU SHIYORU ; HAINTSU SHIYOORU ; GERUTO KORUNIRUSU ; GERD CORNILS ; DR ROLF KOTTE ; CORNILS GERD ; KOTTE ROLF ; KOTTE DR ROLF ; KOTIE ROLF DR ; JOERIS HERBERT ; HERUBERUTO YOERISU

Inventor(s): HERUBERUTO JORISU ; CORNILS GERD D 52399 MERZENICH DE ; CORNILS GERD 52399 MERZENICH DE ; HAINTSU SHOORU ; JOERIS HERBERT D 52146 WUERSELEN DE ; JOERIS HERBERT 52146 WUERSELEN DE ; KOETTE ROLF DR 52477 ALSDORF DE ; SCHOLL HEINZ D 52249 ESCHWEILER DE ; SCHOLL HEINZ 52249 ESCHWEILER DE ; ROLF KOTTE ; KOTTE ROLF DR D 52477 ALSDORF DE

Designated states: AT BE DE ES FR GB IT LU NL PT SE

International class(IPC 8–9)**:** B05C5/02 B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/32 C03C27/04 (Advanced/Invention); B29C47/02 B29K105/20 B29K709/08 C03B17/06 C03B18/02 (Advanced/Non–invention); B05C5/02 B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/28 C03C27/00 (Core/Invention)

International class(IPC 1–7)**:** B05C5/02 B21C B29C47/00 B29C47/02 B29C47/12 B60J10/02 C03C17/32 C03C27/00

CPC: B05C5/022 B60J10/70 B05C5/0204 B05C5/0216 B29C47/0019 B29C47/124 B29C47/003 B29C47/026 C03C27/048

European class: B05C5/02A B05C5/02B1A B29C47/02C2 B29C47/12C B60J10/02 C03C27/04H

US class: 156/108 156/244.11 156/244.24 156/500 156/583.1 264/177.16 264/252 425/113 425/192.00R 425/192R 425/404 425/466

Classification Explorer

Cited documents: WO9504493 A1, US5507994 A, US5456874 A, US5411696 A, US5382395 A, US5362428 A, US5358397 A, US5336349 A, US5273704 A, US5256361 A, US5183612 A, US5131349 A, US5108526 A, US5069852 A, US5061429 A, US5057265 A, US4973436 A, US4584155 A, US4571278 A, US3491176 A, US3408979 A, US3408799 A, US3088166 A, JP4241925 A2, JP4226321 A2, JP4151225 A2, JP3014770 A2, GB2099688 A1, GB1405845 A, EP0638408 A1, EP0585129 A1, EP0524092 A1, EP0493068 A1, EP0479677 A2, EP0444998 A1, EP0354481 A2, EP0324092 A1, EP0127546 B1, EP0121481 B1, EP0028284 A1, DE3008055 C2,

Forward Citations: WO9728947, WO9711831, WO16180731, WO16071468, WO16012151, WO14063806, WO13037950, WO08137697, WO05057682, WO05057682, WO02070229, USRE37341, US9694381, US9187368, US8747098, US8684722, US8578993, US8353694, US8123510, US8088319, US7951316, US7799257, US7467452, US7452197, US7404711, US7204948, US7180027, US6926335, US6803001, US6722731, US6607622, US6599386, US6523983, US6521083, US6513854, US6251324, US6203639, US6054001, US6000746, US5908595, US5846465, US5814352, US5744172, US5650031, US5645785, US5632939, US2015217326, US2014110044, US2011209832, US2008268198, US2008106040, US2007186496, US2007096363, US2007062225, US2006220272, US2006127584, US2006008625, US2005218557, US2005217785, US2004141109, US2004126528, US2004118079, US2004013757, US2003168889, US2001001182, KR101188782, JP4926717, JP2007517682, FR2934180, FR2907350, FR2775927, FR2725657, EP3178627, EP1368176, EP1331080, EP1236559, EP0931636, EP0805013, EP0778120, EP0707937, EP0672513, EA019716, DE19961706, DE19961706, DE102015224834, DE102011053583, DE10154553, DE10154553, DE10103865, DE10023207, AU2004297678,

Abstract:
Source: US5507994A A process for the production of a plate with a polymer frame shaped onto the edge of the plate. The frame is extruded onto the plate while the latter is held stationary in a working station of a handling automaton or robot with a support device which corresponds to the shape of the plate in such a way that the edge of the plate projects freely over the support face of the support device. With the aid of the robot, an extrusion die having a through, mouth–like slot with two jaws engages the top and bottom surfaces of the circumferential edge of the plate as the mouth–like slot engages the plate edge. At the front end of the two jaws of the die mouth, there are sealing ledges movable at right angles to the plate surfaces, which are supported on the latter during the extrusion process.

0) US2005158561A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

181) Family number: 32088612 (US2005158561A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US20040760826 20040116 WO2005US00050 20050103

Family:

Publication number	Publication date	Application number	Application date
AU2005209150 AA	20050811	AU20050209150	20050103
CN1929993 A	20070314	CN200580007586	20050103
EP1708878 A1	20061011	EP20050704894	20050103
IN04047DN2006 A	20070803	IN2006DN04047	20060713
JP2007523765 T2	20070823	JP20060549335T	20050103
KR20060114000 A	20061103	KR20067015901	20050103
TW200538281 A	20051201	TW20050101204	20050114
US2005158561 AA	20050721	US20040760826	20040116
WO05072958 A1	20050811	WO2005US00050	20050103

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std): GEN ELECTRIC ; LU QIWEI ; WANG HUA

Assignee(s): SABIC INNOVATIVE PLASTICS IP BV ; SABIC GLOBAL TECHNOLOGIES BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std): HUA WANG ; LU QI WEI ; LU QIWEI ; QIWEI LU ; QIWEI WANG HUA LU ; WANG HUA

Inventor(s): WANG HUA LU QIWEI

Agent(s): PHILLIPS ORMONDE FITZPATRICK; GENERAL ELECTRIC COMPANY, GLOBAL RESEARCH; GENERAL ELECTRIC CO GLOBAL RESEARCH

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B32B27/08 B32B27/36 B32B37/12 C08F255/02 C08L51/06 C08L53/00 C09D167/03 C09D169/00 C09J123/10 C09J123/26 C09J151/06 C09J175/02 C09J175/04 C09J175/12 (Advanced/Invention); B32B27/08 B32B37/12 (Advanced/Non–invention); B32B27/08 B32B27/36 B32B37/12 C08F255/00 C08L51/00 C08L53/00 C09D167/02 C09D169/00 C09J123/00 C09J151/00 C09J175/00 C09J175/04 C09J175/12 (Core/Invention)

International class (IPC 1–7): B32B27/08 B65D1/00 C09J123/10 C09J175/02 C09J175/12

CPC: Y10T428/31551 C08L51/06 B32B27/08 C08F255/02 C08L53/00 C09J151/06 C09J175/04

European class: B32B27/08 C08F255/02 C08L51/06 C08L53/00 C09J151/06 C09J175/04

US class: 428/423.1 428/423.100P

Classification Explorer

Cited documents: US6632879 BB, US6617398 BB, US6607814 BB, US6586091 BB, US6572956 BA, US6538065 BA, US6469099 BA, US6306507 BA, US5738918 A, US5665820 A, US5601679 A, US5486407 A, US5407751 A, US5364669 A, US5360647 A, US5318850 A, US5262475 A, US5103336 A, US5098778 A, US5030505 A, US5001000 A, US4992322 A, US4931364 A, US4912177 A, US4643937 A, US4576842 A, US4506065 A, US4503121 A, US4487896 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4121014 A, US3965057 A, US3806486 A, US3509779 A, US3492261 A, US3460961 A, US3444129 A, US3207814 A, US3169121 A, US3030331 A, US2004253428 AA, US2004028907 AA, US2003175488 AA, US2003008134 AA, US2001055671 AA, JP7053812 A2, JP2005536370 T2, JP2002542325 T2, JP2002512907 T2, JP10130362 A2, EP1316419 A2,

Forward Citations: WO08079784, US9314938, US8981013, US8691340, US7829632, US7691950, US7691304, US7687583, US7686998, US7686997, US7514147, US7270882, US2017009420, US2016122595, US2010143651, US2010009207, US2008269400, US2008269399, US2008269386, US2008265308, US2008119618, US2008119597, US2008119596, US2007116959, US2006019099, US2005266232, US2005144309, US2004253428, US2004175593, US2004166323,

Abstract:
Source: US2005158561A Disclosed are weatherable multilayer articles comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) a substrate layer comprising a polypropylene, and (iv) at least one adhesive layer comprising the reaction product of an amine–functionalized polypropylene and a polyurethane, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for making the multilayer article.

182) Family number: 42523100 (US2008288346A) © PatBase

Title: METHOD FOR PRIVATE SELLERS TO CERTIFY PREVIOUSLY OWNED VEHICLES

Priority: US20070749948 20070517

Family:

Publication number	Publication date	Application number	Application date
US2008288346 AA	20081120	US20070749948	20070517

Probable Assignee: SHAMES HOWARD MORRIS

Assignee(s):(std)**:** SHAMES HOWARD MORRIS

Inventor(s):(std)**:** SHAMES HOWARD MORRIS

Agent(s): DELAIN LAW OFFICE PLLC

International class (IPC 8–9)**:** G06Q30/00 (Advanced/Invention); G06Q30/00 (Core/Invention)

CPC: G06Q30/06 G06Q30/0222

European class: G06Q30/0222 G06Q30/06

US class: 705/1 705/1.1 705/1.100S 705/14 705/14.23 705/14.230P

Classification Explorer

Cited documents: US7131005 BB, US6622129 BA, US5915019 A, US2006206248 AA, US2003055667 AA, US2001027432 AA,

Forward Citations: WO14120823, US7690384, US7690383, US2015213559, US2014089208, US2008053468, US2008047569, GB2515151,

Abstract:
Source: US2008288346A A method is taught whereby an individual vehicle seller who wishes to sell his or her vehicle privately (without using a dealer) can provide a potential purchaser with a certification of the vehicle that is backed by a known and reputable vehicle maintenance–and–repair entity. A method of advertising the certification online is also provided as an optional marketing outlet to the vehicle seller.

0) US2015306455A – ATHLETIC TRAINING SYSTEM, METHOD AND COMPUTER P...

183) Family number: 60680800 (US2015306455A) © PatBase

Title: ATHLETIC TRAINING SYSTEM, METHOD AND COMPUTER PROGRAM PRODUCT

Priority: US20140261435 20140425 US20160237631 20160816 US20170437432 20170220

Family:

Publication number	Publication date	Application number	Application date
US2015306455 AA	20151029	US20140261435	20140425
US2016354664 AA	20161208	US20160237631	20160816
US2017157482 AA	20170608	US20170437432	20170220
US9415263 BB	20160816	US20140261435	20140425
US9573035 BB	20170221	US20160237631	20160816

Probable Assignee: DECARLO ENTPR INC

Assignee(s):(std)**:** DECARLO CHRISTOPHER ; DECARLO ENTPR INC

Assignee(s): DECARLO ENTERPRISES INC

Inventor(s):(std)**:** DECARLO CHRISTOPHER

Agent(s): RALPH P; ATFIRM PLLC

International class(IPC 8–9)**:** A63B24/00 A63B63/00 A63B63/08 A63B69/00 A63B69/36 A63B69/38 A63B71/06 F41J1/00 F41J1/10 F41J3/00 G06N3/08 G06N5/02 (Advanced/Invention)

CPC: A63B69/00 A63B71/0619 A63B2207/02 A63B2225/20 A63B2225/50 A63B2071/0675 A63B63/00 A63B63/004 A63B63/008 A63B63/083 A63B2024/0025 A63B2024/0037 A63B2210/50 A63B2220/13 A63B2220/62 A63B2220/801 A63B2225/09 F41J1/10 F41J3/00 F41J1/00 G06N5/022 A63B24/0087 A63B71/0622 A63B2024/0068 A63B2071/065 A63B2220/24 A63B2220/30 A63B2220/34 A63B2220/44 A63B2220/56 A63B2220/802 A63B2220/805 A63B2220/833 G06Q50/01 G09B19/0038 A63B24/00 A63B2069/0006 A63B69/10 F41J1/01 F41J5/02 F41J5/052 G06F19/3481 A63B24/0021 A63B24/0075 A63B69/0071 A63B69/002 A63B69/0024 A63B69/0026 A63B69/38 A63B69/36 G06N3/08 A63B2071/0625 A63B2243/007 A63B2102/14 A61B5/1113 A61B5/1124 A61B5/6895 A61B5/745 A61B2503/10

US class: 1/1 473/422

Classification Explorer

Cited documents: WO0169830 A2, USD539373 S1, USD510112 S1, USD321370 S1, US8152660 BA, US6579197 BB, US5890985 A, US5800291 A, US5485993 A, US5330175 A, US4989862 A, US3888023 A, US3552749 A, US2014378281 AA, US2014038751 AA, US2012142458 AA, US2011303207 AA, US2010259412 AA, US2010038854 AA, US2009098981 AA, US2007191141 AA, US2005023763 AA, US2004063521 AA, CN103692444 A,

Forward Citations: US9427648, US2014130645,

Abstract:
Source: US2015306455A According to one exemplary embodiment, a computer implemented athletic training apparatus, system, method and/or computer program product may provide a robotically controlled moveable goal and/or intermediary goal, as well as a plurality of sensors to identify a plurality of sensor data relating to user interactions with the robotically controlled athletic training system.

184) Family number: 7709001 (JP4066307A)

© PatBase

Title: COMBINATION OF TIRE AND WHEEL FOR AUTOMOBILE IN WINTER TIME

Priority: JP19900179928 19900707

Family:

Publication number	Publication date	Application number	Application date
JP4066307 A2	19920302	JP19900179928	19900707

Probable Assignee: KOBAYASHI YOSHIKATSU

Assignee(s):(std)**:** KOBAYASHI YOSHIKATSU

Inventor(s):(std)**:** KOBAYASHI YOSHIKATSU

International class (IPC 8–9)**:** B60C11/16 B60C15/00 (Advanced/Invention); B60C11/14 B60C15/00 (Core/Invention)

International class (IPC 1–7)**:** B60C11/16 B60C15/00

Classification Explorer

Forward Citations: JP2007291914,

Abstract:
Source: JP4066307A PURPOSE: To prevent both tire slip and road damage by moving metal bars outward and inward through movable plates in response to rotation of a cam provided on a wheel, so that spikes can project from and retreat in a tire tread. CONSTITUTION: When a vehicle is to run on a snow–covered or frozen road, a cam 3 provided on a wheel 18 is rotated by a predetermined angle so as to push outward several movable plates 2 and to push out spikes on the tips of metal bars 1 housed inside a tire 17, thus allowing the tire 17 to exhibit its drive and control performance which is similar to that of a conventional spike tire. When a vehicle is to run under road conditions which do not require spikes, the cam is rotated by a predetermined angle while a pin 11 is pulled. Since each movable plate 2 and metal bar 1 are equipped with each compressed coil spring 9, which applies pressure toward the central port of a wheel 18 at the time the movable plate 2 and the metal bar 1 automatically move toward the central part of the wheel 18 when they are released from the force of the cam 3, withdrawing the spikes from the surface of the tire.

0) US5350035A – ANTIHYDROPLANING SYSTEM FOR A MOTOR VEHICLE

185) Family number: 11684318 (US5350035A) © PatBase

Title: Antihydroplaning system for a motor vehicle

Priority: DE19914115367 19910510 DE19924224452 19920724 US19920881270 19920511

Family:

Publication number	Publication date	Application number	Application date
DE4115367 A1	19921112	DE19914115367	19910510
DE4115367 C2	19940421	DE19914115367	19910510
DE4224452 A1	19940127	DE19924224452	19920724
EP0512264 A2	19921111	EP19920105949	19920407
EP0512264 A3	19930127	EP19920105949	19920407
EP0580006 A1	19940126	EP19930110749	19930706
JP2076098 C3	19960725	JP19920116422	19920508
JP7104188 B4	19951113	JP19920116422	19920508
JP7209034 A2	19950811	JP19920116422	19920508
US5350035 A	19940927	US19920881270	19920511

Probable Assignee: MESSERSCHMITT BOELKOW BLOHM

Assignee(s):(std)**:** MESSERSCHMITT BOELKOW BLOHM ; DEUTSCHE AEROSPACE

Assignee(s): DEUTSCHE AEROSPACE AG ; DEUTSCHE AEROSPACE AG 80804 MUENCHEN DE ; MESSERSCHMITT BOELKOW BLOHM GESELLSCHAFT MIT BESCH ; MESSERSCHMITT BOELKOW BLOHM GESELLSCHAFT MIT BESCHRAENKTER HAFTUNG ; MESSERSCHMITT BOLKOW BLOHM GMBH ; MESSERSCHMITT BOELKOW BLOHM GMBH ; MESSERSCHMITT BOELKOW BLOHM GMBH MBB ; MESSERSCHMITT BOELKOW BLOHM GMBH 8012 OTTOBRUNN DE

Inventor(s):(std)**:** BODIER RUEDIGER ; BODIER RUEDIGER DIPL ING ; HARUTOMUUTO SHIYUMITSUTO ; RIYUUDEIGERU BODEIIRU ; SCHMIDT HARTMUT ; SCHMIDT HARTMUT DR

Designated states: DE ES FR GB IT SE

International class (IPC 8–9): B60B39/02 B60B39/08 B60B39/10 G01D21/00 (Advanced/Invention); G01D21/00 (Core/Invention)

International class (IPC 1–7): B60B39/00 B60B39/02 B60B39/08 B60B39/10 B60K23/00 B60K28/16 B62D6/00 G01D21/00

CPC: B60B39/10 B60T2210/13 B60B39/025

European class: B60B39/02D8 B60B39/10 L60T210/13

US class: 180/197 180/271 280/727 280/757 291/1 291/2

Classification Explorer

Cited documents: WO8700126 A1, US5100175 A, US4095147 A, US4063606 A, US3889991 A, US2028334 A, JP62299435 A2, JP1226403 A2, DE868856 A, DE4115367 A1, DE4004038 A1, DE3740433 A1, DE3417048 A1, DE2800709 A1, DE2600787 A1, DE2239022 A1, DE2214313 A1,

Forward Citations: WO9855955, WO15183911, WO13066394, WO06034515, WO05100054, WO05100054, WO0103952, US9581179, US9440493, US9283816, US9200420, US9096983, US8482436, US7990287, US7988220, US7832262, US7755519, US7370888, US7234730, US6505506, US6488217, US6447009, US6371532, US6270118, US6170594, US6104977, US5929534, US5765119, US5723768, US5705746, US5532678, US5521594, US5502433, US2016089933, US2010276006, US2008315622, US2008245455, US2008082244, US2008011526, US2007158502, US2006096580, US2005248146, US2005224271, JP6148219, JP3123683, GB2307555, GB2307555, FR2794685, EP2832617, EP1273496, EP1052118, EP0580006, DE19920952, DE19920952, DE19543928, DE10356173, DE102012024529, DE102011108479, DE102005035716, DE10133117, DE10111248, CN101975669, AT502336,

Abstract:
Source: US5350035A This invention relates to a vehicle comprising an antihydroplaning system, particularly for improving the wheel adhesion despite the presence of a sheet of water on the road. Output signals from sensors for detecting body and chassis vibrations, ambient temperature and other parameters are analyzed to determine when hydroplaning is occurring or about to occur, and to activate antihydroplaning measures.

186) Family number: 28882911 (US5692267A) © PatBase

Title: APPARATUS FOR RECOGNIZING IMPURITIES OF FIBER MATERIAL DURING PROCESSING IN A TEXTILE MACHINE AND METHOD

Priority: CA19962173918 19960411 DE19951014038 19950413 DE19951014038U 19950413 DE19961004499U 19960208 DE19965003751 19960406 DE19961004499 19960208

Family:

Publication number	Publication date	Application number	Application date
AR004661 A1	19990310	AR19960102152	19960411
BRPI9601334 A	19980113	BR1996PI01334	19960412
CA2173918 AA	19961014	CA19962173918	19960411
CA2173918 C	20070626	CA19962173918	19960411
CH693470 A	20030815	CH19960000929	19960412
CN1082573 C	20020410	CN19961002829	19960410
CN1134473 A	19961030	CN19961002829	19960410
DE19604499 A1	19961017	DE19961004499	19960208
DE19604499 B4	20090108	DE19961004499	19960208
DE59603751 D1	20000105	DE19965003751	19960406
EP0738792 A1	19961023	EP19960105508	19960406
EP0738792 B1	19991201	EP19960105508	19960406
ES2147055 AA	20000816	ES19960000839	19960412
ES2147055 BA	20010301	ES19960000839	19960412
FR2732980 A1	19961018	FR19960004574	19960412
FR2732980 B1	19971205	FR19960004574	19960412
GB2300004 A1	19961023	GB19960007621	19960412
GB2300004 B2	19990825	GB19960007621	19960412
GB9607621 A0	19960612	GB19960007621	19960412
GR960100084 A	19961231	GR19960100084	19960314
HK1012427 A1	20000818	HK19980113420	19981215
HK1013431 A1	20000512	HK19980112939	19981208
IN187594 A	20020525	IN1996CA00632	19960408
IT1283562 B1	19980422	IT1996MI00645	19960402
ITMI960645 A0	19960402	IT1996MI00645	19960402
ITMI960645 A1	19971002	IT1996MI00645	19960402
JP3872125 B2	20070124	JP19960092531	19960415
JP8284026 A2	19961029	JP19960092531	19960415
KR100459736 B1	20050205	KR19960010896	19960412
NL1002871 A1	19961015	NL19961002871	19960415
NL1002871 C2	19961120	NL19961002871	19960415
RU2148684 C1	20000510	RU19960106817	19960411
RU96106817 A	19980627	RU19960106817	19960411
US5692267 A	19971202	US19960627068	19960403

Probable Assignee: TRUTZSCHLER GMBH AND CO KG

Assignee(s):(std)**:** TRUETZSCHLER AND CO ; TRJUTTSSHLER GMBKH U KO KG ; TRUETSCSHLER GMBH AND CO KG ; TRUETZSCHLER GMBH AND CO KG ; TR TZSCHLER GMBH AND CO KG ; TRJUTTSSHLER GMBKH UND KO KG ; WILLE GMBH AND CO ; TRUTZSCHLER GMBH AND CO KG ; TRUTZSCHLER GMBH CO KG

Assignee(s): TRUTZSCHLER GMBH ; LEIFELD FERDINAND ; TRUETZSCHLER GMBH AND CO KG 41199 MOENCHENGLADBACH DE ; TR³TZSCHLER GMBH AND CO KG ; TRJUTTSSHLER GMBKH U KO ; TRUETZSCHLER GMBH AND CO KG 41199

MOENCHENGLADBACH

Inventor(s):(std): LAJFEL D FERDINAND ; LEIFELD FERDINAND DIPL ING ; FUERUDEINANTO RAIFUERUTO ; FERDINAND LEIFELD ; LEIFELD FERDINAND ; FERDINAND LEIZELD

Inventor(s): LEIFELD FERDINAND DIPL ING 47906 KEMPEN DE ; LAJFEL'D FERDINAND

Agent(s): MOFFAT AND CO; CABINET BEAU DE LOMENIE

Designated states: CH DE GB IT LI

International class (IPC 8–9): D01G15/00 D01G15/36 D01G15/46 D01G15/76 D01G31/00 D01G9/00 D03J1/02 D06H3/08 G01N21/89 (Advanced/Invention); D01G15/00 D01G31/00 D01G9/00 D06H3/00 G01N21/88 (Core/Invention)

International class (IPC 1–7): A61F5/00 A63G11/00 D01G D01G15/00 D01G15/02 D01G15/10 D01G15/36 D01G15/46 D01G15/76 D01G15/82 D01G31/00 D01G9/00 D03C1/36 D06H D06H3/08 G01N G01N21/89 G06K9/00 G06K9/00 H01R43/22

CPC: D01G31/003 G01N21/8915

European class: D01G31/00B G01N21/89K2

US class: 19/106R 19/161.1 19/296 191/60R 356/237 356/238.3

Classification Explorer

Cited documents: WO9522762 A1, WO9319359 A1, US5410401 A, US5345515 A, US5321496 A, US5270787 A, US5173995 A, US5130559 A, US5123144 A, US4953265 A, US4272868 A, US4271565 A, JP6081224 A2, JP6081224, JP5025713 A2, JP5025713, GB2236389 A1, GB2225634 A1, GB2210907 A1, GB2170316 A1, EP0604875 A2, EP0562268 A1, EP0399945 B1, EP0331039 A2, DE8713550 U, DE4018847 A1, DE4014847 C2, DE3928279 C2, DE3928279 A1, DE3926346 A1, DE3734145 A1,

Forward Citations: WO9950486, US7475600, US7239340, US7173703, US7101461, US6848149, US6675441, US6647595, US6088094, US5974629, US5930870, US2007022822, US2004012786, US2002100569, KR100694585, JP4105489, JP2005120563, JP2003055845, JP2002173840, GB2372259, GB2354011, GB2354011, GB2320257, GB2320257, GB2316100, GB2316100, FR2842537, FR2818668, FR2817561, EP1959039, EP1215312, DE19855588, DE19651893, DE19651893, DE10233011, DE102011110681, DE102011110671, DE102007053893, DE10132711, DE10060227, CN103397506, CN103397506,

Abstract:
Source: US5692267A A fiber processing apparatus includes a plurality of serially−arranged fiber processing components for forming and advancing a fiber web and for gathering the web into a sliver. Some of the components are spaced by a clearance from one another such that the fiber web, while passing from one of the components to an adjoining, spaced component has a length portion unsupported by either of the adjoining components. There are further provided an imaging apparatus which has an illuminating device directing a light beam onto a surface area of the unsupported length portion of the running web; and a camera for sensing the light of the surface area lit by the illuminating device. An electronic image processing unit is connected to the camera for examining signals received therefrom.

0) WO8704496A1 – UNITED SAIL WINDMILL

187) Family number: 5017612 (WO8704496A1) © PatBase

Title: UNITED SAIL WINDMILL

Priority: AU19860053535 19860121 WO1986US00063 19860121

Family:

Publication number	Publication date	Application number	Application date
AU198653535 A1	19870814	AU19860053535	19860121
DK395287 A	19871119	DK19870003952	19870729
DK395287 A0	19870729	DK19870003952	19870729
EP0257022 A1	19880302	EP19860900926	19860121
JP63502443 T2	19880914	JP19860500743	19860121
WO8704496 A1	19870730	WO1986US00063	19860121

Probable Assignee: LABRADOR G A

Assignee(s):(std)**:** LABRADOR G A ; LABRADOR GAUDENCIO A ; LABRADOR GAUDENCIO AQUINO

Assignee(s): LABRADOR GA

Inventor(s):(std)**:** LABRADOR GAUDENCIO A ; LABRADOR GAUDENCIO AQUINO

Inventor(s): GAUDENCIO AQUINO LABRADOR

Agent(s): GA LABRADOR

Designated states: AT AU BE BR CF CG CH CM DE DK FR GA GB IT JP KP LI LK LU ML MR NL RO SE SN SU TD TG

International class (IPC 8–9): F03D3/02 F03D5/02 F03D9/02 (Advanced/Invention); F03D3/00 F03D5/00 F03D9/00 (Core/Invention)

International class (IPC 1–7): F03D3/02 F03D5/02 F03D9/02

CPC: Y02E10/70 F03D5/02 Y02E10/72

European class: F03D5/02 Y02E10/70 Y02E10/72H Y02E60/15

Classification Explorer

Cited documents: US443641 A, US4309006 A, US4302684 A, US4184084 A, US4052134 A, US3996741 A, US3730643 A, GB189425234 A, GB1588600 A,

Forward Citations: WO11112318, US8441141, JP5652929, JP2016502625, ITMI20090419, GB2201469, FR2935160, DE3822697,

Abstract:
The object of this invention is to provide a large scale but low cost windmill by maximizing wind–contact out of the least cost of materials with least cost of maintenance. This is attained by making the sails (100) as large as possible using light materials such as framed fabrics or aluminum sheets, by arranging the large sails (100) to form a long line of parading sails in one direction transverse to the wind and another long line of the same kind parallel to the first line but moving to the opposite direction with which the first line makes a closed loop, by using a strong light weight cable chain (101) that is tugged by the large sails and which also turns the terminal gears (102) located at the two ends of the loop, by using light weight vehicles to carry the large sails.

0) DE3411088A1 – WINTER WHEEL WITH PLUG–IN ANTI–SKID BRACKETS WI...

188) Family number: 3542552 (DE3411088A1) © PatBase

Title: Winter wheel with plug–in anti–skid brackets

Priority: DE19843411088 19840326

Family:

Publication number	Publication date	Application number	Application date
DE3411088 A1	19841025	DE19843411088	19840326

Probable Assignee: KOTTHAUS HEINZ DR ING

Assignee(s):(std)**:** KOTTHAUS HEINZ DR ING

Inventor(s):(std)**:** KOTTHAUS HEINZ DR ING

International class (IPC 8–9): B60C27/04 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60B15/02 B60C27/04

CPC: B60C27/045

European class: B60C27/04B

Classification Explorer

Forward Citations: DE19814017,

Abstract:
Source: DE3411088A1 The invention relates to a vehicle wheel which is specially developed for winter use and which permits special brackets to be plugged into the wheel in the event of ice and snow and thus to offer protection against slipping. The brackets engage around the tyre as far as the tread and consist of plastic, metal or a combination of the two. The handling of the brackets is characterised by the greatest possible degree of simplicity and can be performed in seconds. The bracket is plugged in and locks automatically. It is unlocked by pressing a lever. Bolts or tools are not necessary.

0) BRPI0700324A – MAQUINA CONFORMADORA GRAMPEADORA SEQUENCIAL DE ...

189) Family number: 42175829 (BRPI0700324A) © PatBase

Title: maquina conformadora grampeadora sequencial de recipientes laminados de madeira para mudas de viveiros Stapler machine as sequential laminated wood containers for seedlings from nurseries (Machine translation)

Priority: BR2007PI00324 20070124

Family:

Publication number	Publication date	Application number	Application date
BRPI0700324 A	20080909	BR2007PI00324	20070124

Probable Assignee: MEDEIROS LEANDRO DA SILVA

Assignee(s):(std)**:** MEDEIROS LEANDRO DA SILVA ; RAMOS MARCIO FERREIRA

Assignee(s): LEANDRO DA SILVA MEDEIROS ; MARCIO FERREIRA RAMOS

Inventor(s):(std)**:** MEDEIROS LEANDRO DA SILVA ; RAMOS MARCIO FERREIRA

Inventor(s): LEANDRO DA SILVA MEDEIROS ; MARCIO FERREIRA RAMOS

International class (IPC 8–9): B27F7/17 (Advanced/Invention); B27F7/00 (Core/Invention)

Classification Explorer

Abstract:
Source: BRPI0700324A MAQUINA CONFORMADORA GRAMPEADORA SEQUENCIAL DE RECIPIENTES LAMINADOS DE MADEIRA PARA MUDAS DE VIVIEIROS. Refere–se a uma maquina para a execucao automatica do processo de fabricacao de recipientes laminados de madeira para mudas de viveiros florestais e agricolas. Atualmente esta conformacao e manual, o operador pega o laminado de madeira e com as maos da ao laminado a forma de tubo e o grampeia. Uma tarefa dificil, dado ao enorme volume de producaoe pode causar problemas como: de saude, repetibilidade e outros, atrapalhando os processos produtivos do cultivo. O ciclo de funcionamento da maquina e definido em duas etapas paralelas que atuam de forma simultanea e sincronizada: etapa de alimentacao e etapa de conformacao. o motor (01) aciona o eixos (04) e (20), e aciona o excentrico (07) que avanca o carro aumentador (09) que empurra o ultimo laminado de madeira da pilha do carregador (11) deslocando o laminado pelo trilho guia (13) ate a base de retencao (14), os eixos (04) e (20) acionam tambem os carros (16) (23), (24) e (28) de forma sequencial, moldando o laminado de madeira contra o macho central (18) dando a forma de tubo cilindrico ao mesmo, grampeando–o e sequeencialmente o braco extrator (32) avanca a camisa extratora (35) que se desloca fazendo a extracao do recipiente laminado de madeira pronto para o uso.

Machine translation: STAPLER SEQUENTIAL MACHINES IN COMPLIANCE PACKAGE LAMINATED WOOD FOR SEEDLINGS VIVIEIROS. Refers to a machine for automatic execution of the process of manufacture of wooden containers rolled seedling nurseries and agriculture. Currently this conformation and manual, the operator picks up the wood laminate and the hands of the rolled tube form and staples. A difficult task, given the enormous volume of producaoe can cause problems such as healthcare, repeatability and others, disrupting the processes of cultivation. The duty cycle of the machine and set in two parallel steps that act simultaneously and synchronized: step step power supply and conformation. the motor (01) drives the shaft (04) and (20), and drives the eccentric (07) which brought the car increases (09) which pushes the last wood laminate battery charger (11) the laminate moving by rail guide (13) to the base retention (14), axes (04) and (20) also trigger the cars (16) (23) (24) and (28) sequentially, shaping the laminated wood against the male central (18) giving the form of cylindrical tube to it, tapping it and sequeencialmente the extractor arm (32) advances the shirt extraction (35) that moves making the extraction of container laminate wood ready for use.

0) ES2376871A – SISTEMA INTEGRADO DE LIMPIEZA DE CAPTADORES SOL...

190) Family number: 50791671 (ES2376871A) © PatBase

Title: SISTEMA INTEGRADO DE LIMPIEZA DE CAPTADORES SOLARES. Integrated Cleaning System solar collector. (Machine translation)

Priority: ES20090000839 20090305

Family:

Publication number	Publication date	Application number	Application date
ES2376871 AA	20120320	ES20090000839	20090305
ES2376871 BA	20121228	ES20090000839	20090305

Probable Assignee: CAVADA GUTIERREZ FRANCISCO JESUS

Assignee(s):(std)**:** CAVADA GUTIERREZ FRANCISCO JESUS

Assignee(s): FRANCISCO JESUS CAVADA GUTIERREZ

Inventor(s):(std)**:** CAVADA GUTIERREZ FRANCISCO JESUS

Inventor(s): FRANCISCO JESUS CAVADA GUTIERREZ

International class(IPC 8–9)**:** A47L1/02 F24J2/46 (Advanced/Invention)

CPC: F24J2/461 Y02E10/40

Classification Explorer

Cited documents: US6328813 BA, EP1559358 A1, EP0505956 A1, DE1428414 A1,

Abstract:
Source: ES2376871A Sistema integrado de limpieza de captadores solares.El sistema esta basado en el metodo de limpieza por contacto y con desplazamiento. Consta de dos carros, el carro de limpieza (4), que se desplaza a traves del eje vertical de los captadores y su funcion es la de limpiar, secar y eliminar cualquier objeto depositado; consta de un cepillo axial rotativo y modular y agua a presion en el eje del cepillo y en unos aspersores en la parte delantera. Para secar utiliza un labio de goma.El segundo carro, el carro de desplazamiento (7), desplaza a traves del eje horizontal al carro de limpieza (4) para que pueda cambiar de columna de captadores a limpiar, consta de una estructura a la que se fijan los ejes con las ruedas, el tambor (3) que enrolla las vias de alimentacion, la base donde se acopla el carro de limpieza y el resto de componentes que se fijan a ella.

Machine translation: Integrated Cleaning System solares.El collector system is based on the method of cleaning contact and displacement. It consists of two cars, cleaning the car (4), which moves through the vertical axis of the sensor and its function is to clean, dry and remove any article deposited, consisting of a rotating axial and modular brush and water pressure in the brush shaft and sprinklers in the front. To dry use a lip goma.El second car, truck travel (7), moves through the horizontal axis to car cleaning (4) so you can change column clean collector consists of a structure to fixing the wheel axles, the drum (3) which winds feeding tract, the base where it engages the carriage for cleaning and other components that bind to it.

0) EP2524860B1 – KLAPPBARER ANHAENGER FOLD–DOWN TRAILER REMORQ...

191) Family number: 52402137 (EP2524860B1) © PatBase

Title: KLAPPBARER ANHAENGER FOLD–DOWN TRAILER

Priority: EP20110004089 20110518

Family:

Publication number	Publication date	Application number	Application date
DE502011003337 D1	20140724	DE201150003337T	20110518
EP2524860 A1	20121121	EP20110004089	20110518
EP2524860 B1	20140611	EP20110004089	20110518

Probable Assignee: WENNER STEFAN

Assignee(s):(std)**:** WENNER STEFAN

Inventor(s):(std)**:** WENNER STEFAN

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

International class (IPC 8–9)**:** B62D63/06 (Advanced/Invention)

CPC: B62D63/061

European class: B62D63/06B

Classification Explorer

Cited documents: US2007126209 AA, NL1030534 C2, GB2466285 A1, FR2883250 B1, EP2246242 A1, DE3200792 A1, CA2631836 AA,

Forward Citations: DE202014000617,

Abstract:
The transport trailer has a loading area, a rubber spring axle and a guide (20), where the loading area is movable with the guide from a driving position to a storage position with respect to the rubber spring axle. The rubber spring axle has similar orientation in both the driving position or the storage position with respect to the loading area. The loading area is movable by the guide in a manual manner or by using tools.

0) DE20200997U1 – VORRICHTUNG ZUR FAHR– UND ANFAHRHILFE BEI SCHNE...

192) Family number: 23372921 (DE20200997U1) © PatBase

Title: Vorrichtung zur Fahr– und Anfahrhilfe bei Schnee– und Eisglaette an Kraftfahrzeugen To the driving and starting assistance with snow and ice smoothness at motor vehicles (Machine translation)

Priority: DE20022000997U 20020124

Family:

Publication number	Publication date	Application number	Application date
DE20200997 U1	20020523	DE20022000997U	20020124

Probable Assignee: REPA STANISLAV

Assignee(s):(std)**:** REPA STANISLAV

International class (IPC 8–9): B60B39/04 (Advanced/Invention); B60B39/00 (Core/Invention)

International class (IPC 1–7): B60B39/04

CPC: B60B39/04

European class: B60B39/04

Classification Explorer

Forward Citations: EP2962868, EP2361789, DE202009001554, DE102014213018, DE102010023560, DE102010000453, DE102010000453, CN103863013,

Abstract:
Source: DE20200997U1 (Claim 1) 1. Vorrichtung zur Fahr– und Anfahrhilfe bei Schnee– und Eisglaette an Kraftfahrzeugen, vorzugsweise an LkW, dadurch gekennzeichnet, dass das Kraftfahrzeug mit wenigstens einem Behaelter (1) fuer Streugut, insbesondere Sand, ausgeruestet ist und mit zugehoerigen, vom Fahrzeuginneren steuerbaren Foerdermitteln (2, 3) zur Befoerderung des Streugutes auf die Fahrbahn in Streubereiche, die unmittelbar vor und hinter den Antriebsraedern liegen.

Machine translation: (Claim 1) 1. Device to the driving and starting assistance with snow and ice smoothness characterized in motor vehicles, preferably in truck, by the fact that the motor vehicle is equipped with at least one container (1) for grit, in particular sand, and with associated conveyances controllable of the vehicle inside (2, 3) for the transport of the grit on the roadway into scattering ranges, which lie directly before and behind the drive wheels.

0) BRPI0901148A – TRAVA DE ENGATE RAPIDO LOCK QUICK HITCH (MAC...

193) Family number: 47718312 (BRPI0901148A) © PatBase

Title: TRAVA DE ENGATE RAPIDO LOCK QUICK HITCH (Machine translation)

Priority: BR2009PI01148 20090310

Family:

Publication number	Publication date	Application number	Application date
BRPI0901148 A2	20101116	BR2009PI01148	20090310

Probable Assignee: LUZ DE PINHO HELIO OMAR

Assignee(s):(std)**:** LUZ DE PINHO HELIO OMAR

Assignee(s): HELIO OMAR LUZ DE PINHO

Inventor(s):(std)**:** LUZ DE PINHO HELIO OMAR

Inventor(s): HELIO OMAR LUZ DE PINHO

International class (IPC 8–9): F16B21/06 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI0901148A 1 Resumo A "Trava de Engate Rapido" e um invento para ser colocado rapidamente no setor da industrializacao, devido a sua utilidade, necessidade atual de diminuicao de custos, por sua rapidez na fabricacao, utilizacao e 5 manutencao de equipamentos de varios setores da Industria e Comercio. – A "Trava de Engate Rapido" e de facil manuseio, para travar e so encaixa–la nos pinos frisados de engate rapido (8) nos orificios de entrada (9) na estrutura (5) e empurrar a "Trava de Engate Rapido" ela se travara automaticamente e para soltar e so apertar e ficar apertando o botao de liberacao (1) da estrutura (5) que a 10 "Trava de Engate Rapido" se destravara automaticamente soltando o que o sistema foi instalado e depois puxar a "Trava de Engate Rapido" liberando–a do pino frisado de engate rapido (8), depois sim, soltar o botao de liberacao, abrangendo assim uma infinidade de itens para sua utilizacao. 15 1 Summary The "Lock Quick Hitch" and an invention to be placed quickly in the industrialization sector, due to its usefulness, the current need for lessening costs for its speed in manufacture, use and 5 maintenance of various sectors of industry equipment and Trade. – The "Lock hitch Rapido" and easy handling, to lock and so fit it in beaded pin quick coupler (8) in the inlet holes (9) in the structure (5) and push the "Hitch Lock Rapido" it automatically had fought and drop and so tighten and be pressing the release button (1) of the structure (5) to 10 "Lock Quick Hitch" to unlock automatically releasing what the system was installed and then pull the "Lock Quick hitch "releasing the beaded pin quick coupler (8), then yes, release the button release, thus covering a multitude of items for their utilization. 15

0) BRPI0903232A – EQUIPAMENTO E METODO PARA COMPOSTAGEM EQUIPMEN...

194) Family number: 48901165 (BRPI0903232A) © PatBase

Title: equipamento e mEtodo para compostagem Equipment and methods for composting (Machine translation)

Priority: BR2009PI03232 20090818

Family:

Publication number	Publication date	Application number	Application date
BRPI0903232 A2	20110510	BR2009PI03232	20090818

Probable Assignee: FAST IND E COM LTDA

Assignee(s):(std)**:** FAST IND E COM LTDA

Assignee(s): FAST INDUSTRIA E COMERCIO LTDA

Inventor(s):(std)**:** FARINA MARIUS JULIANO

Inventor(s): MARIUS JULIANO FARINA

International class (IPC 8–9): C05F3/06 (Advanced/Invention)

Classification Explorer

Abstract:
Source: BRPI0903232A EQUIPAMENTO E METODO PARA COMPOSTAGEM. Que consiste num equipamento para compostagem que faz a mudanca automatizada de uma leira para a outra, compreendidos por uma estrutura basica similar a uma ponte rolante, que contem um sistema de entrega de dejetos e um sistema de agitacao do substrato; sendo que estrutura basica similar a uma ponte rolante e constituida por duas barras tubulares(1) dispostas paralelamente uma em relacao a outra, onde e posicionado um carro(2) de agitacao, com pas agitadoras(21), parte do sistema de agitacao, e outra barra tubular(8) disposta paralela as barras tubulares(1); e cada uma das extremidades das barras tubulares(1 e 8) estarem fixadas numa base(1O) que possui rodas(1O1) e sao posicionadas sobre trilhos(1 10) dispostos sobre as paredes longitudinais externas(1 1) das leiras(1 15 e 117); compreendendo ainda um meio para armazenar os dejetos antes de serem despejados sobre as leiras(115 e 117) e realizar deslocamento longitudinal e transversal ao longo das leiras(1 15 e 117) por meio de cabos de aco.

Machine translation: EQUIPMENT AND METHOD FOR COMPOSTING. What is a composting equipment for making the change to an automated windrow to the other, understood by a basic structure similar to a crane, which contains a slurry delivery system and a system of agitation of the substrate, which is basically similar structure a crane and consisting of two tubular bars (1) parallel to one another in relation to, and positioned where a car (2) of agitation, with paddles (21), part of the system of agitation, and other tubular bar (8) disposed parallel tubular bars (1), and each end of the tubular bars (1 and 8) are fixed basis (1O) having wheels (1O1) and are positioned on rails (1 10) arranged on the walls longitudinal external (1 1) the windrows (January 15 and 117), further comprising a means for storing the wastes before being dumped on the ridges (115 and 117) and perform longitudinal and transverse ridges along the (1 15 and 117) by means of steel cables.

0) GB1582922A – VEHICLE HAVING SURFACE DE–ICING APPARATUS

195) Family number: 5061618 (GB1582922A) © PatBase

Title: VEHICLE HAVING SURFACE DE–ICING APPARATUS

Priority: GB19780005778 19780306

Family:

Publication number	Publication date	Application number	Application date
GB1582922 A	19810114	GB19780005778	19780306

Probable Assignee: HUBBARD S D

Assignee(s):(std)**:** HUBBARD S D

International class (IPC 8–9)**:** B60B39/00 (Advanced/Invention)

International class (IPC 1–7)**:** B60B39/02

CPC: B60B39/02

European class: B60B39/02

Classification Explorer

Forward Citations: WO9814335, US5100175, GB2318770,

0) US3589506A – PLASTICS CONTAINERS AND PACKAGES

196) Family number: 709463 (US3589506A) © PatBase

Title: PLASTICS CONTAINERS AND PACKAGES

Priority:

CA19680027429 19680814 CA19710128297 19711122 DE1950M008064 19501230
DE1950M008064 19501229 GB19670028352 19670801 GB19670028353 19670801
GB19670028357 19670620 GB19670035333 19670801 GB19670035337 19670801
GB19670035353 19670801 GB19670028355 19670801 GB19670035336 19670801
GB19670035335 19670801 GB19670039820 19670831 GB19680009848 19680229
GB19680027902 19680612 GB19680028354 19670801 GB19680028356 19670801
GB19680028352 19670801 GB19680028355 19670801 GB19680028357 19670801
GB19680028353 19680614 GB19680027901 19680612 GB19680009849 19680229
GB19680028360 19680614

Family:

Publication number	Publication date	Application number	Application date
AT288238 B	19710225	AT19680007504	19680801
AT296887 B	19720225	AT19680007505	19680801
AU206955612 A1	19701203	AU19690055612	19690527
BE718927 A	19690203		00000000
BE718928 A	19690203		00000000
BE728865 A	19690825		00000000
BE734185 A	19691208		00000000
CA926762 A1	19730522	CA19710128297	19711122
CA926762 A2	19730522	CA19710128297	19711122
CH479457 A	19691015	CH19680011538	19680301
CH487021 A	19700315	CH19680011539	19680801
CS154635 B2	19740430	CS19690001493	19690228
CS154636 B2	19740430	CS19690004201	19690228
CY744 A	19740525	CY19740000744	19740525
DE1761976 A1	19711014	DE19681761976	19680801
DE1910394 B1	19710415	DE19691910394	19690228
DE1929261 A1	19700903	DE19691929261	19690610
DE883668 A	19530720	DE1950M008064	19501229
DK136943 B	19771219	DK19680003709	19680801
DK136943 C	19780529	DK19680003709	19680801
ES356744 A1	19710101	ES19680356744	19680801
ES356745 A1	19700501	ES19680356745	19680801
FI48438 B	19740701	FI19680002180	19680801
FI48438 C	19741010	FI19680002180	19680801
FR1048864 A	19531224		19511011
FR1575327 A	19690718		00000000
FR1575328 A	19690609		00000000
FR1576781 A	19690801		00000000
FR2002951 A1	19691031	FR19690005532	19690228
FR2010787 A1	19700220	FR19690019579	19690612
GB1179479 A	19700128	GB19670028357	19670620
GB1241947 A	19710804	GB19680027902	19670801
GB1241948 A	19710804	GB19670035337	19670801
GB1241949 A	19710804	GB19670035336	19670801
GB1251672 A	19711027	GB19680009849	19680229
GB1263266 A	19720209	GB19680027901	19680612

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IE32234 B	19730530	IE19680000929	19680801	
IE32234 L	19690829	IE19680000929	19680801	
IL30476 A0	19680926	IL19680030476	19680801	
IL30477 A1	19720229	IL19680030477	19680801	
JP49006588 B4	19740215	JP19690015023	19690228	
JP55039310 B4	19801009	JP19680053987	19680801	
LU56623 A	19681114	LU19680056623	19680801	
MY7300043 A	19731231	MY19730000043	19731230	
NL160215 B	19790515	NL19690003042	19690227	
NL160215 C	19791015	NL19690003042	19690227	
NL6810965 A	19690204	NL19680010965	19680801	
NL6810966 A	19690204	NL19680010966	19680801	
NL6903042 A	19690902	NL19690003042	19690227	
NL6908950 A	19691216	NL19690008950	19690612	
NO126215 B	19730108	NO19680003009	19680801	
PL79949 P	19750830	PL19690131684	19690211	
RO89398 P	19860630	RO19680057489	19680801	
SE343261 B	19720306	SE19680010418	19680801	
SU402193 D	19731012	SU19691496491	19690228	
US2749986 A	19560612	US19510238434	19510725	
US3589506 A	19710629		00000000	
US3615709 A	19711026		00000000	
US3745024 A	19730710		00000000	
YU182568 A	19741231	YU19680001825	19680731	
YU32706 B	19750630	YU19680001825	19680731	
ZA6903656 A	19710127	ZA19690003656	19690522	

Probable Assignee: ICI LTD

Assignee(s):(std)**:** IMPERIAL CHEMICAL INDUSTRIES LTD LONDEN ; BULL SA MACHINES ; ICI LTD ; MAUL MICHAEL ; RECKITT AND SONS LTD ; MICHAEL MAUL

Assignee(s): RONALD A HUDSON ; IMP CHEMICAL LTD GB ; RECKITT AND SONS LIMITED ; IMP CHEM IND LTD ; COMPAGNIE DES MACHINES BULL ; ANDREW G FORD ; BULL MACHINES SA ; IMPERIAL CHEMICAL INDUSTRIES LIMITED ; IMPERIAL CHEMICAL INDUSTRIES LTD ; IMPERIAL CHEMICAL ; IMPERIAL CHEMICAL IND LTD ; IMPERIAL CHEM IND LTD ; IMP CHEMICAL IND LONDON GB LTD ; IMPERIAL CHEMICAL LTD GB ; IMPERIAL CHEM IND LTD GB ; IMP CHEMICAL IND LTD

Inventor(s):(std)**:** AUGUSTUS HUDSON RONALD ; FORD ; FORD A ; ANDREW GEORGE FORD ; FORD ANDREW G ; FORD ANDREW GEORGE ; FORD ANDREW GOERGE ; GEORGE FORD ANDREW ; HUDSON ; HUDSON R ; HUDSON RONALD A ; HUDSON RONALD AUGUSTUS ; LEWIS JOHN WILLIAM ; MAUL MICHAEL ; MICHAEL MAUL ; RONALD AUGUSTUS HUDSON

Inventor(s): RONALD AUGUSTUS HUDSON HERTS GB ; ANDREW G FORD ; RONALD A HUDSON ; JOHN WILLIAM LEWIS ; HUDSON RONALD A GB ; HUDSON R A ; HUDSON R GB ; FORD ANDREW G GB ; ANDREW GEORGE FORD AND RONALD AUGUSTUS HUDSON ; FORD A G ; FORD A GB

Agent(s): S HOROWITZ AND CO

International class (IPC 8–9): A23L2/00 A23L3/00 B05B11/00 B65B3/00 B65B3/02 B65B3/04 B65B3/18 B65B31/00 B65B31/04 B65B31/06 B65B51/00 B65B51/10 B65B9/00 B65D33/16 B65D75/10 B65D77/18 B65D81/20 C07D489/12 F17C1/16 (Advanced/Invention);
A23L2/00 A23L3/00 B05B11/00 B65B3/00 B65B3/04 B65B31/00 B65B31/04 B65B51/00 B65B51/10 B65B9/00 B65D33/16 B65D75/04 B65D77/10 B65D81/20 F17C1/00 (Core/Invention);
B65B B65D (Subclass/Invention)

International class (IPC 1–7): A23L2/38 A23L3/00 B05B11/00 B65B3/02 B65B3/04 B65B3/18 B65B31/00 B65B31/04 B65B31/06 B65B5/00 B65B51/00 B65B51/10 B65D11/00 B65D53/08 B65D83/14

	C07D489/00
CPC:	C07D489/12 B65D77/18 B65D81/2061 B65B31/046 B65B55/20 B65D33/1616 B65B51/00 G06K7/02
European class:	124HM3C B65B31/04E B65B51/00 B65D33/16D B65D77/18 B65D81/20D2 C07D489/12 G06K7/02 L65B55/20
US class:	141/290 141/48 206/0.6 206/46 220/62.12 222/394 234/115 234/124 234/129 383/119 383/96 426/106 426/116 426/131 426/404 426/410 426/411 426/413 426/477 53/133.1 53/415 53/434 53/512 99/17.1B

Classification Explorer

Cited documents:	US3358821 A, US2547456 A, US2444564 A, US2315741 A, US2279161 A, US2210552 A, US2168434 A, US1856737 A, US1818338 A, US1657696 A, US1195605 A, IT649849 A, GB957509 A, GB926159 A, GB900753 A, FR1447945 A, BE520561 A, AT125360 B,
Forward Citations:	WO12057982, WO12050463, WO10129530, WO04042763, WO04042763, US8827114, US8745960, US8661772, US8568029, US8468779, US8002139, US7805913, US7490452, US7165376, US6592702, US6585843, US6415943, US6070750, US6036046, US5976085, US5951799, US5768859, US5697366, US5532011, US5492721, US5226564, US4920726, US4779736, US4734292, US4699809, US4531656, US4529108, US4491247, US4479243, US4457456, US4440319, US4340379, US4224970, US4116336, US4113146, US4055201, US4001450, US3982029, US3877197, US3851688, US3791557, US3780488, US3735093, US3447743, US3128943, US2014182244, US2013167481, US2011192121, US2011182533, US2011068154, US2010282824, US2010281831, US2010252585, US2009324783, US2009007523, US2009003736, US2007095424, US2006254219, US2005106291, JP51153078, JP2016504346, FR2578816, FR2373973, FR2228679, FR2228679, FR2196938, EP2062897, EP2062896, EP0265577, EP0219750, EP0219750, EP0051443, EP0039626, EP0021188, DK151450, DK151450, DE4132422, DE2722265, DE2647983, CN102548847, CN102548847,

Abstract:
Source: US3589506A Plastics film container for contents under superatmospheric pressure, closed by a bunched neck provided with a sealable material forming an internal gasket, and an external mechanical closure, and with a releasably sealed tube passing through the bunched neck.

0) US3951194A – ANTI–SKID DEVICE

197) Family number: 19181935 (US3951194A) © PatBase

Title: Anti–skid device

Priority: FR19730028094 19730720 FR19740019642 19740530 FR19770006670 19770228 FR19770012645 19770419

Family:

Publication number	Publication date	Application number	Application date
AT346197 B	19781025	AT19740005913	19740717
AT591374 A	19780215	AT19740005913	19740717
BG26943 D	19790712	BG19740027236	19740713
CA1008350 A1	19770412	CA19740205165	19740719
CH581035 A	19761029	CH19740009396	19740209
DD115073 C	19750912	DD19740179988	19740718
DE2432734 A1	19750206	DE19742432734	19740708
DE2432734 C2	19831201	DE19742432734	19740708
DE7804648 U1	19780720	DE19780004648U	19780216
DK371974 A	19750303	DK19740003719	19740711
ES204788 U	19760116	ES19740204788U	19740719
ES204788 Y	19760501	ES19740204788U	19740719
FI219174 A	19750121	FI19740002191	19740717
FR2278513 A2	19760213	FR19740019642	19740530
FR2278513 B2	19781027	FR19740019642	19740530
FR2313220 A1	19761231	FR19730028094	19730720
FR2313220 B1	19780922	FR19730028094	19730720
FR2372041 A2	19780623	FR19770006670	19770228
FR2372041 B2	19781117	FR19770006670	19770228
FR2387808 A2	19781117	FR19770012645	19770419
FR2387808 B2	19800307	FR19770012645	19770419
HU171552 P	19780228	HU1974BO01508	19740715
IT1021080 A	19780130	IT19740025164	19740715
IT1108719 A	19851209	IT19780020705	19780225
IT7820705 A0	19780225	IT19780020705	19780225
JP1198873 C3	19840321	JP19740083731	19740720
JP50071007 A2	19750612	JP19740083731	19740720
JP58030165 B4	19830627	JP19740083731	19740720
NO137315 B	19771031	NO19740002573	19740715
NO137315 C	19780208	NO19740002573	19740715
NO742573 A	19750217	NO19740002573	19740715
PL92523 P	19770430	PL19740172924	19740723
SE418068 B	19810504	SE19740008773	19740703
SE418068 C	19810813	SE19740008773	19740703
SE7408773 A	19750121	SE19740008773D	19740703
US3951194 A	19760420	US19740489166	19740717
YU202274 A	19810831	YU19740002022	19740718
YU36271 B	19820618	YU19740002022	19740718

Probable Assignee: BOURCIER CARBON PREVENQUIERES

Assignee(s):(std)**:** ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PRE ; ARAN JAN MARII ANDORE PURUSHE DO KARUBON DO PURUAN ; BOURCIER CARBON PREVENQUIERES ; BOURCIER CARBON PREVINQUIERES ; BOURCIER DE CARBON

ALAIN ; PREVINQUIERES ALAIN JEAN MARIE ; CARBON DE PREVINQUIERES A J M ; RES ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MAR ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE C ; DE CARBON DE PREVINQUIERES A J M A B ; PREVINQUIERES A J M A B D C D ; E BOURCIER ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN J A FR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J ; BOURCIER CARBON PREVENQUIERES AL ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN ; BOURCIER DE CARBON DE PREVINQUIE

Assignee(s): BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M A ; BOURCIER DE CARBON DE PREVINQUIERES ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA FRANKREICH ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE A NICE FR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA (FRANKREICH) ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDRE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JMA ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN JA ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ; ARAN JAN MARII ANDORE PURUSHE DO KARUBON DO PURUANKIERU ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVI ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVINQUIE

Inventor(s):(std)**:** ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVI ; BOURCIER DE CARBON DE PREVINQU ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MAR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JMA ; BOURCIER DE CARBON DE PREVIQUI ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN JA ; DE CARBON DE PREVINQUIERES A J M A B ; E BOURCIER ; FUMEI ; HUGO VICTOR ; PREVINQUIERES A J M A B D C D ; PREVINQUIERES ALAIN JEAN MARIE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE C ; RES ; VICTOR HUGO ; DE CARBON DE PREVINQUIERES A J

Inventor(s): BOURCIER DE CARBON DE PREVIQUIERES ALAIN J A ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDRE NIZZA FRANKREICH ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE ANDR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN JEAN MARIE A ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDRE ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M A ; ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE PREVINQUIE ; PREVINQUIERES ALAIN JEAN MARIE ANDRE BOURCIER DE CARBON DE ; BOURCIER DE CARBON DE PREVIQUIERES ALAIN J A FR ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ; BOURCIER DE CARBON DE PREVINQUIERES ALAIN J M ANDR

International class (IPC 8–9)**:** B60C27/00 B60C27/06 B60C27/16 B60C27/20 (Advanced/Invention); B60C27/00 (Core/Invention); B60B (Subclass/Invention)

International class (IPC 1–7)**:** B60B B60C27/00 B60C27/06 B60C27/08 B60C27/10 B60C27/16 B60C27/20

CPC: B60C27/16

European class: B60C27/16

US class: 152/221 152/222

Classification Explorer

Cited documents: US3714976 A, US3657774 A, US3500887 A, US3237620 A, US2915101 A, US2593064 A, US2498523 A, US2444462 A, US1922106 A, US1890346 A, US1871424 A, JP38022510 Y1, GB266149 A, DE959157 A,

Forward Citations: WO06123498, US7066227, US6915825, US5267596, US5236025, US4262723, US2014367014, JP63074306, JP63059709, JP63044802, JP63043911, JP62149408, JP62059502, JP61036404, JP6072590, JP6066589, JP55083609, JP54124406, JP54008309, JP54008308, JP1176504, FR2558773, FR2409162, FR2392837, DE2759076,

Abstract:
Source: US3951194A Anti−skid means for front or rear vehicle tires comprising shoes of pliant material around the tire held in place by lengthwise chains terminating in hooks lying against the outer and inner side walls, which shoes are one−piece with a ribbed and textured central portion for the tread and sides and means for removably holding the shoes and associated shackles in place during rotation of the wheel of the vehicle. The parts are specially designed to give good traction and comfortable riding qualities on icy and snowy surfaces with reduced wear.

0) FR1416393A – PROCEDE ET DISPOSITIF POUR L'USINAGE DE MATERIA...

198) Family number: 21445846 (FR1416393A) © PatBase

Title: PROCEDE ET DISPOSITIF POUR L'USINAGE DE MATERIAUX A STRUCTURE CELLULAIRE OBTENUS PAR COULEE EN MOULES METHOD AND DEVICE FOR PROCESSING OF MATERIALS CELL STRUCTURE OBTAINED BY CASTING MOULD (Machine translation)

Priority: FR19640983745 19640731

Family:

Publication number	Publication date	Application number	Application date
FR1416393 A	19651105	FR19640983745	19640731

Inventor(s):(std)**:** MERZ EUGENE

International class (IPC 8–9): B28B11/12 (Advanced/Invention); B28B11/12 (Core/Invention)

International class (IPC 1–7): B28B1/26

CPC: B28B11/12

European class: B28B11/12

Classification Explorer

Forward Citations: NL1013606, FR2825657, EP1134061,

Abstract:
Source: FR1416393A (Claim 1) 1. Il comporte essentiellement un dispositif de taillade jumele avec un dispositif de broyage et de delayage, ce dispositif de taillage comportant une roue a pales entrainee en rotation par un moteur et associee a une rampe semi–circulaire, et ce dispositif de broyage et de delayage comportant une auge semi–circulaire raccordee lateralement a ladite rampe, et a l'interieur de laquelle tourne un arbre portant des doigts regulierement espaces, pouvant cooperer avec.des doigts solidaires de ladite auge, une rampe d'arrosage etant en outre prevue au–dessus de l'auge;

Machine translation: (Claim 1) 1. It essentially comprises a device for slashing paired with a grinding device and thinning, this device comprising a cutting blade wheel rotated by a motor and associated with a semi–circular ramp, and grinding apparatus comprising slurrying and a semicircular trough laterally connected to said ramp, and inside which rotates a shaft carrying the fingers regularly spaces, which can cooperate avec.des fingers secured to said trough, a spray bar also being provided above of the trough;

0) DE2620525A1 – GLEITSCHUTZVORRICHTUNG FUER MOTORFAHRZEUGE FITT...

199) Family number: 1565759 (DE2620525A1) © PatBase

Title: GLEITSCHUTZVORRICHTUNG FUER MOTORFAHRZEUGE FITTING LINKS FOR SNOWCHAIN – WITH INSIDE EDGE EXTENDED TO SECURE ON OUTSIDE OF TYRE

Priority: CH19760004929 19760420

Family:

Publication number	Publication date	Application number	Application date
CH605189 A	19780929	CH19760004929	19760420
DE2620525 A1	19771103	DE19762620525	19760510

Probable Assignee: UNION AG

Assignee(s):(std)**:** UNION AG ; UNION AG BIEL ; UNION BIEL AG

Inventor(s):(std)**:** MUELLER PAUL

Inventor(s): PAUL MUELLER

International class (IPC 8–9): B60C27/14 (Advanced/Invention); B60C27/00 (Core/Invention)

International class (IPC 1–7): B60C27/06 B60C27/10

CPC: B60C27/14

European class: B60C27/14

Classification Explorer

Forward Citations: US6341634, DE3122512,

Abstract:
Source: DE2620525A1 PATENTANS PRUE CHE 1 Gleitschutzvorrichtung offener Bauart zum Anbringen an einem Reifen eines Motorfahrzeuges, ohne es zu heben oder schieben, mit zwei zueinander parallel verlaufenden Seitentraegern (1, 2), an welchen ein Laufnetz (3) aus Greifelementen aufgehaengt ist, wobei der eine Traeger (2), der beim Verlegen des Gleitschutzes ueber dem Reifen (9) zum Anliegen an der Aussenseite des Rei fens kommt, auf einem seiner Enden eine Oese (7) und auf dem anderen Ende einen in die Oese einhaengbaren Verschlusshaken ring (8) traegt, dadurch gekennzeichnet, dass die beiden Enden des anderen Traegers (1), der beim Verlegen der Vorrichtung ueber dem Reifen (9) zum Anliegen an der Innenseite des Reifens kommt, mit je einer Spannschlaufe (4, 4a) versehen sind, in welcher ein Verlaengerungsstueck (5, 5a) mit einem Endhaken (6, 6a) ein gesetzt ist, welche Verlaengerungsstuecke (5, 5a) mit den Endha ken (6, 6a), nachdem die Vorrichtung von oben ueber dem Reifen (9t gelegt ist, gegenseitig durch die Spannschlaufen (4, 4a) des jeweils anderen Traegerendes an der Innenseite des Reifens (9) durchfuehrbar und zusammenziehbar sind, um an der Aussenseite des Reifens (9) durch die Oese (7), in welcher der Verschluss hakenring (8) eingehaengt ist, durchgefuehrt und mit ihren End haken (6, 6a) an dem einen Traeger (2) verschlauft und abnehm bar befestigt zu werden 2. The snowchain is fitted with fastening strands (2) on both sides, with the side away from the car on the outside of the wheel having simple hoops (7) and clips (8) to secure the chain. The inside edge has extended fitting lengths (5, 5a) with hooks (6, 6a) at the ends. The chain is draped over the wheel and the inside lengths threaded through open loops (4, 4a) near the ends of the chain pattern, and tightened, and with the hooked ends taken to the outside of the wheel. The chain can be fitted rapidly without having to reach behind the wheel. The long lengths are thrown past the rear of the tyre and threaded through the hoops at the tyre edges. With all the hooked ends on the outside of the wheel, fitting is a simple operation.

0) DE2556263A1 – GLEITSCHUTZEINRICHTUNG FUER FAHRZEUGE GRITTING...

200) Family number: 2497613 (DE2556263A1) © PatBase

Title: GLEITSCHUTZEINRICHTUNG FUER FAHRZEUGE GRITTING CONTROL FOR CAR WHEELS – WITH HEATED GRIT RESERVOIRS AND GRIT RELEASE COUPLED TO BRAKE OPERATION

Priority: DE19752556263 19751213

Family:

Publication number	Publication date	Application number	Application date
DE2556263 A1	19770616	DE19752556263	19751213

Probable Assignee: FRIEDRICH KURT

Assignee(s):(std)**:** FRIEDRICH KURT

Inventor(s):(std)**:** FRIEDRICH KURT

International class (IPC 8–9)**:** B60B39/08 (Advanced/Invention); B60B39/00 (Core/Invention)

International class (IPC 1–7)**:** B60B39/04

CPC: B60B39/023 B60B39/024 B60B39/025

European class: B60B39/02D4 B60B39/02D6 B60B39/02D8

Classification Explorer

Forward Citations: WO8001264,

Abstract:
Source: DE2556263A1 Patentanspr ue c 12 e: 9 Gleitschutzeinrichtung fuer Fahrzeuge, insbesondere tuer die Raeder von Strassen– oder Schienenfahrzeugen, dadurch gekenn zeichnet, dass am Fahrzeug (1) ein oder mehrere Aufnahmebe haelter (11, 12) fuer die Aufnahme von Streugut angeordnet sind und dass zumindest jedem Fahrzeugrad (15) einer Fahrzeug achse eine das Streugut zwischen die Radlaufflaeche (65) und die Fahrbahn (F) einstreuende, steuerbare Vorrichtung (45, 461 48) zugeordnet ist 2. Grit reservoirs are mounted in front of each wheel and have a double skinned construction. The space between the walls is heated by coupling it to the cooling water circuit or by passing some of the exhaust gases through it. The grit can also be heated by heating coils in the grit to prevent it clogging. The release of the grit is automatic, linked to the operation of the brake pedal, with a main control switch to prevent release in normal driving conditions. The system provides good wheel grip on roads where spiked tyres are banned, without having to fit snow chains.

0) FI5137A – ANORDNING VID CIGARETTMASKINER ARRANGEMENT IN ...

201) Family number: 39295090 (FI5137A) © PatBase

Title: Anordning vid cigarettmaskiner Arrangement in cigarettmaskiner (Machine translation)

Family:

Publication number	Publication date	Application number	Application date
FI5137 A	19121128		00000000

Inventor(s):(std)**:** ALEXANDER SLOAN ROBERT ; LLOYD BARNES JOHN EDVARD

Inventor(s): SLOAN ROBERT ALEXANDER ; BARNES JOHN EDVARD LLOYD

International class (IPC 8–9)**:** A24C5/35 (Advanced/Invention); A24C5/00 (Core/Invention)

International class (IPC 1–7)**:** A24C5/35

Classification Explorer

Abstract:
Source: FI5137A 1, Anordning na cigarettmaekiner bestående daeri,att ma– skineri foerses med en foer kontinuerlig vaegmng a T ett beetamdt antal af de framstallaa cigaretterna afsedd våg– eller balans– apparat, så att en fortloepande regiBtrering erhålles vare eig de framstaellda cigaretterna aero tyngre eller laettare aen den bestaeuiaa vikten,hvarvid vågapparaten eventuellt kan stlillas i fcrbinaelee med en cigarettn;askinene tobakeframmatningeffie– kaenism påverkande apparat,genom hvilken cigarettmaskinen auto– matiskt reglerat så,att cigaretterna alltid erhålla en bestaemd, af vågapparaten korrigerad vikt. 1, Apparatus na cigarettmaekiner circuit consisting therein and in that the ma–skineri provided with the not for continous vaegmng a T ett beetamdt plurality of af de framstallaa cigaretter afsedd vag–or Balans apparat, so that a fortloepande regiBtrering erhalles vare eig de Aro prepared at cigaretter tyngre eller Lattari is different to the bestaeuiaa vikten, hvarvid vagapparaten possibly at national stlillas i fcrbinaelee by means of a cigaret; askinene tobakeframmatningeffie the mechanism on paverkande apparat, Genome hvilken cigarettmaskinen car matiskt REGLER weather, att cigaretter alltid erhalla a definite af vagapparaten uncorrected vikt.

0) US4127434A – DRY WALL TAPING MACHINE HAVING PNEUMATIC ASSIST...

202) Family number: 7169743 (US4127434A) © PatBase

Title: DRY WALL TAPING MACHINE HAVING PNEUMATIC ASSISTED OPERATION

Priority: US19760739519 19761108

Family:

Publication number	Publication date	Application number	Application date
US4127434 A	19781128	US19770815838	19770705

Probable Assignee: CORBAN IND INC

Assignee(s):(std)**:** CORBAN IND INC

Assignee(s): CORBAN INDUSTRIES INC

Inventor(s):(std)**:** LASS HAROLD M

International class (IPC 8–9): E04F21/00 (Advanced/Invention); E04F21/00 (Core/Invention)

International class (IPC 1–7): B32B31/00 B44C7/04

CPC: E04F21/165 Y10T156/1361 Y10T156/179 E04F21/026 E04F21/1657

European class: E04F21/00 E04F21/165

US class: 156/526 156/575

Classification Explorer

Cited documents: US3960643 A, US3707427 A, US3116195 A, US2815142 A,

Forward Citations: WO9304878, USRE35291, US9359777, US8863807, US8393376, US7958923, US7954535, US7624782, US7621309, US6799704, US6196742, US5863146, US5611243, US5535926, US5279700, US5230608, US4932445, US2012132341, US2010071852, US2009199971, US2007151181, US2007044923, US2004112982, US2004050878, FR2674452, ES2051216, EP0456435,

Abstract:
Source: US4127434A A hand operated dry wall taping machine includes an elongated tubular body, to be held by the operator, having a tape applicator head portion at the end thereof adjacent the seam being taped. A supply roll of tape is carried from the tubular body. The applicator head includes a dry wall cement dispensing box through which the dry wall tape is fed. Cement is dispensed onto the side of the tape which is to face the wall being taped. A rotary tape shear is disposed up–tape from the cement dispensing box. A thumb actuated pneumatically operated cylinder actuates the rotary shear at the end of the seam being taped and advances a short length of tape through the cement dispensing box in readiness to commence taping of the next seam. A whisker valve in an air line is actuated by the pneumatically operated cylinder for delivering a momentary blast of air into the cement dispensing box for feeding mud onto the advanced leading end of the sheared tape. A second thumb actuated pneumatically operated cylinder controls operation of a cornering wheel for folding the cement laden tape into corner seams. A third thumb actuated pneumatically operated cylinder controls the supply of dry wall cement to the cement dispensing box from a tank of mud carried from the body of the operator, such tank being pressurized with air from an air compressor. The tank is connected via an air line to the air compressor which is carried from a hand truck. The air line is payed out from a spring loaded reel also carried from the hand truck.

0) US6159127A – DRIVE TRAIN FOR A MOTOR VEHICLE

203) Family number: 14930052 (US6159127A) © PatBase

Title: DRIVE TRAIN FOR A MOTOR VEHICLE

Priority: DE19981013563 19980327 DE19981049156 19981026 WO1999DE00314 19990206 DE19995005424 19990206

Family:

Publication number	Publication date	Application number	Application date
BRPI9904911 A	20000620	BR1999PI04911	19990206
DE19849156 A1	19990930	DE19981049156	19981026
DE59905424 D1	20030612	DE19995005424	19990206
EP0986713 A1	20000322	EP19990911582	19990206
EP0986713 B1	20030507	EP19990911582	19990206
JP2002503183 T2	20020129	JP19990548694T	19990206
JP4401443 B2	20100120	JP19990548694T	19990206
PL196829 B1	20080229	PL19990337023	19990206
PL337023 A1	20000731	PL19990337023	19990206
US6159127 A	20001212	US19990423016	19991029
WO9950572 A1	19991007	WO1999DE00314	19990206

Probable Assignee: ROBERT BOSCH GMBH

Assignee(s):(std)**:** BOLZ MARTIN PETER ; BOSCH GMBH ROBERT ; LOEFFLER JUERGEN

Assignee(s): ROBERT BOSCH GMBH

Inventor(s):(std)**:** BOLZ MARTIN PETER ; LOEFFLER JUERGEN ; LOEFFLER JUERGERN

Inventor(s): MARTIN PETER BOLZ ; JUERGERN LOEFFLER

Designated states: AT BE BR CH CY DE DK ES FI FR GB GR IE IT JP KR LU MC NL PL PT SE US

International class (IPC 8–9)**:** B60K17/00 B60K17/12 B60K6/04 B60K6/26 B60K6/36 B60K6/365 B60K6/40 B60K6/448 B60K6/48 B60K6/547 B60W10/00 B60W10/02 B60W10/06 B60W10/08 B60W10/10 B60W20/00 B60W30/18 F16H3/12 (Advanced/Invention); F16H3/089 F16H3/12 (Advanced/Non–invention)

International class (IPC 1–7)**:** B60K17/00 B60K17/12 B60K41/00 B60K41/22 B60K41/28 B60K6/02 F16H3/12

CPC: Y10S903/906 Y10S903/909 Y10S903/91 Y10S903/919 Y10S903/945 Y10S903/946 Y10S903/951 B60K17/00 B60L11/123 B60L11/14 B60L15/20 B60L2240/421 B60L2240/423 B60L2240/441 B60L2240/443 B60L2270/145 Y02T10/6217 Y02T10/7077 Y02T10/7275 Y10T477/26 B60W2510/0208 B60W2510/0638 B60W2510/0657 B60W2510/1005 B60W2710/021 B60W2710/06 B60W2710/08 B60K6/365 B60K6/40 B60K6/448 B60K6/48 B60K6/547 B60K2006/262 B60W10/06 B60W10/08 B60W10/10 B60W20/00 F16H3/089 F16H3/126 F16H2061/0433 F16H2200/0047 Y02T10/6221 Y02T10/6243 Y02T10/6286 Y02T10/645 Y02T10/72 B60W20/30 B60K6/36 B60K41/082 B60W30/19 F16H3/725 B60W20/40 B60K6/38 B60K6/26 B60W10/02 Y02T10/76

European class: B60K17/00 B60K41/00D2 B60K41/08E B60K6/02 B60K6/04B10 B60K6/04B10B B60K6/04B14 B60K6/04B4 B60K6/04D10 B60K6/04D12 B60K6/04D2 B60K6/04D4 B60K6/04F B60K6/04H4 B60K6/04H6E B60K6/04T4S B60K6/26 B60K6/36 B60K6/365 B60K6/40 B60K6/448 B60K6/48 B60K6/547 B60W10/02 B60W10/06 B60W10/08 B60W10/10 B60W20/00 B60W30/19 F16H3/12E F16H3/72E2 L60K6/26C L60K741/08E L60W20/00 R16H200/00W5 R16H3/089 R16H3/12E R16H3/72E2 R16H61/04D R16H61/04D4 Y02T10/62F4 Y02T10/62F6F Y02T10/62J

US class: 477/5 903/906 903/909 903/910 903/919 903/924 903/926 903/940 903/941 903/942 903/945 903/946 903/951

Classification Explorer

Cited documents: WO8603269 A1, FR2630868 A1, EP0681118 A1, DE4202083 A1,

Forward Citations: WO13121266, WO13017326, WO11107133, WO11042236, WO10116818, WO10094389, WO10089841, WO10004007, WO10004007, WO09068796, WO08074614, WO08025520,

WO08025520, WO07017719, WO07017719, WO06126876, WO06067477, WO05080111, WO04058530, US9636991, US9597953, US9527377, US9476461, US9156344, US9150092, US8992360, US8813593, US8747265, US8535188, US8287413, US8272992, US8235853, US8091660, US8075436, US7863847, US7785221, US7762365, US7758468, US7694761, US7632209, US7476176, US7367917, US7276008, US7261670, US7134982, US7125362, US7093512, US7090612, US6976934, US6890283, US6712734, US6645105, US6612963, US6533701, US6299563, US6296592, US2016144705, US2012198962, US2012149514, US2012035014, US2011303048, US2011126652, US2010326751, US2010320017, US2010216584, US2009033250, US2008185195, US2008009379, US2007184928, US2007107961, US2006258506, US2006258505, US2006234827, US2005288147, US2005164827, US2005072256, US2004254039, US2004147365, US2003190995, RU2484984, JP4205878, JP2013257036, JP2010179868, JP2003090395, JP2003072403, GB2421715, FR2923792, FR2923185, FR2847638, FR2824509, FR2821136, FR2814121, FR2811396, FR2805325, EP2186703, EP2138341, EP2081789, EP2081789, EP1724142, EP1724142, EP1686292, EP1657101, EP1657101, EP1541900, EP1541900, EP1535785, EP1535785, EP1352775, EP1352775, EP1319546, EP1232890, EP1209015, EP1122109, EP1116618, EP1116618, DE19950679, DE19950679, DE10336562, DE10243375, DE10228636, DE102011080069, DE102011080068, DE102011005562, DE102010017420, DE102010009969, DE102009048903, DE102009048903, DE102009045485, DE102009025094, DE102008032320, DE102007004461, DE102006019239, CN104114394, CN102537232, CN102537232,

Abstract:
Source: US6159127A PCT No. PCT/DE99/00314 Sec. 371 Date Oct. 29, 1999 Sec. 102(e) Date Oct. 29, 1999 PCT Filed Feb. 6, 1999 PCT Pub. No. WO99/50572 PCT Pub. Date Oct. 7, 1999A drive train (10, 10a, 10b) for a motor vehicle is proposed, in which an interruption in the traction force transferred by an internal combustion engine (12) to a transmission (36) dictated by disengaging at least one clutch (16, 42) is bypassed. This purpose is served by a device (21, 21a, 21b), which has an electrical machine (22, 22a, 22b) that is connected to a power takeoff side, in particular an output shaft (36) of the transmission (38). Thus when the traction force is interrupted by a clutch (16, 42), a traction force is transferred, which increases driving safety and comfort.

0) US4463989A – DEVICE FOR CUTTING A RECEPTACLE IN PAVEMENT TO ...

204) Family number: 4449125 (US4463989A) © PatBase

Title: Device for cutting a receptacle in pavement to receive plowable reflectors

Priority: US19810328288 19811207

Family:

Publication number	Publication date	Application number	Application date
US4463989 A	19840807	US19810328288	19811207

Probable Assignee: KENNEDY RALPH

Assignee(s):(std)**:** KENNEDY RALPH

Assignee(s): AMPSCO CORP

Inventor(s):(std)**:** KENNEDY RALPH

International class (IPC 8–9): B28D1/18 E01C23/09 (Advanced/Invention); B28D1/18 E01C23/00 (Core/Invention)

International class (IPC 1–7): E01C23/09

CPC: B28D1/186 E01C23/0946

European class: B28D1/18E E01C23/09B3B3

US class: 299/39 299/39.4 299/81

Classification Explorer

Cited documents: US4333687 A, US4262966 A, US4174184 A, US4161055 A, US4154456 A, US3901553 A, US3848929 A, US3771831 A, US3711158 A, US3547492 A, US1987398 A, US1782992 A,

Forward Citations: WO15103908, USRE40505, US9689120, US9574310, US9217228, US8821063, US8668274, US8500363, US7984953, US7325881, US7029370, US6547484, US6454490, US6402252, US6390086, US6364419, US5215071, US4900094, US4797025, US2006154571, US2005168048, US2004166774, US2004025476, GB2355277,

Abstract:
Source: US4463989A A device for cutting a receptacle in pavement to receive a reflector designed to reflect automobile lights, which reflector is contained in a housing so that it is protected from a snowplow mold board during normal plowing operations. Such reflectors are becoming standard in separating traffic lanes and are embedded in the pavement in epoxy. The device simultaneously cuts a receptacle of a shape such that the reflector and its protective cast iron housing may be readily inserted in the pavement. The device enables the receptacle to be cut at right angles to a tangent to the curved portion of the crown of the road, permits rapid exact positioning of the receptacle location and enables the receptacle to be formed in approximately five seconds.

0) GB245202A – IMPROVEMENTS IN OR RELATING TO SCOTCHES OR SPRA...

205) Family number: 18185710 (GB245202A) © PatBase

Title: Improvements in or relating to scotches or sprags for vehicles

Priority: GB19240023350 19241003

Family:

Publication number	Publication date	Application number	Application date
FR604123 A	19260429		19251003
GB245202 A	19260104	GB19240023350	19241003

Probable Assignee: ALEXANDER FRANK FORD

Assignee(s):(std)**:** ALEXANDER FRANK FORD ; THOMAS JOHN REES

Inventor(s):(std)**:** FORD ALEXANDER FRANK ; REES THOMAS JOHN

International class (IPC 8–9)**:** B60T1/14 (Advanced/Invention); B60T1/00 (Core/Invention)

International class (IPC 1–7)**:** B60T1/14

CPC: B60T1/14

European class: B60T1/14

Classification Explorer

Abstract:
Source: GB245202A Skid.–Vehicle brake mechanism of the kind comprising scotch blocks or skid pans adapted to be lowered into engagement between the wheel and the track, to prevent the vehicle running downhill comprises, according to one construction, Fig. 1, a transverse shaft provided with a pair of crank arms 2 carrying blocks 1 and rotatably mounted in vertically slotted guides 5 secured to the chassis. Springs 7 are interposed between blocks 8, 9 disposed in the slots, the block 8 bearing on the shaft, which is thus able to move upwardly against the springs to compensate for variation of load or inequalities of the track when the blocks are applied. The blocks are normally held raised by a hand or foot controlled rod 13 connected to an arm on the shaft. The blocks are adapted to fall into engagement with the wheels by their own weight, which is, however, partly counterbalanced by weights 13a on arms extending from the shaft. Fig. 4 shows another construction in which the arms 37 carrying the blocks 1 are slidable against the action of springs 39 in the tubular end parts 36 of the shaft 34 mounted in brackets 35. The blocks are normallv held raised bv cables 41 connected to arms 42 on the shaft. Two pairs of blocks and operating mechanism therefor are provided in this case, adapted respectively to check forward or rearward movement of the vehicle. Skid pans may be used instead of blocks of the form shown. The blocks may be formed as an aluminium casting lined with friction fabric. For snow covered or frozen roads the under surface of the blocks may be serrated, such blocks being interchangeable with those for ordinary use. Blocks may be arranged for engagement with either the front or rear wheels. According to one of the Provisional Specifications, the blocks may be operated by electrical means and may be brought into engagement automatically whenever the vehicle is stopped.

0) DE102007022498A1 – SHIP E.G. FERRY SHIP, YACHT I.E. SPEED YACHT, O...

206) Family number: 42513721 (DE102007022498A1) © PatBase

Title: SHIP E.G. FERRY SHIP, YACHT I.E. SPEED YACHT, OR BOAT I.E. RECREATIONAL BOAT, DESIGN FOR E.G. TOWING KITE DRIVE, HAS TWO BOOMS ARRANGED EITHER ALTERNATIVELY OR EQUILATERALLY, WHERE BOOMS ARE TEMPORARILY CONNECTABLE WITH EACH OTHER IN PAIR

Priority: DE200710022498 20070514

Family:

Publication number	Publication date	Application number	Application date
DE102007022498 A1	20081120	DE200710022498	20070514

Probable Assignee: MEYER FLORIAN

Assignee(s):(std)**:** MEYER FLORIAN

International class (IPC 8–9)**:** B63H19/00 B63H9/04 (Advanced/Invention); B63H19/00 B63H9/00 (Core/Invention)

CPC: B63B1/10 B63B2001/102 B63B2001/205 B63H9/0685

European class: B63B1/10 B63H9/06E L63B1/10A L63B1/20M1

Classification Explorer

Cited documents: DE10142447, AT272127 B,

Forward Citations: EP2298637,

Abstract:
The design has two booms arranged either alternatively or equilaterally, where the booms are temporarily connectable with each other in a pair as well as variable. Multiple sliding guides are fastened between the booms and a hull side, where the sliding guides are alternatively regulatable in a potential manner. The two booms are elongated and located opposite to a boom hull. A kite e.g. towing kite, is connected in a top deck of an e.g. ferry ship, in a distant height and range with a rope, where the rope is specifically adjustable in the length and force.

0) US2014014424A – ADVANCED PROPULSION ENGINELESS VEHICLE

207) Family number: 55622300 (US2014014424A) © PatBase

Title: ADVANCED PROPULSION ENGINELESS VEHICLE

Priority: PH20130000188 20130625 PH20150000189 20150604 US20120507600 20120713

Family:

Publication number	Publication date	Application number	Application date
PH2013000188 A	20150202	PH20130000188	20130625
PH2015000189 A	20151109	PH20150000189	20150604
US2014014424 AA	20140116	US20120507600	20120713

Probable Assignee: BONCODIN FRANZ

Assignee(s):(std)**:** BONCODIN FRANZ ; BONCODIN FRANZ B

Inventor(s):(std)**:** BONCODIN FRANZ B

Inventor(s): FRANZ B BONCODIN

Agent(s): ALFREDO G RAMOS

International class(IPC 8–9)**:** B60L11/00 B60L11/18 (Advanced/Invention)

CPC: B60L8/00 B60L8/006 B60L11/002 B60L2200/10 B60L2200/32 B60L11/00 Y02T10/7083

US class: 180/65.31

Classification Explorer

Forward Citations: US2016372950,

Abstract:
Source: US2014014424A The present "Advanced Propulsion Engineless Vehicle" invention is revolutionary land vehicle that operates without internal combustion engine that require fossil or other fuels to operate, nor uses "plug–in or hybrid" electric vehicle technology. It is powered by conventional off–the–shelve electric vehicle components and uses standard car batteries as primary or secondary power source. The invention's most revolutionary and important feature is its ability to automatically re–charge its batteries while the vehicle is in motion or not. This critical instantaneous re–charging ability is achieved through the deployment of redundant, radical on–board non–polluting power generating systems that may be used to re–charge batteries or used as primary power source to propel the vehicle. It utilizes a plurality of eco–friendly power generating/re–charging apparatuses allowing it to operate without practical driving limitations, capable of operating for thousands of miles plus, without stopping to re–charge, travelling at sustained, varied highway speeds, on almost all weather and road conditions, day or night, in full comfort, safety and style, permanently negating the use of plugged–in, hybrid vehicles or internal combustion engine technologies. The present invention is the most ideal, practical and cost effective non–ICE, non–plug or non–hybrid land vehicle that is simply called "Engineless", the vehicle that uses the most common of prior art/components assembled in most simplest way but achieving history–making breakthroughs that will forever change the way people of the world drive, work and play while helping Planet Earth get back to pink health. The new engineless vehicle power source technologies, concepts and principles are also applicable for select air and water crafts as well. The present invention is a "back to basic" approach to car manufacturing without the trappings of new, ultra high tech contraptions or gizmos, use of ear–busting and polluting internal combustion engine and astronomical components and production costs. Simplicity is pure beauty, the essence of Advanced Propulsion Engineless Vehicle invention that will usher a new dawn of healthy civilizations, a very green, clean, cool and peaceful Planet Earth, now and for centuries to come.

0) KR20030075470A – NONSKID DEVICE FOR VEHICLE

208) Family number: 30605138 (KR20030075470A) © PatBase

Title: NONSKID DEVICE FOR VEHICLE

Priority: KR20020014714 20020319

Family:

Publication number	Publication date	Application number	Application date
KR100511602 B1	20050831	KR20020014714	20020319
KR20030075470 A	20030926	KR20020014714	20020319

Probable Assignee: SONG HWA SUK

Assignee(s):(std)**:** SONG HWA SUK

Inventor(s):(std)**:** SONG HWA SUK

International class (IPC 8–9)**:** B60C27/20 (Advanced/Invention); B60C27/20 (Advanced/Non–invention); B60C27/00 (Core/Invention)

International class (IPC 1–7)**:** B60C27/20

CPC: B60C27/20

Classification Explorer

Forward Citations: WO17042687, WO15030515, KR101662314, KR101532218, KR101423041, KR101421473, KR101316844, KR101219362, KR100690339,

Abstract:
Source: KR20030075470A PURPOSE: A nonskid device for a vehicle is provided to restrict slip of the vehicle completely on a snowy or frozen road by mounting the slip preventive device in the tire wheel, and to use conveniently by automatically restricting the slip with operating a switch simply. CONSTITUTION: A nonskid device is composed of a wheel assembly(10) separably combined with a tire wheel and rotated; plural guide units(20) having plural guide cylinders radially formed in the wheel assembly, and guide shafts longitudinally installed in the guide cylinders with rotating and reversing; a slip preventive unit(30) having a slider combined spirally and reciprocated radially to the tire wheel along the guide cylinder in rotating the guide shaft, and a contact spike formed in the outer end of the slider; a driving unit installed in the center of the wheel assembly to rotate and reverse the guide shafts; a drive control unit(50) controlling operation of the driving unit; and an operating switch installed in the vehicle to adjust control of the drive control unit.

0) US5259082A – MECHANISM FOR DISLODGING A SUBMERSIBLE CLEANING...

209) Family number: 31453934 (US5259082A) © PatBase

Title: Mechanism for dislodging a submersible cleaning device from a surface

Priority:

US19920880662 19920511	US19920880663 19920511	US19920880664 19920511
US19920880665 19920511	US19920880666 19920511	US19920880667 19920511
US19940307938 19940916	US19930131318 19931004	US19920882662 19920511
US19950474991 19950607	US19940288998 19940811	US19920880668 19920511
US19920978237 19921118	US19920880669 19920511	US19970921824 19970902
ZA19920001500 19920228	ZA19920001501 19920228	ZA19920001502 19920228
ZA19920001503 19920228	ZA19920001504 19920228	ZA19920001505 19920228
ZA19920001506 19920228	ZA19920001507 19920228	

Family:

Publication number	Publication date	Application number	Application date
AU199333737 A1	19930902	AU19930033737	19930224
AU663921 B2	19951026	AU19930033737	19930224
BRPI9300705 A	19930831	BR1993PI00705	19930301
CA2090195 AA	19930829	CA19932090195	19930223
CA2090195 C	20040914	CA19932090195	19930223
DE69307358 D1	19970227	DE19936007358	19930226
DE69307358 T2	19970612	DE19936007358T	19930226
EP0558337 A1	19930901	EP19930301462	19930226
EP0558337 B1	19970115	EP19930301462	19930226
ES2096201 T3	19970301	ES19930301462T	19930226
NZ245991 A	19950726	NZ19930245991	19930224
US5259082 A	19931109	US19920880668	19920511
US5259258 A	19931109	US19920880663	19920511
US5261287 A	19931116	US19920880669	19920511
US5274868 A	19940104	US19920880666	19920511
US5285547 A	19940215	US19920880667	19920511
US5303444 A	19940419	US19920880664	19920511
US5371910 A	19941213	US19920880665	19920511
US5386607 A	19950207	US19930131318	19931004
US5404607 A	19950411	US19920978237	19921118
US5664275 A	19970909	US19940307938	19940916
US5797156 A	19980825	US19950474991	19950607
US5974647 A	19991102	US19970921824	19970902
ZA9301377 A	19930923	ZA19930001377	19930226
ZA9301378 A	19930923	ZA19930001378	19930226
ZA9301379 A	19930923	ZA19930001379	19930226
ZA9301380 A	19931021	ZA19930001380	19930226

Probable Assignee: SEBOR

Assignee(s):(std)**:** SEBOR ; SEBOR PAVEL

Assignee(s): SEBOR PAVEL JOHANNESBURG ZA ; WATTATEC LTD ; WATTATEC PARTNERSHIP LTD ; LAROSAN ONTWERP BV ; PAVEL SEBOR

Inventor(s):(std)**:** PAVEL SEBOR ; SEBOR PAVEL

Inventor(s): SEBOR PAVEL JOHANNESBURG ZA

Agent(s): GRIFFITH HACK; MACRAE AND CO

Designated states: DE ES FR GB PT

International class (IPC 8–9): B23P11/00 E04H4/16 F01C19/08 (Advanced/Invention); E04H4/00 F01C19/00 (Core/Invention)

International class (IPC 1–7): B23P11/00 E04H3/20 E04H4/16 F01C19/08 F04H3/20 F16D35/00 F16H29/12

CPC: E04H4/1636 E04H4/1663 Y10T74/1526 Y10T74/2136 Y10T74/214 Y10T29/4984 Y10T137/7898 Y10T137/7903 Y10T137/7897 E04H4/1654

European class: E04H4/16C

US class: 137/526 137/527 137/527.8 15/1.7 15/398 15/400 15/421 192/12B 192/28 251/175 29/434 74/126 74/577M 74/577R 92/125

Classification Explorer

Cited documents: US5428854 A, US5418994 A, US5404607 A, US5293659 A, US5099535 A, US5044034 A, US4962559 A, US4939806 A, US4849024 A, US4837886 A, US4807318 A, US4788874 A, US4763378 A, US4761848 A, US4692956 A, US4589986 A, US4558479 A, US4536908 A, US4521933 A, US4498206 A, US4401006 A, US4351077 A, US4275474 A, US4208752 A, US4193156 A, US4176419 A, US4156948 A, US4133068 A, US4027695 A, US4023227 A, US394085 A, US3803658 A, US3712433 A, US3667307 A, US3481250 A, US3433093 A, US3430277 A, US3117338 A, US3085267 A, US3023741 A, US3005224 A, US2977613 A, US2974348 A, US2869170 A, US286596 A, US271132 A, US265745 A, US2594189 A, US2368892 A, US232241 A, US219698 A, US2181594 A, US2153556 A, US2129566 A, US2108183 A, US2096595 A, US2085701 A, US1985406 A, US1860619 A, US1844915 A, US1719613 A, US1591903 A, US1333689 A, US1106231 A, US1001277 A, JP61075071 A2, IT587771 A, GB875332 A, GB806513 A, FR767648 A, FR557312 A, FR2520422 A1, FR2520421 A1, EP0476413 A2, DE3320922 A1, DE2620119 A1, DE1234473 B, DE104135 A,

Forward Citations: WO9922100, WO9902803, WO9512730, WO04011743, WO02092943, USD789624, USD789003, USD787761, USD787760, USD689657, USD689656, USD685541, USD630810, USD629982, USD507631, USD499793, USD493866, US9677295, US9677294, US9593502, US9506263, US9476216, US9290958, US9133639, US9119463, US9073614, US8990990, US8956533, US8250698, US8141194, US7975339, US7739768, US7401372, US7395835, US7243389, US7159263, US6966092, US6863261, US6863083, US6834410, US6820297, US6751822, US6691362, US6604545, US6560808, US6473928, US6423217, US6394128, US6314983, US6311353, US6266846, US6237175, US6199237, US6119293, US6112354, US6094764, US5904171, US5896610, US5799351, US5797156, US5794293, US5771987, US5740576, US5678271, US5604950, US5469596, US5418994, US2014237740, US2013152316, US2013081216, US2013061407, US2013031734, US2010299852, US2010024145, US2009260479, US2007136962, US2007074361, US2007033755, US2006254005, US2006064825, US2005283935, US2005198757, US2005198752, US2005155166, US2005097687, US2005066471, US2005028870, US2005022336, US2005017213, US2004255427, US2004181884, US2004069350, US2004060598, US2004019985, US2004011410, US2004011405, US2004010868, US2001009032, FR2735437, EP2554765, EP1921229, EP1379743, EP1338727, EP0994995, EP0750083, EP0726998, CZ298657, CN104234467, CN104234466, CN104234466, AU753073, AU686268, AU685529,

Abstract:
Source: US5259082A A mechanism is provided for dislodging a submersible cleaning device from a vertical wall after a predetermined time period on such wall. The mechanism includes an operating gear that engages when the cleaning device climbs the wall. Once engaged, the gear drives a cam mechanism which in turn engages a device for pushing the cleaner off the wall thereby breaking the suction of the cleaning device and causing the cleaning device to drop from the wall. A turning brush is used to break the suction but it will be appreciated that any lever or similar device can be employed.

0) CO6990070U – ASCENSOR AUTO PORTANTE PARA EL ACCESO DE PASAJE...

210) Family number: 57484919 (CO6990070U) © PatBase

Title: ASCENSOR AUTO PORTANTE PARA EL ACCESO DE PASAJEROS CON DISCAPACIDAD EN SILLA DE RUEDAS EN VEHICULOS DE TRANSPORTE AUTO BEARING FOR ACCESS ELEVATOR PASSENGER WITH DISABILITIES IN WHEELCHAIR TRANSPORT VEHICLES (Machine translation)

Priority: CO20130157603U 20130704

Family:

Publication number	Publication date	Application number	Application date
CO6990070 U1	20140710	CO20130157603U	20130704

Probable Assignee: TROQUELADOS PARTES Y DESARROLLOS S A S

Assignee(s):(std)**:** TROQUELADOS PARTES Y DESARROLLOS S A S

Assignee(s): TROQUELADOS PARTES Y DESARROLLOS SAS

Inventor(s):(std)**:** DUENAS VARGAS JOSE DE JESUS

International class (IPC 8–9): A61G5/00 (Advanced/Invention)

Classification Explorer

Abstract:
Source: CO6990070U [Source: Claim 1] 1. Lift self supporting access for passengers with disabilities wheelchair in public transport vehicles, characterized Porgue comprises a supporting base (3) fastening to the vehicle floor that comprises an elongate base (4) ending in a rear wall (5); Y comprising parallel side walls enter another (6a and 6b); wherein said side walls (6a, 6b) are parallel to each other and enter the wall (6a) only while a portion extending side wall (6b) projecting in diagonally from the upper edge of said rear wall (5) along the base (4), where from the rear wall (5) pivots a first end (7a) of a hydraulic cylinder (7) following the length direction of the base (4) ; where from the base (4), at the end opposite to the rear wall (5), a first actuator arm (8) are pivoted and a second actuator arm (9), wherein said first actuator arm (8) and second actuator arm (9), They are spaced apart along and across the base (4) and each arm actuator (8, 9) comprises an initial configuration of a first projection to about half of its height, continuous a second projection transversely by at least one angle 135 degrees from the first projection; and a support column (10) comprising a high from an upper edge to a lower edge, where said top extends perpendicularly to the vehicle floor and a wall front and a rear wall separated by a thickness, wherein said actuator arms (8 and 9) are designed and pivoted to the front wall, adjacent the upper edge of said support column (10) and where support column (10) comprises tubular supports (12) structure comprises a headrest.

0) DE2836444A1 – KFZ–EIGENE–STREUVORRICHTUNG ALS BREMS– UND ANFA...

211) Family number: 22793729 (DE2836444A1) © PatBase

Title: KFZ–EIGENE–STREUVORRICHTUNG ALS BREMS– UND ANFAHRHILFE BEI SCHNEE UND EIS MOTOR VEHICLE SAND SPRAYER FOR ASSISTING BRAKING – HAS COMPRESSOR OPERATED IN RESPONSE TO DEPRESSION OF BRAKE PEDAL, WITH SAND STORED IN BOX IN ENGINE COMPARTMENT

Priority: DE19782836444 19780819

Family:

Publication number	Publication date	Application number	Application date
DE2836444 A1	19800306	DE19782836444	19780819

Probable Assignee: VOSBECK BERTHOLD

Assignee(s):(std)**:** VOSBECK BERTHOLD

Assignee(s): KONITZER ERICH

Inventor(s):(std)**:** VOSBECK BERTHOLD

Inventor(s): KONITZER ERICH

International class (IPC 8–9)**:** B60B39/08 (Advanced/Invention); B60B39/00 (Core/Invention)

International class (IPC 1–7)**:** B60B39/08

CPC: B60B39/086

European class: B60B39/08B

Classification Explorer

Forward Citations: DE202009001554,

Abstract:
Source: DE2836444A1 (Claim 1) Patentanspruch fuer Kfz – eigene – Streuvorrichtung bei Schnee und Eisglaette Gekennzeichnet durch Unter einem KFZ zu befestigender Streukopf mit Duesenoeffnungen zu allen vier Raedern. Der Streukopf ist mit einer Kunststoff oder Metall Leitung zu einem Sandvorratsbehaelter im Motorraum verbunden. The sand sprayer is fitted under a motor vehicle to spray sand on ice covered road under all four wheels. The sprayer head is connected by a tube to a sand storage box in the engine compartment. Engine heat dries the sand which is sprayed by a small compressor operated when required from the dashboard controls. The sand sprayer system can be connected to the brake light switch, and the compressor can be operated on actuating the brake pedal. The fine grain dry sand is entrained by the air stream and sprayed in front of individual wheels by the nozzles to ensure stable braking on ice covered road.

0) US2004028907A – WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR ...

212) Family number: 28534227 (US2004028907A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLES AND METHOD FOR THEIR PREPARATION

Priority: US20010012136 20011130 US20030371754 20030221 US20040751823 20040105

Family:

Publication number	Publication date	Application number	Application date
EP1316419 A2	20030604	EP20020258262	20021129
EP1316419 A3	20040128	EP20020258262	20021129
US2004028907 AA	20040212	US20030371754	20030221
US2004142176 AA	20040722	US20040751823	20040105
US7318958 BB	20080115	US20040751823	20040105
US7410700 BB	20080812	US20030371754	20030221

Probable Assignee: SABIC INNOVATIVE PLASTICS IP BV

Assignee(s):(std)**:** GEN ELECTRIC ; SABIC INNOVATIVE PLASTIC IP B

Assignee(s): SABIC INNOVATIVE PLASTIC IP B V ; SABIC INNOVATIVE PLASTIC IP BV ; SABIC INNOVATIVE PLASTICS IP BV ; GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY ; CITIBANK NA ; CITIBANK NA COLLATERAL AGENT AS

Inventor(s):(std)**:** WANG HUA

Agent(s): CANTOR COLBURN LLP

Designated states: AT BE BG CH CY CZ DE DK EE ES FI FR GB GR IE IT LI LU MC NL PT SE SK TR

International class (IPC 8–9)**:** B12B27/36 B27B27/36 B32B27/08 B32B27/36 C08G18/28 C08G18/32 C08G18/69 C09D169/00 C09D175/14 C09J175/04 (Advanced/Invention); B32B27/08 B32B27/36 C08G18/00 C09D169/00 C09D175/14 C09J175/04 (Core/Invention)

International class (IPC 1–7)**:** B32B15/04 B32B17/06 B32B27/00 B32B27/08 B32B27/36 B32B27/40 C09D169/00 C09J175/04

CPC: Y10T428/24942 Y10T428/31507 Y10T428/31551 Y10T428/31504 Y10T428/31678 B32B27/36 B32B27/08 C08G18/289 C08G18/3271 C08G18/69 C09D169/005 C09D175/14 C09J175/04

European class: B32B27/08 B32B27/36 C08G18/28D8N C08G18/32C C08G18/69 C09D169/00B C09D175/04 C09D175/14 C09J175/04

US class: 264/176.1 264/219 428/212 428/411.1 428/412 428/412P 428/423.1 428/423.100S 428/426 428/426S 428/457 428/457S

Classification Explorer

Cited documents: WO6100664, WO03047857 A1, WO0061664 A1, US6617398 BB, US6572956 BA, US6538065 BA, US6306507 BA, US6180195 BA, US6180195 B1, US5103336 A, US5030505 A, US5001193 A, US5001000 A, US4992322 A, US4931364 A, US4925939 A, US4786692 A, US4643937 A, US4576842 A, US4506085 A, US4506065 A, US4503121 A, US4487896 A, US4335187 A, US4238597 A, US4238596 A, US4217438 A, US4194038 A, US4156069 A, US4131575 A, US4123436 A, US4018750 A, US3989672 A, US3965057 A, US3899496 A, US3806486 A, US3791914 A, US3764457 A, US3505160 A, US3503779 A, US3492261 A, US3460961 A, US3444412 A, US3444129 A, US3391054 A, US3334154 A, US3309261 A, US3207814 A, US3169121 A, US3153008 A, US3030331 A, US3028365 A, US2999835 A, US2901466 A, US2003175488 AA, JP1199841 A2, JP1141735, EP1316419 A2,

Forward Citations: WO16178002, WO13116401, WO13116401, WO13013132, WO11117269, WO08142453, WO08088336, WO06020047, WO06019799, WO06019799, WO05118287, WO05105439, WO05072959, WO05072958, WO05037545, WO05037545, WO05000582, WO04085102, WO04085102, USRE45802, USD619477, US9698129, US9675443, US9616457, US9604808, US9604251, US9535268, US9474192, US9429140, US9422964, US9394882, US9314938, US9233513, US9195075, US9193214, US9134546, US9110310, US9102111, US9079374, US9039209, US9017759, US8906987, US8876483, US8865261, US8734909, US8691340, US8664307, US8475905, US8288949, US8252424, US8088848, US8057903, US7854985, US7691304, US7686998, US7686997, US7659007, US7641758, US7524447, US7514147,

US7410700, US7270882, US7153576, US7132167, US7060217, US2015151519, US2014248106, US2013215378, US2013011668, US2011223342, US2011094664, US2011023548, US2010277055, US2010092720, US2010015456, US2010009207, US2009208756, US2009011213, US2008299354, US2008265308, US2008264561, US2008166569, US2008160298, US2008119618, US2008119597, US2008119596, US2008026721, US2007231576, US2007116959, US2007116903, US2006115645, US2005266232, US2005158561, US2005158554, US2005074620, US2004254298, US2004253428, US2004175593, US2004166323, US2003175488, TWI477469, TWI325817, EP1698457, EP1607426, EP1607426, EP1547764, CN105230393, CN102821941, CN102482135, CN102482135, AU2008252612, AU2003272700,

Abstract:
Source: US2004028907A Disclosed are weatherable multilayer articles comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) a substrate layer, wherein the coating layer is in contiguous superposed contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for making the multilayer article.

0) WO0230708A2 – UNIVERSAL CAR VOITURE UNIVERSELLE

213) Family number: 14735818 (WO0230708A2) © PatBase

Title: UNIVERSAL CAR

Priority: NO20000003533 20000707 WO2001NO00294 20010709

Family:

Publication number	Publication date	Application number	Application date
AU2002228489 AA	20020422	AU20020228489	20010709
AU200228489 A5	20020422	AU20020028489	20010709
NO20003533 A0	20000707	NO20000003533	20000707
WO0230708 A2	20020418	WO2001NO00294	20010709
WO0230708 A3	20021205	WO2001NO00294	20010709

Probable Assignee: HANSEN IVER

Assignee(s):(std)**:** HANSEN IVER

Assignee(s): IVER HANSEN

Inventor(s):(std)**:** HANSEN IVER

Inventor(s): IVER HANSEN

Designated states: AM AT AU AZ BB BE BF BG BJ BR BY CA CF CG CH CI CM CN CU CY CZ DE DK EE ES FI FR GA GB GH GM GN GR GW HU ID IE IL IS IT JP KE KG KR KZ LR LS LU LV MC MD MK ML MR MW MX MZ NE NL NO NZ PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TR TT TZ UG US YU ZW

International class (IPC 8–9): B60R16/02 B60R16/03 (Advanced/Invention); B60R16/02 B60R16/03 (Core/Invention)

International class (IPC 1–7): B60K16/00 B60L8/00 B60R F03D7/00 H02J

CPC: Y02E10/725 B60R16/03 B60F5/02 B60H1/245 B60K16/00 B60K2016/006 B60L8/00 B60L8/006 B60R15/00 B60R19/205 B64D2201/00 F03D9/00 F05B2240/941 Y02T10/7083 Y02T10/90 F03D9/25

European class: B60F5/02 B60H1/24A4 B60K16/00 B60L8/00 B60L8/00D B60R15/00 B60R16/02B4 B60R16/03 F03D9/00 F03D9/00C L60K16/00B L60R19/20C L64D201/00 R05B240/941 Y02E10/72 Y02T10/70J2B Y02T10/90

Classification Explorer

Cited documents: US3878913 A, US3876925 A, SU1765494, FR2261427 A1, EP0869058 A2, DE4426090 A1,

Forward Citations: WO08046133, ES2540379,

Abstract:
A motorized multifonction vehicule adapted for passenger facilities and quick transportation of people and goods.

214) Family number: 2938645 (US3669288A) © PatBase

Title: METHOD OF HANDLING AND STORING CONTAINERS AT A SHIPPING TERMINAL

Priority:

CA19690045725 19690314 CA19700074547 19700211 CA19710118418 19710716
FR19670115534 19670725 CA19740205876 19740729 CA19720142115 19720515
US19660567674 19660725 US19690803838 19690303 US19690842158 19690716
US19680717174 19680329 FR19690009338 19690328 FR19671532164 19670725
US19700059825 19700622 US19700051564 19700710 US19710121979 19710308

Family:

Publication number	Publication date	Application number	Application date
BE701712 A	19680124		19670724
BE730757 A	19690901		19690331
BE730758 A	19690901		19690330
BE746770 A1	19700817	BE19700746770	19700303
CA921859 A1	19730227	CA19700074547	19700211
CA938580 A1	19731218	CA19720142115	19720515
CA938580 A2	19731218	CA19720142115	19720515
CA963819 A1	19750304	CA19740205876	19740729
CA963819 A2	19750304	CA19740205876	19740729
CA973502 A1	19750826	CA19710118418	19710716
CA973502 A2	19750826	CA19710118418	19710716
DE1556043 A1	19690911	DE19671556043	19670722
DE1915737 A1	19691009	DE19691915737	19690327
DE1915737 B2	19771110	DE19691915737	19690327
DE1915737 C3	19780622	DE19691915737	19690327
DE1916461 A1	19700827	DE19691916461	19690331
DE2009520 A1	19700910	DE19702009520	19700228
FR1532164 A	19680705	FR19670115534	19670725
FR2005088 A1	19691205	FR19690009338	19690328
FR2005088 B1	19731019	FR19690009338	19690328
FR2005089 A2	19691205	FR19690009339	19690328
FR2005089 B2	19740809	FR19690009339	19690328
FR2033125 A5	19701127	FR19700007105	19700227
GB1192235 A	19700520	GB19670026119	19670606
GB1267751 A	19720322	GB19690016515	19690328
GB1267752 A	19720322	GB19690016516	19690328
JP51038158 B4	19761020	JP19690023724	19690329
JP51042393 B4	19761115	JP19700002109	19700106
JP52020758 B4	19770606	JP19700017746	19700303
NL155783 B	19780215	NL19670010078	19670720
NL158757 B	19781215	NL19690004866	19690328
NL6710078 A	19680126	NL19670010078	19670720
NL6904866 A	19691001	NL19690004866	19690328
NL7003041 A	19700907	NL19700003041	19700303
SE313775 B	19690818	SE19670009053	19670622
SE343540 B	19720313	SE19690003678	19690317
SE347492 B	19720807	SE19690007488	19690317
SE347492 B	19720807	SE19710007488	19710609
SE348432 B	19720904	SE19700002615	19700227

SE367376 B	19740527	SE19710014033	19700227	
US3543952 A	19701201	US19680717174	19680329	
US3608750 A	19710928	US19690803838	19690303	
US3630402 A	19711228	US19690842158	19690716	
US3669288 A	19720613		19700622	
US3779403 A	19731218	US19710121979	19710308	
US3833140 A	19740903	US19700051564	19700710	

Probable Assignee: KAISER IND CORP

Assignee(s):(std)**:** KAISER IND CORP ; LEONARD BRUCE CRAST JR ; KAISER IND INC

Assignee(s): KAISER IND INC US ; KAISER IND OAKLAND CALIFORNIE VER ST V AM CORP ; YOUNG ROBERT R ; ROBERT R YOUNG ; ROBERT W MEDLAND ; KAISER IND CORP 300 LAKESIDE DRIVE OAKLAND ; KAISER IND CORP 300 LAKESIDE DRIVE OAKLAND CALIFORNIE E U A ; KAISER IND CORP OAKLAND CALIF V ST A ; KAISER IND CORP US

Inventor(s):(std)**:** MEDLAND R ; MEDLAND R W ; MEDLAND ROBERT W ; ROSS YOUNG ROBERT ; YOUNG R ; YOUNG R R ; YOUNG ROBERT ROSS ; YOUNG ROBERT R

Inventor(s): ROBERT W MEDLAND ; YOUNG ROBERT ROSS DANVILLE CALIF V ST A ; YOUNG R R US ; YOUNG R US ; R R YOUNG ; R W MEDLAND ; ROBERT R YOUNG ; ROBERT ROSS YOUNG ; MEDLAND R W US ; MEDLAND R US

International class(IPC 8–9)**:** B65G1/00 B65G1/04 B65G1/137 B65G63/00 B66C17/04 B66C19/00 B66F9/07 B66F9/14 (Advanced/Invention);
B65G1/00 B65G1/04 B65G1/137 B65G63/00 B66C17/00 B66C19/00 B66F9/07 B66F9/12 (Core/Invention)

International class(IPC 1–7)**:** B63B25/22 B63B27/00 B63B27/12 B65G1/00 B65G1/04 B65G1/06 B65G1/14 B65G37/02 B65G47/00 B65G47/50 B65G63/00 B65G63/04 B65G63/06 B65J1/00 B65J1/12 B65J1/18 B66C13/48 B66C17/00 B66C17/20 B66F9/06 B66F9/14 B66F9/24

CPC: B65G1/0414 B66C19/002 B66F9/07 B66F9/141 B65G63/004 B65G1/0435

European class: B65G1/04B2 B65G1/04B8 B65G63/00A2 B66C19/00B B66F9/07 B66F9/14B

US class: 294/81.4 294/81.53 414/140.3 414/274 414/277 414/279 414/281 414/348 414/351 414/434 414/626 414/662 414/803

Classification Explorer

Cited documents: US3608750 A, US3559822 A, US3558176 A, US3458229 A, US3447697 A, US3439815 A, US3436968 A, US3358854 A, US3302967 A, US3294260 A, US3091188 A, US3088605 A, US3049247 A, US3042227 A, US3034659 A, US3011660 A, US2951599 A, US2916166 A, US2901129 A, US2899088 A, US2788905 A, US2714456 A, US2652938 A, US2070792 A, US1977785 A, US1903274 A, JP36022772 A2, GB446825 A, FR1214242 A,

Forward Citations: WO9961351, WO9946154, WO9920553, WO9858861, WO9300281, WO9300280, WO9113011, WO8504638, WO15031969, WO14158090, WO13121232, WO08121165, WO08121165, WO05001737, WO04016538, WO03087890, WO0222993, WO0168486, WO0162656, WO0162656, US9656802, US9630774, US9469492, US9422108, US9181722, US9181030, US9075136, US9045282, US9008825, US8961095, US8687764, US8651790, US8525671, US8439180, US8306649, US8188865, US8181868, US7987017, US7961911, US7922085, US7783003, US7753639, US7612338, US7556319, US7547173, US7410339, US7397363, US7329081, US7317782, US7308114, US7290707, US7277010, US7274767, US7261509, US7253731, US7181312, US7159415, US7155406, US7013026, US6941766, US6931314, US6925833, US6915657, US6901767, US6837068, US6802684, US6768421, US6663043, US6554121, US6524050, US6422799, US6329725, US6113336, US6077019, US5951226, US5876172, US5511923, US5478181, US5456560, US5429469, US5421688, US5407316, US5344270, US5202832, US5147176, US5142658, US5119732, US5098246, US5039275, US4973219, US4883401, US4872798, US4820109, US4820101, US4773807, US4753357, US4732524, US4642017, US4549841, US4498584, US4430041, US4388032, US4329104, US4265582, US4227846, US4209195, US4172685, US4158416, US4150758, US4088237, US4067468, US3993202, US3952891, US3927773, US3896941, US3884364, US3883013, US3881608, US3836020, US3786942, US3779403, US3757897, US3754669, US3743116, US3738506, US2017129706, US2016304278, US2016194164, US2016137418, US2016068372, US2016016731, US2015307276, US2015225187, US2014003894, US2012251276, US2012224946,

US2012027546, US2011315479, US2011163159, US2011129303, US2011083943, US2010189534, US2010166530, US2010128852, US2010030370, US2009312953, US2009248365, US2009047113, US2008252417, US2008131241, US2008107504, US2008095405, US2008084963, US2008075569, US2008027838, US2007071580, US2006251498, US2006182525, US2006182524, US2006115043, US2006072987, US2006045659, US2005220600, US2005131574, US2004238326, US2004211212, US2004206108, US2004197171, US2004160319, US2004126205, US2004079105, US2004060319, US2004030478, US2003191555, US2003190057, US2003167214, US2002143672, US2002099567, KR100694689, JP54067506, JP53139115, JP52144997, JP49067373, JP48093572, JP2005538010, GB2407315, GB2326480, GB2326480, GB2236101, GB2236101, GB2234229, GB2234229, FR2552411, FR2548647, FR2410023, FR2393743, FR2054533, EP1639512, EP1112949, EP1062138, EP0133472, EP0111848, DE9104339, DE4409488, DE4326436, DE4311146, DE4310086, DE4300415, DE4300415, DE4120923, DE3937097, DE3529673, DE3244468, DE19900688, DE10307579, CN105517921, CN105329783, CN105246802, CN104837747, CN104837747, AU744903, AT399325,

Abstract:
Source: US3669288A A system for handling large, heavy containers of relatively uniform shape at a shipping terminal including a vertical storage housing, a stacker crane for inserting containers into and removing containers from the storage facility, a carrier crane for loading containers into and unloading containers from a carrier at a terminal, conveyor units for transporting containers and being movable along a predetermined path into and out of transfer stations at the carrier crane and the stacker crane, a conveyer for moving containers between an input/output station for the terminal and the transfer station at the stacker crane, and a control center including computer means for coordinating the movement, storage, loading and unloading of containers by the cranes, conveyer units and conveyer.

0) US4954085A – WIRING STRUCTURE

215) Family number: 6531770 (US4954085A) © PatBase

Title: Wiring structure

Priority: JP19870183689 19870724 JP19870183690 19870724 JP19870190382 19870731 JP19870190383 19870731 JP19870190384 19870731

Family:

Publication number	Publication date	Application number	Application date
DE3824857 A1	19890202	DE19883824857	19880721
GB2208497 A1	19890405	GB19880017675	19880725
GB2208497 B2	19920219	GB19880017675	19880725
GB8817675 A0	19880901	GB19880017675	19880725
JP1030183 A2	19890201	JP19870183690	19870724
JP1030856 A2	19890201	JP19870183689	19870724
JP1035881 A2	19890206	JP19870190382	19870731
JP1035882 A2	19890206	JP19870190383	19870731
JP1039211 A2	19890209	JP19870190384	19870731
JP2135349 C3	19980313	JP19870183690	19870724
JP64030183 A2	19890201	JP19870183690	19870724
JP64030856 A2	19890201	JP19870183689	19870724
JP64035881 A2	19890206	JP19870190382	19870731
JP64035882 A2	19890206	JP19870190383	19870731
JP64039211 A2	19890209	JP19870190384	19870731
JP7099703 B4	19951025	JP19870183690	19870724
US4954085 A	19900904	US19880216066	19880707

Probable Assignee: HONDA GIKEN KOGYO KK

Assignee(s):(std)**:** HONDA MOTOR CO LTD

Assignee(s): HONDA GIKEN KOGYO K K TOKIO TOKYO JP ; HONDA GIKEN KOGYO KABUSHIKI KAISHA ; HONDA GIKEN KOGYO KK

Inventor(s):(std)**:** OZAWA KAZUHIRO ; INOUE TOSHIHIRO

Inventor(s): KAZUHIRO OZAWA ; OZAWA KAZUHIRO WAKO SAITAMA JP ; TOSHIHIRO INOUE

International class (IPC 8–9)**:** B60R16/02 H01R13/621 H01R13/631 H01R13/639 H01R13/64 H01R13/641 H01R13/74 H02G3/16 H02G3/38 (Advanced/Invention); H01R9/24 (Advanced/Non–invention); H01R13/639 (Core/Invention); H01R9/24 (Core/Non–invention)

International class (IPC 1–7)**:** B60R16/02 B62D25/08 H01R13/62 H01R13/621 H01R13/631 H01R13/64 H01R13/74 H01R33/74 H02B1/20 H02G3/16 H02G3/28

CPC: H01R9/24 H01R13/6215

European class: H01R13/621A T01R9/24

US class: 439/206 439/248 439/34 439/364

Classification Explorer

Cited documents: WO8700976 A1, WO8200925 A1, US4684190 A, US4640570 A, US4602317 A, US3853381 A, US3146052 A, US2058923 A, JPS6199979 U, JPS61166483 U, JPS60880 B2, JPS60876 U, JPS60198733, JPS60141921, JPS5920871, JPS5917810, JPS4943159, JP61166483 U1, JP61099979 U1, JP60198733 A2, JP60148153 B4, JP60148153 B4, JP60141921 A2, JP60000880 B4, JP60000876 U1, JP60000876 U, JP60000876 A2, JP59020871 A2, JP59017810 A2, JP56098645 B4, JP56098645 B4, JP54116694 A2, JP49043159 A2, GB2141594 A1, GB2131594 A1, GB1398458 A, GB1032895 A,

Forward Citations:

WO9600156, WO9419213, WO9211167, WO11030040, US7931479, US7883342, US7671275, US7514630, US7372701, US7311541, US7172437, US7156677, US7143677, US7066071, US6915567, US6883628, US6352433, US6319013, US6254408, US6159030, US6155857, US6126458, US6027360, US6001294, US5941719, US5857863, US5805402, US5785532, US5642999, US5498111, US5486122, US5419714, US5417471, US5288141, US5000693, US2011117755, US2008299799, US2008087465, US2008053678, US2008024996, US2007082537, US2006216968, US2006030175, JP64045418, JP6333641, JP6212212, JP6200080, JP5974199, JP5936952, JP5073902, JP4136882, JP4102308, JP3004475, JP2976970, JP2646323, JP2107212, JP2016179936, JP2013043829, JP2010507884, JP2009181737, JP2007536965, JP2003513466, JP2000023628, GB2352098, GB2352098, GB2278742, GB2278742, GB2270592, GB2270592, GB2262767, GB2262767, FR2977213, FR2949731, FR2848770, FR2782967, FR2685826, EP0983908, EP0949720, EP0776789, EP0550334, DE102007040828, CN102484090, AU756812,

Abstract:
Source: US4954085A A wiring structure for electric wirings in a vehicle or the like. A horizontal partition wall portion that is nearly horizontal is provided in a dashboard partitioning a car room from an engine room provided outside of that car room, and an end portion of an outdoor side harness within the engine room is positioned above the horizontal partition wall portion, while an end portion of an indoor side harness within the car room is positioned under the horizontal partition wall portion. And, one connector provided at the end portion of the indoor side harness and the other connector provided at the end portion of the outdoor side harness are joined with each other penetrating through the horizontal partition wall portion. The above–mentioned one connector is a waiting connector slidably supported from a connector guide mounted to the horizontal partition wall portion, and a nut directed in the sliding direction is fixed thereto. A bolt rotatably supported from the other connector is threadedly engaged with this nut, and by rotating that bolt, the respective connectors are brought close to each other and thus joined together.

0) US3797446A – MOBILE POWER UNIT

216) Family number: 7671902 (US3797446A) © PatBase

Title:	MOBILE POWER UNIT
Priority:	US19720316574 19721219

Family:

Publication number	Publication date	Application number	Application date
US3797446 A	19740319	US19720316574	19721219

Probable Assignee:	CIBULA R
Assignee(s):(std)**:**	CIBULA R ; COX L
Assignee(s):	COX L CA ; CIBULA R CA
Inventor(s):(std)**:**	CIBULA R ; COX L
Inventor(s):	COX L CA ; CIBULA R CA
International class (IPC 8–9)**:**	A63C11/10 B63B35/81 (Advanced/Invention)
International class (IPC 1–7)**:**	A63C11/10
CPC:	A63C11/10 B63B35/817
European class:	A63C11/10 B63B35/81T4
US class:	180/180 180/19.1 180/272 192/129A 440/12.66
Classification Explorer	
Cited documents:	US3411166 A, US3181493 A, US2914018 A, US2776443 A, DE864217 A,
Forward Citations:	WO9421340, WO11134047, WO0045909, US7793744, US6640919, US6631777, US6467559, US6341658, US6139378, US5562176, US4519470, US4456089, US2009255738, US2008277180, US2008257628, US2004084864,

Abstract:
Source: US3797446A A source of power drives the device on land or water. A pair of elongated handles extend forwardly of the device between which the operator is positioned. Water or snow skis, wheel skates or skis, a togobban platform and wheels and the like are worn or used by the operator depending upon the medium upon which the device is used. A travel surface activated assembly automatically shuts off the source of power and provides braking of the unit thus preventing the unit from running over the operator in the event that the operator falls. The actuator assembly operates either if the operator falls accidentally or, alternatively, if he lowers the handles so that the actuator engages the surface. The entire unit is designed to be easily folded or disassembled so that it can be carried in the trunk of a car or the like.

0) US3251384A – METHOD AND APPARATUS FOR THE MANUFACTURE OF ANN...

217) Family number: 25020454 (US3251384A) © PatBase

Title: METHOD AND APPARATUS FOR THE MANUFACTURE OF ANNULAR STRUCTURES HAVING A FILIFORM ELEMENT HELICALLY WOUND ABOUT AN IMAGINARY AXIS

Priority: IT19620025225 19620709

Family:

Publication number	Publication date	Application number	Application date
AT246591 B	19660425	AT19630005136	19630626
BE634454 A	00000000		00000000
DE1729757 A1	19720302	DE19631729757	19630705
GB1053361 A	00000000		00000000
LU44015 A	19630905		19630705
SE302204 B	19680708	SE19620014167	19621231
US3251384 A	19660517	US19650444912	19650318

Probable Assignee: PIRELLI

Assignee(s):(std)**:** PIRELLI ; PIRELLI SPA

Assignee(s): PIRELLI S P A ; PIRELLI SOCIETA PER AZIONI ; INDUSTRIE PIRELLI S P A ; INDUSTRIE PIRELLI SPA

Inventor(s):(std)**:** VANZO MARCELLO DIPL ING ; VANZO M ; MARCELLO VANZO

Inventor(s): VANZO MARCELLO

International class (IPC 8–9)**:** B21F3/00 B21F37/00 B29D30/48 (Advanced/Invention); B21F3/00 B21F37/00 B29D30/06 (Core/Invention)

International class (IPC 1–7)**:** B29C17/02 B29H17/32 B60C

CPC: B21F3/06 B21F37/00 B29D30/48 B29D2030/487

European class: B21F3/00 B21F3/06 B21F37/00 B29D30/48 L29D30/48F

US class: 140/149 140/71.00R 140/71R 140/88 156/136 156/422 245/1.5 57/21

Classification Explorer

Cited documents: US2979109 A, US2902083 A, US2753678 A, US1738018 A, US1522798 A, US1522797 A, US1294160 A,

Forward Citations: US5567269, US3541828,

Abstract:
Source: GB1053361A 1,053,361. Making tyre bead cores. PIRELLI S.p.A. June 19, 1963 [July 9, 1962], No. 24342/63– Heading B7C. [Also in Division B8] An annular structure comprising a single or multistranded filament helically wound about an axis extending along a pitch circle, such as a tyre bead core, is made by repeatedly disposing the filament around a pitch circle which passes through a disc, which disc comprises an eyelet connected with its periphery and which rotates about its axis of symmetry, so that the filament is threaded into the eyelet each time it is disposed round the circle. Two arcuate sectors 15, 16 have a peripheral groove (26) (Fig. 2, not shown), and means 19, 24 serving to rotate them about their pivots 17, 18. The groove (26) extends almost round a pitch circle, broken by a box 47 which contains a disc (46) (Fig. 2). The disc (46) has an eyelet (49) and a crown gear engaging gears (44), (45) by which the disc is rotated. The whole is mounted for rotation about a vertical axis on a platform 5. Fig. 1 shows how wire 60 is fed into the rotating groove (26), each turn in succession dropping into the eyelet of the disc (46), which is rotated about a horizontal axis, tangential to the pitch circle, by the gear system illustrated in Figs. 2, 3, 9 (not shown). Fig. 1 shows a carriage 94, movable along guide 93, which clamps one end of the wire 60 and carries it forward to be attached to the disc (46), and also a cutter actuated by cylinder 107 (Figs. 5, 6 not shown). Fig. 3 (not shown) illustrates the arrangement for moving box 47 radially on disc 5 to make bead cores of different diameters. Figs. 4, 4a (not shown) illustrate a device for clamping one end of the wire to the disc (46) before winding begins. Wire is fed from a bobbin (61) (Fig. 5) mounted horizontally but also rotating about the vertical axis of its arm (62) to twist the wire the same way as the disc (46) will twist it. The wire is fed over a pulley 87 whose vertical position on supports (85) controls a rheostat (89^1) (Fig. 7, not shown) which controls the delivery speed. During winding successive turns, sectors 15, 16 are retracted to correct for wire build up in the groove 26. On completion, the sectors are further retracted, the two ends of the wire joined, and the bead core removed. The platform 5 may carry several discs, spaced around the pitch circle, and one disc may have several eyelets to keep successive turns of wire separate. Discs need not be radial to the axis of platform 5.

In place of the rotating platform 5, the disc or discs could rotate around their axes of symmetry only and the wire be fed by a rotating wire guide.

0) US2251911A – POWER TESTER

218) Family number: 29848360 (US2251911A) © PatBase

Title: POWER TESTER

Priority: US19360084273 19360609 US19370142888 19370515

Family:

Publication number	Publication date	Application number	Application date
US2248938 A	19410715	US19370142888	19370515
US2251911 A	19410812	US19360084273	19360609

Probable Assignee: A E FERAGEN INC

Assignee(s):(std)**:** A E FERAGEN INC

Inventor(s):(std)**:** BENNETT CLAUDE C

International class (IPC 8–9): G01L5/13 (Advanced/Invention); G01L5/13 (Core/Invention)

International class (IPC 1–7): G01L5/13

CPC: G01L5/13

European class: 42K29B2 G01L5/13

US class: 123/198R 192/61 73/116.06 73/117 73/862.14 73/862.16

Classification Explorer

Forward Citations: US3333463, US3050994, US3026722, US2781659, US2716339, US2687877, US2597274, US2452550,

Abstract:
Source: US2251911A 1. In combination, a shaft adapted to be driven from an engine to be tested, an hydraulic absorption dynamometer operatively connected to said shaft, a torque arm movable with the dynamometer housing in accordance with the internal resistance of the dynamometer, indicator means including a member movablein accordance with the pressure of said torque arm, a lever arm resisting pressure of said torque arm, a valve controlling the amount of liquid contained within the dynamometer, and therefore the internal resistance of the latter, and means directly interconnecting the indicator means, ‘torque arm and valve, said parts being so constructed and arranged that the amount of liquid within the dynamorneter is increased upon decrease of pressure of the torque arm, and v–ice versa, and a weight movable along said lever arm at will to vary its resistance to pressure of the torque arm. –

0) FI7085A – ANORDNING VID S.K. SPAR–UR A DEVICE AT THE S.C...

219) Family number: 39296753 (FI7085A) © PatBase

Title: Anordning vid s.k. spar–ur A device at the s.c. spar–ur (Machine translation)

Family:

Publication number	Publication date	Application number	Application date
FI7085 A	19181024		00000000

Inventor(s):(std)**:** ROSING BULL FREDRIK

Inventor(s): BULL FREDRIK ROSING

International class (IPC 8–9): G07F5/00 (Advanced/Invention); G07F5/00 (Core/Invention)

International class (IPC 1–7): G07F5/00

Classification Explorer

Abstract:
Source: FI7085A 1. via automater foer 8.k. spar–ur den anordningen, att tva skidor (7,6), av vilka den ena aer foerbunden med urets uppdrag– ningsinraetning, inboerdes aero foerbundna genom tvass med varandra ut–vaexlande tandhjul, vilkas tandantal–bestgmroer det antal owvrid– nin,s:ar, den ena–skivan (ss) raaste,/roera, innan en med tvae taender foersedd spaerrarm (15) kan ingripa i–tva>iak (9ilO) i sagda nkivor och stoppa uppdragningen, vilken spaerrarm kan utloesan genom ett i en ficka pa den andra skivan (7) inlagt mynt, som vid nkivane vriss– t) ning stoeter mot spaerrarmen och loesgoer densarema fran haken (9»10). 1 via the car mate for 8.k. spar–ur of the apparatus in that the tva skidor (7.6), av vilka the ena is connected to the urets Uppdrag–ningsinraetning, mutually Aro tva ss By means of example, are connected to one another, alternately ut tandhjul, lively tandantal–bestgmroer det plurality of owvrid's, s: ar,–ena of the slab (beta) grated, / move in, Inna I am provided with two teeth for each provided spaerrarm (15) can be ingripa i–tva> IAK (9ilO) in said nkivor Science Stoppa uppdragningen, Vilken spaerrarm national utloesan By means of that i | I ficka pa the second lower plate (7) Voting inlagt, which, when nkivane Colors ss – t) ning stoeter against spaerrarmen Science loesgoer densarema fran Haken (9 "10).

0) US2013201316A – SYSTEM AND METHOD FOR SERVER BASED CONTROL

220) Family number: 54513488 (US2013201316A) © PatBase

Title: SYSTEM AND METHOD FOR SERVER BASED CONTROL

Priority: US20120584500P 20120109 US20120620129P 20120404 US20120637030P 20120423 US20120647034P 20120515 US20130733634 20130103 US20160361434 20161127

Family:

Publication number	Publication date	Application number	Application date
US2013201316 AA	20130808	US20130733634	20130103
US2017078400 AA	20170316	US20160361434	20161127

Probable Assignee: MAY PATENTS LTD

Assignee(s):(std)**:** MAY PATENTS LTD

Inventor(s):(std)**:** BINDER YEHUDA ; MAYTAL BENJAMIN

International class (IPC 8–9)**:** H04L29/08 (Advanced/Invention)

CPC: H04L67/12 B60K31/00 B60K31/18 B60Y2200/11 B60Y2200/12 B60Y2200/126 B60Y2200/13 B60Y2200/30 B60Y2200/40 B60Y2200/50 B60Y2200/90 G01C21/00 G06Q2240/00 G07C5/008 G08G1/00

US class: 348/143 348/77 370/276 700/22 700/28 701/2 701/31.4 701/48 709/218

Classification Explorer

Forward Citations: WO17058992, WO17019903, WO16176481, WO16155943, WO16074873, WO16058368, WO15198087, WO15160657, US9696740, US9694766, US9688374, US9680704, US9680324, US9674885, US9667727, US9661215, US9660790, US9652987, US9648009, US9646121, US9636981, US9634995, US9632554, US9629193, US9619105, US9608904, US9606522, US9600078, US9590975, US9590701, US9588191, US9584730, US9580139, US9577913, US9570643, US9553512, US9544534, US9543635, US9541921, US9533597, US9531704, US9531618, US9531067, US9522687, US9521449, US9520730, US9520250, US9517782, US9509436, US9509371, US9507417, US9504920, US9496620, US9494429, US9490533, US9451573, US9451434, US9446678, US9444510, US9436569, US9426223, US9420620, US9412254, US9407101, US9403545, US9397820, US9389295, US9373885, US9373245, US9368870, US9357339, US9350665, US9349365, US9325516, US9319257, US9316400, US9310891, US9306830, US9298266, US9293817, US9288102, US9287956, US9274575, US9264315, US9262064, US9246674, US9243440, US9241044, US9240625, US9231672, US9230064, US9229476, US9198265, US9191037, US9172605, US9148849, US9129155, US9111135, US9100339, US9098739, US9092665, US9088313, US9075114, US9071058, US9065523, US9063873, US9032071, US9000921, US8996060, US8988517, US8981731, US8971954, US8971210, US8934675, US8922353, US8880204, US8878496, US8855730, US8836601, US8830312, US8731977, US2017048243, US2017034316, US2016342800, US2016323356, US2016316739, US2016301474, US2016299862, US2016262242, US2016258639, US2016245279, US2016144695, US2016119713, US2016109864, US2016109322, US2016096608, US2016095150, US2016088438, US2016088211, US2016082903, US2016072556, US2016065536, US2016059853, US2016011617, US2016006272, US2016003491, US2016001656, US2015358660, US2015333817, US2015300671, US2015297121, US2015296048, US2015256391, US2015256355, US2015251556, US2015244806, US2015244410, US2015237123, US2015226587, US2015222820, US2015213268, US2015181680, US2015180774, US2015172426, US2015171650, US2015168976, US2015166085, US2015149123, US2015145417, US2015131639, US2015131479, US2015117148, US2015116813, US2015114010, US2015108284, US2015090000, US2015085132, US2015081313, US2015078463, US2015070007, US2015068243, US2015067819, US2015066516, US2015061525, US2015051788, US2015046646, US2015046061, US2015035722, US2015031461, US2015029960, US2015022725, US2015015476, US2015012757, US2014355499, US2014340243, US2014340240, US2014340093, US2014336850, US2014315494, US2014288912, US2014280865, US2014273865, US2014241533, US2014237092, US2014233661, US2014219443, US2014216837, US2014211636, US2014177864, US2014176308, US2014142729, US2014111341, US2014074346, US2014066123, US2014064082, US2014032737, US2014022383, US2014005834, US2013273952, US2013267173, US2013173219, US2013130614, US2012139538, US2012102155, US2011141255, TWI510927, RU2572455, ES2552604, EP3177064, EP3163386, EP2995818,

Abstract:
Source: US2013201316A A system and method in a building or vehicle for an actuator operation in response to a sensor according to a control logic, the system comprising a router or a gateway communicating with a device associated with the sensor and a device associated with the actuator over in−building or in−vehicle networks, and an external Internet−connected control server associated with the control logic implementing a PID closed linear control loop and communicating with the router over external network for controlling the in−building or in−vehicle phenomenon. The sensor may be a microphone or a camera, and the system may include voice or image processing as part of the control logic. A redundancy is used by using multiple sensors or actuators, or by using multiple data paths over the building or vehicle internal or external communication. The networks may be wired or wireless, and may be BAN, PAN, LAN, WAN, or home networks.

0) US2014178513A – NON IONIC/ELECTROLYTE, LIQUID/GASEOUS, MECHANIC...

221) Family number: 56783456 (US2014178513A) © PatBase

Title: NON IONIC/ELECTROLYTE, LIQUID/GASEOUS, MECHANICALLY REFINED/NANOPARTICLE DISPERSION BUILDING MATERIALS/HIGH WEAR–HEAT RESISTANT PART BRUSHES, WINDINGS, BATTERY CELLS, BRAKE PADS, DIE CAST MOLDING, REFRIGERATION, POLARIZED/INTEGRATED OPTICAL, SPECTROMETRIC PROCESSORS, CENTRAL PROCESSOR UNIT PROCESSORS, ELECTRONIC STORAGE MEDIA, ANALOGOUS SERIES/PARALLEL CIRCUIT GENERATORS/TRANSCEIVERS, PARTICULATE MATTER PM CARBONACEOUS–POLYAMIDE, CRYSTALLINE SILICA, AND CELLULOSIC FILAMENT EXTRACTION/MINERS SUIT

Priority: US20120726205 20121223 US20120726531 20121224

Family:

Publication number	Publication date	Application number	Application date
US2014178513 AA	20140626	US20120726531	20121224

Probable Assignee: MATTHEWS ROBERT RICHARD

Assignee(s):(std)**:** MATTHEWS ROBERT RICHARD

Inventor(s):(std)**:** MATTHEWS ROBERT RICHARD

International class (IPC 8–9): B29C47/00 (Advanced/Invention)

CPC: B29C47/0004 B29C47/54

US class: 425/6

Classification Explorer

Cited documents: US7736131 BA, US7306828 BB, US6875374 BA, US2013106020 AA, US2009269573 AA, US2009127743 AA, US2008286546 AA, US2005256248 AA, US2005181209 AA, US2004265489 AA, US2004150140 AA,

Forward Citations: US9699279, US9250014, US9212850, US9194627, US9074108, US2015168062, US2014223763, US2013169277,

Abstract:
Source: US2014178513A The variable hydraulic press and distillation reservoir process scientific formula non ionic or electrolyte mechanically refined and nanoparticle dispersion preform slurry extrusion with or without ionic suspension Preform slurry high wear–heat resistant parts electronic composite coils, windings, annealing, drawn, spun, coils, windings, wire, woven textile mesh, shielding, parts brushes, inductors, antinode couplers, electric rheostats, starters, motors, alternators, generators, ionic suspension enhanced composite coils, composite windings, spun wound coils and windings beryllium Be4, magnesium Mg12, copper Cu29 and carbon nanofoam C6, electronic parts capacitors, ionic suspension circuit battery cells, electronic parts rheostats, resistors, transformers, transducers, rectifiers, power supplies, or heat sinks Preform slurry high wear–heat resistant parts aerospace, automotive, and transportation brake calipers, rotors, pads, and bushings Preform slurry non ionic or electrolyte mechanically refined and nanoparticle high wear–heat resistant parts precision casting molds 2.5 phase die cast molding Building Materials fine concrete, mortar, brick, and tiles.

0) JP2001088520A – SLIP PREVENTER FOR DOUBLE TIRE

222) Family number: 15595002 (JP2001088520A) © PatBase

Title: SLIP PREVENTER FOR DOUBLE TIRE

Priority: JP19990320040 19990924

Family:

Publication number	Publication date	Application number	Application date
JP2001088520 A2	20010403	JP19990320040	19990924

Probable Assignee: HANABUSA KENJI

Assignee(s):(std)**:** HANABUSA KENJI

Inventor(s):(std)**:** HANABUSA KENJI

International class (IPC 8–9)**:** B60C11/16 B60C27/00 B60C5/00 (Advanced/Invention); B60C5/00 (Advanced/Non–invention); B60C11/14 B60C27/00 B60C5/00 (Core/Invention); B60C5/00 (Core/Non–invention)

International class (IPC 1–7)**:** B60C11/16 B60C27/00 B60C5/00

Classification Explorer

Abstract:
Source: JP2001088520A PROBLEM TO BE SOLVED: To solve problems such as danger and much time and labor required to mount and dismount a tire chain presently in use for the slip prevention of an automobile on a deep snow–covered road. SOLUTION: This slip preventer for a double tire is previously installed at an intermediate part of the double tire and constituted to put all spikes in and out of the holes of a wheel only by operating one part at the time of use. The unmovable part spikes abutting on the ground surface can be automatically put in and out by spring force when released from the ground surface by the rotation of the tire. Changeover work is therefore completed easily, safely, positively and rapidly in a single operation to solve problems of requiring much time and labor, and the like.

0) DE20301704U1 – DEVICE FOR INCREASING THE ROAD–HOLDING CAPABILI...

223) Family number: 28855487 (DE20301704U1) © PatBase

Title: DEVICE FOR INCREASING THE ROAD–HOLDING CAPABILITY OF VEHICLE TIRES COMPRISES AT LEAST ONE SPRAY NOZZLE AND A SMALL STORAGE TANK FILLED WITH A LIQUID/AEROSOL CAPABLE OF INCREASING TIRE TRACTION

Priority: DE20032001704U 20030204

Family:

Publication number	Publication date	Application number	Application date
DE20301704 U1	20030710	DE20032001704U	20030204

Probable Assignee: MERLAKU KASTRIOT

Assignee(s):(std)**:** MERLAKU KASTRIOT

International class (IPC 8–9)**:** B60T1/04 (Advanced/Invention); B60T1/00 (Core/Invention)

International class (IPC 1–7)**:** B60K28/16 B60T8/34

CPC: B60T1/04

European class: B60T1/04

Classification Explorer

Abstract:
The device for increasing the road–holding capability of vehicle tires consists at least of one spray nozzle (2) attached to the vehicle bodywork close to the tires, a small storage tank or container (1) filled with a special liquid/aerosol (5) capable of increasing tire traction, a valve (3) and a unit (4) for valve control.

0) DE202004006239U1 – EXTRA CAR, CYCLE, MOTOR CYCLE OR AIRCRAFT BRAKE...

224) Family number: 31173283 (DE202004006239U1) © PatBase

Title: EXTRA CAR, CYCLE, MOTOR CYCLE OR AIRCRAFT BRAKE PRESSES OPTIMALLY POSITIONED BRAKE UNIT AGAINST ROAD OR RAIL TO APPLY BRAKING FORCE USING ELECTRICAL, MECHANICAL OF HYDRAULIC ACTUATION

Priority: DE200420006239U 20040420

Family:

Publication number	Publication date	Application number	Application date
DE202004006239 U1	20040930	DE200420006239U	20040420

Probable Assignee: GUELDAMLASI HALUK

Assignee(s):(std)**:** GUELDAMLASI HALUK

International class (IPC 8–9): B60T1/14 B64C25/42 (Advanced/Invention); B60T1/00 B64C25/00 (Core/Invention)

International class (IPC 1–7): B60T1/10 B60T1/14 B64C25/42

CPC: B60T1/14 B64C25/42

European class: B60T1/14 B64C25/42

Classification Explorer

Forward Citations: ITCT20110015, ES2529515, DE202011104991, DE202011102321, DE202008012067, DE102008010263, CN104260707, CN103465884, CN103465884, CN102248934,

Abstract:
Source: DE202004006239U1 An extra car (1), cycle, motor cycle or aircraft brake presses an optimally positioned sprag, brake block, or rotating brake unit (2) against the road (3) or rail to apply braking force to stop the vehicle using electrical, mechanical or hydraulic actuation and torsion energy conversion.

0) US2013293652A – LARGE SHEET HANDLING USING A FLATBED CART

225) Family number: 55105293 (US2013293652A) © PatBase

Title: LARGE SHEET HANDLING USING A FLATBED CART

Priority: US20120464356 20120504

Family:

Publication number	Publication date	Application number	Application date
BR102013011073 A2	20150630	BR20131011073	20130503
CN103381713 A	20131106	CN201310153573	20130427
CN103381713 B	20170322	CN201310153573	20130427
DE102013207377 A1	20131107	DE201310207377	20130423
JP2013233800 A2	20131121	JP20130090013	20130423
JP5963707 B2	20160803	JP20130090013	20130423
KR20130124431 A	20131113	KR20130049535	20130502
MX2013004754 A1	20131121	MX20130004754	20130426
US2013293652 AA	20131107	US20120464356	20120504
US8882261 BB	20141111	US20120464356	20120504

Probable Assignee: XEROX CORP

Assignee(s):(std)**:** ROBINSON JR NORMAN DAVID ; SPENCE JAMES JOSEPH ; XEROX CORP

Assignee(s): XEROX CORPORATION

Inventor(s):(std)**:** ROBINSON JR NORMAN D ; ROBINSON JR NORMAN DAVID ; ROBINSON NORMAN D JR ; ROBINSON NORMAN DAVID ; ROBINSON NORMAN DAVID JR ; SPENCE JAMES J ; SPENCE JAMES JOSEPH

Inventor(s): JAMES J SPENCE ; JAMES JOSEPH SPENCE ; NORMAN D ROBINSON JR ; NORMAN DAVID ROBINSON JR

Agent(s): YKI PATENT ATTORNEYS; HOFFMANN AND BARON LLP

International class (IPC 8–9)**:** B41J11/00 B41J11/02 B41J2/01 B41J29/00 B61B13/00 B65G35/06 B65H5/00 B65H5/04 B65H5/18 G03G15/00 G03G9/00 (Advanced/Invention)

CPC: B41J3/28 B41J11/06 B65H5/04 B65H3/0816 B65H5/26 B65H2555/31 B65H2701/11312 B65H29/241 B65H29/38 B65H2301/333 B65H2402/10 B65H2405/3521 B65H2701/1762

US class: 271/225 271/264 347/104

Classification Explorer

Cited documents: WO0209946 A1, US8498001 BB, US8498001, US8226193 BB, US7597187 BB, US7597187, US7267499 BB, US7267499, US7014033 BB, US7014033, US7008128 BA, US7008128, US6739246 BB, US6739246, US5090555 A, US4547786 A, US2009321220 AA, US2007068403 AA, US20070068403, JP6143072, JP61043072 A2, JP2286510 A2, JP201069872, JP2010069872 A2, JP1140360 U1, JP02286510, JP01140360 U, CN1288051 C, CN101746604 A, CN101274712 A,

Forward Citations: US9656430, US9649815, US9610734, US9597840, US9592639, US9592638, US9592637, US9498960, US9469076, US9452622, US9145002, US8976409, US2014268189, US2014165865,

Abstract:
Source: US2013293652A Disclosed is an apparatus for handling a sheet of substrate media in a marking assembly. The apparatus includes a rail support track, a first marking zone and a first platen cart. The rail support track forms a closed path. The first marking zone marks a sheet of substrate media. Also, the first platen cart moves along the rail support track. The first platen cart recirculating around the closed path. The first platen cart conveying the sheet of substrate media in a process direction along at least a portion of the closed path through the first marking zone.

0) FI6553A – ANORDNINGAR VID MASKINER FOER LINDNING AV MATER...

226) Family number: 39296366 (FI6553A) © PatBase

Title: Anordningar vid maskiner foer lindning av material i vaevform till runda packor eller rullar

Family:

Publication number	Publication date	Application number	Application date
FI6553 A	19170118		00000000

Probable Assignee: CAMERON MACHINE CO

Assignee(s):(std)**:** CAMERON MACHINE CO

Assignee(s): CAMERON MACHINE COMPANY

International class(IPC 1–7)**:** B65H17/00

Abstract:
Source: FI6553A 1. En raaskin ar anifvet sia foer upplindning af Material till rul– lor øller tmntar, liannstacknad daeraf, att upplindninsaxeln drifvea af en rai af ku–hjul, af hvlika en kar ett aied nisn–la ariaar» tapplausr 3–d.íaei:ian.fa,llande rotationaeentrun, aedan de oefria uppbaeras af niimda anear, hvarvid det sista aer fist vid upplindninssaxeln under det att det ioerjtniianda kuaeshjulet drifvess af ett slas alidaïiordninue foer– ndsrlii iiastiliet, beroende pa di–ifoetem hoss materialet pk upplind– ninsaxeln. 1 I raaskin ar anifvet SIA for upplindning af Material till roll lor oeller tmntar, liannstacknad daeraf, att upplindninsaxeln drifvea af en af track such hjul, af hvlika I ett aied NiSn kar–la ariaar »tapplausr 3–d.iai: ian. fa, llande rotationaeentrun, Aedan de oefria uppbaeras af niimda anear, hvarvid det Sista AER fist at the upplindninssaxeln under det att det ioerjtniianda kuaeshjulet drifve f ss SLAS alidaiiordninue for ett–ndsrlii iiastiliet, beroende pa di–ifoetem ho ss The material upplind small and medium–ninsaxeln.

0) US3403066A – LABEL OR TAPE DISPENSER AND APPLICATOR

227) Family number: 837645 (US3403066A) © PatBase

Title: LABEL OR TAPE DISPENSER AND APPLICATOR

Priority: US19640382915 19640715

Family:

Publication number	Publication date	Application number	Application date
US3403066 A	19680924	US19640382915	19640715

Probable Assignee: GERALD S IKELHEIMER

Assignee(s):(std)**:** GERALD S IKELHEIMER

Inventor(s):(std)**:** IKELHEIMER GERALD S

International class (IPC 8–9)**:** B65C11/00 (Advanced/Invention); B65C11/00 (Core/Invention)

International class (IPC 1–7)**:** B65C11/00 B65C9/18

CPC: B65C11/004 Y10T156/1707 Y10T156/1795

European class: B65C11/00B2

US class: 156/541 156/577 221/73 226/124 226/127

Classification Explorer

Cited documents: US3222242 A, US2569140 A,

Forward Citations: US8297329, US7108154, US5660676, US4497420, US4024005, US4019935, US3951726, US3948172, US3923199, US3619326, US2008168944, EP1060994,

Abstract:
Source: US3403066A (Claim 1) 1. A device for disp.–nsin– and applying adhesive strips attach–d to a backin.– strip,'said device comprisin– (a) a housing containin.– a supply of said backing strip with said adhesive strips th,– reoTi, (b) a carria.–e movably mounted in said housivig to effect the feeding ard supplying of said backing strip, (c) peelin._ means on said carriage, said backing strip being threaded past said peeling mz!ans to separate said adhesive strips from said backing strip, (d) and an actuating means attached to said housing to move said carriage in ope direction relative to said hotisin.– to separate said backing strip from said adhesive strips.

0) RU2143029C – TRACK SWEEPER

228) Family number: 14810441 (RU2143029C) © PatBase

Title: TRACK SWEEPER

Priority: RU19970116803 19970929

Family:

Publication number	Publication date	Application number	Application date
RU2143029 C1	19991220	RU19970116803	19970929
RU97116803 A	19990627	RU19970116803	19970929

Probable Assignee: I SKIJ I PI MEDNOJ PROMY UNIPR

Assignee(s):(std)**:** I SKIJ I PI MEDNOJ PROMY UNIPR ; OTKRYTOE AKTSIONERNOE OBSHCHES

Assignee(s): OTKRYTOE AKTSIONERNOE OBSHCHESTVO URAL'SKIJ NAUCHNO–ISSLEDOVATEL'SKIJ I PROEKTNYJ INSTITUT MEDNOJ PROMYSHLENNOSTI "UNIPROMED'" ; O ISSLEDOVATEL SKIJ I PROEKTNYJ INST MEDNOJ PR

Inventor(s):(std)**:** KHABIBULIN B V ; LAPTIEV I K ; KHAZIAKHMETOV R M ; KHABIBULIN BV ; CHIZHOV E A

Inventor(s): CHIZHOV E.A. ; KHAZIAKHMETOV R.M. ; LAPTIEV I.K.

International class (IPC 8–9): B61D15/00 E01H8/00 (Advanced/Invention); B61D15/00 E01H8/00 (Core/Invention)

International class (IPC 1–7): B61D15/00 E01H8/00

Classification Explorer

Forward Citations: CN104878715, CN104878715, CN102912758, CN102912758, CN102912757, CN102912757, CN102900048, CN102900048,

Abstract:
Source: RU2143029C

FIELD: railway transport; track machines. SUBSTANCE: proposed sweeper has mounted equipment and its control systems. Machine is made on base of truck on rear driving shafts of which rail way wheels are installed. Front part of base chassis is connected with two–axle railway bogie on which platform is mounted. Platform is furnished with blades installed for turning in vertical plane, and manipulator for loading and unloading operations. Automatic coupler, rotary auger snow remover and manipulator for loading and unloading operations are mounted on rear part of chassis. Brush gear is installed in wheel space. EFFECT: enlarged range of railway cleaning machines. 20 cl, 3 dwg

229) Family number: 54702926 (CA2818475A) © PatBase

Title: ULTIMATE MARTIAL ART TRAINING MANNEQUINS AND OTHERS

Priority: CA20132818475 20130617

Family:

Publication number	Publication date	Application number	Application date
CA2818475 AA	20130827	CA20132818475	20130617

Probable Assignee: WU WEIMIN

Assignee(s):(std)**:** WU WEIMIN

Inventor(s):(std)**:** WU WEIMIN

Agent(s): NA

International class (IPC 8–9): A63B69/34 (Advanced/Invention)

CPC: A63B69/34 A61M1/02 A63B37/0003 A63B2244/10 E02F7/005 A47K13/02 A61K35/14 A47C21/006 A61H1/005 A61H2201/1215 A61H2201/1633 A61H2205/083 A63B21/00181 A63B21/023 A63B21/0421 A63B21/0428 A63B21/0602 A63B21/072 A63B22/20 A63B23/0211 A63B23/03541 A63B23/1209 A47C3/18 A47C9/005 G21C9/00 G21F9/04 Y02E30/40 A63B21/4007 A63B21/4011 A63B21/4035 A63B21/4043

Classification Explorer

Abstract:
Source: CA2818475A I am the founder of the Ultimate Martial Art (UMA) which has upgraded the Mixed Martial Art (MMA) in many aspects, especially in the aspect of emotion control because only UMA has been qualified to completely free any UMA fighters from fear, anger, anticipation, nervousness, anxiety, stress, and other emotions–that often hinder MMA fighters from applying their skills effectively, let alone harnessing their maximal potential of both the mind and body– particularly during and prior to their fights, and also in the aspect of ultimate speed because only UMA has been qualified to so overcome the challenge and problem of becoming possible to hit the opponents/adversaries prior to their biological reaction time of about 1/2 of a second (consisting of 1/4 of a second needed to perceive a threat and 1/4 of a second needed to react to the threat) to the hits that any fighter mastering UMA can always hit opponents/adversaries prior to their biological reaction time capability to react to the hits. It is because the damaging kinetic energy = 1/2 x (the mass of the objected used) x (speed of the object used)2 that any increase of the speed of the object used with its mass unchanged can exponentially increase the damaging kinetic energy to be inflicted upon the target. Hence, UMA fighters effectively have become technically invincible over any MMA and other fighters of the same or similar weight categories. For example, because by and large the biological reaction time of most wild animals is faster than that of normal human beings, it is almost impossible for people to catch wild animals without assisting instruments even at a very close distance, considering that the reaction time of a gopher, say, is only about 1/10 of a second comparing with the reaction time of 1/2 of a second of a normal human. For another example, even one of the MMA top fighters and UFC current light–heavy weight champion Mr. Gorge St. Pierre had publicly admitted in magazines and TV news that he had been scared prior to one of his championship belt defending bouts against a challenger whose name may be spelt as Mr. Carlos Condit. This is because MMA has never ever been qualified to disencumber its MMA fighters from fear or other emotions, especially during and/or prior to fights. On contrast, only UMA has been qualified to enable its UMA fighters to apply, embody, and exhibit their human potential to the maximum by living, fighting, and performing devoid of fear, anger, anticipation, nervousness, anxiety, stress, or other emotions, especially during or prior to any fights. UMA had also completely cured my serious shoulder joint pains that cortisol injection by the doctor at Miramichi Hospital in the Province of New Brunswick in Canada had failed to cure, and physical therapist had also failed to cure, and medication had also failed to cure. And only UMA can sustain a person's constancy, consistency, desire, interest, motivation, and penchant for exercise for life while people pursuing any other systems of exercise often give up sooner or later. Many MMA fighters have lost their bouts to ground pound whenever and if their opponents/adversaries wrestle grapple them down and then atop pound them, just as the Russian fighter whose name is probably spelt as Mr. Fedor Elemencko had lost one of his bouts to Antonio "Bigfoot" Silver due to ground pound only because he is nescient of UMA. On the contrary, UMA fighters can take the advantage of being more stable underneath the opponents/adversaries, so that a UMA fighter can execute reversed ground pound against his or her opponents/adversaries upward while from underneath them by so rock shaking his or her own body in redundancy as to destabilize the opponents/adversaries atop in order to facilitate pound striking them. To more effectively train martial art fighters, I have invented life–like and various weight–and–size–category mannequins that resemble real individuals as much as possible, or a trainee's specific opponent or adversary, and that are used for the trainee to so drill strike as to effectively hone skills including punches, kicks, elbow strikes, knee strikes, wrestling, grappling, locks, submissions, take– downs, spinning strikes, etc. Ever since the invention of nuclear weapons, nuclear wastes have been threatening the human race as a whole. Furthermore, nuclear accidents have also actually demonstrated mankind the detrimental effect of nuclear wastes. Therefore, instead of hiding dangerous nuclear

wastes indefinitely in canisters to wait disasters to bear down on us, I have invented the De−radiation Processes both enabling any nuclear wastes to be transformed into harmless materials and enabling nations to de−radiate the already radiation−poisoned vast territories such as the ones in Japan's Evacuation Zone and Russia's Chernobyl. The Law of No Largest, or Smallest, or Any Other Absolute Limit established by me states that throughout the universe nothing can be the smallest or the largest. There is never either upper or lower physical limit to anything throughout the universe. There is perpetually something smaller than the smallest particle that can ever be found; there likewise is perpetually something larger than the largest bound and expanse that can ever be found. Therefore, Higgs Boson (or God particle) sought in the Hadron Collider in Switzerland, or any other particle can never ever be the smallest particle because there perpetually is something even smaller than the smallest particle that can ever be found according to this Law; therefore, any effort attempting to seek the smallest particle or the largest bound is but foolish wastes of life. The Law of Time Delusion established by me states that in fact time is but a delusion because there is no reality in any time. It is only because time is but a delusion that other animals live in perpetual non relativity with no concept or sense of time. And it is also only because time is but a delusion that the selfsame number of hours or any other periods of time to the selfsame person are felt and perceived differently whenever and if he or she falls asleep and whenever and if he or she is troubled. And it is also only because time is but a delusion different people can agree on an arbitrarily set or assigned time. Albert Einstein and a plethora of other scientists are absolutely wrong about the nature of time. Because time is but a delusion, any attempt to seek any form of time travel is foolishness, failure, and waste of life in the making. Time travel, Einstein's Rosen Bridge, wormhole, Higgs singlet, time travel portal, and any other form of time manipulation are absolutely impossible though people can always so fantasize, just as a lot of people would always waste lives fantasizing immortality though it is impossible. It is likely foolish for anyone to believe that the Nazi Bell could somehow manipulate time by spinning red mercury, etc because of the fact that time is but a delusion. And then the Law of Uniqueness likewise established by me states that, at the level and scale tending to either infinitely large or small and no matter how adamantly a person desires otherwise, everything throughout the universe must be and can only be unique; accordingly, there cannot be another planet or any other heavenly body which sustains lives in the way by which Earth does. There has not been, and is no, and will not be any life anywhere throughout the countless centillions of galaxies of the universe except Earth. The Law of Inevitable Randomness established by me states that only by involving randomness in one fashion or another rather than regulated or calibrated actions and/or processes any ultimate state can be attained. For example, in order to polish any mirror to its ultimate resolution possible, random polishing process must be implemented. To expand this law to other realms, according to this law Albert Einstein's Spooking Communication Theory is also a fraud because it is but random coincidence by which two distant objects sometimes exhibit entanglements, same behaviors, etc, not any dictating law or regularity. But Einstein had mistaken the random coincidence between two distance objects for the act of law or regularity. Furthermore, ultimately on the one hand anything must encompass an element of randomness; on the other hand, only randomness can cause anything or state to achieve the culmination thereof, much as only hand−polished or random−action−polished lens can attain the ultimate resolution of their sizes. And smooth surfaces can be achieved from randomly−distributed rough grits on sand papers. The Law of Uncertainty also established by me states that there perpetually exists an element of uncertainty in any human affairs (especially whenever and if relatively great interest becomes at stake), any phenomenon, and any existence. The quality of uncertainty is one of the integral qualities of all things in the universe where we exist. For example, albeit parasite faith predators Popes have always done their best to conceal their secrets from their donor faith victims for decades, these laws had not long ago dictated a unique butler of one of the Popes to have just divulged few unimportant Vatican secrets against all their ardent desires to hide the truth from their faith victims. Their unrevealed ultimate secret is that they are but deceit−based frauds whose ultimate effect and result are only to brainwash and defraud more and more faith victims off their money, materials, children, and−most important of all−the opportunities to ever enjoy any truly happy and fulfilled lives. And it is the noblest duty, obligation, and calling for me to wake up and save the human race from the spiritual plague of ubiquitous delusional faiths. I am proud of my selfless and fearless courage and action to expose the human race the truth about the deceptiveness and fraudulent nature of faith predators without being concerned about selfish interests or the harm to be done to me by those powerful faith predators. For another example, it is impossible to predict exactly when and where tornadoes will strike because the uncertainty in their being formed. It is because the inherent qualities of randomness and uncertainty that nothing in the universe can strictly conform to laws and regularity except probability. Though in fact there is no reincarnation in any shape or form, faith predators Dalai Lamas have successfully fooled and defrauded the human race into believing their falsified reincarnations from preceding Dalai Lamas in order to justify their theft of power and control lorded it over their faith victims, and they have also successfully radicalized some of their faith victims into committing self− murder by killing themselves ablaze, and then they have also successfully befooled and defrauded the Nobel Prize Committee off the Noble Prize of Peace though they are but frauds only dragging out existences from their delusional fakery of reincarnation that in fact does not exist. Instead of lying against true reality when things do not go their ways, people of any true honor and dignity should acknowledge and certify it as it is, especially whenever and if it goes against their personal desire or penchant. By and large faith predators are conniving and accomplished frauds who are highly skilled at adapting, embellishing, smoothing over, and amending their lies according to ever changing situations, circumstances, events, etc once their old lies become untenable or unconvincing. For example, whenever and if their faith victims' desperate prayers are of no avail or not fulfilled, they may adapt, embellish, smooth over, and amend their old lies into fresh ones that God works in mysterious ways beyond human's capacity to comprehend. But whenever and if their prayers coincide with the occurrences or happenings prayed for, they may then adapt, embellish, smooth over, and amend their old lies into different new ones that God does answer grant faith victims' prayers. The correct truth always is just as independent and unchangeable as space that is omnipresent in everything and everywhere but can never ever be altered or corrupted by anything or anywhere. A truly correct and hence functional belief system−the ultimate faith−is not only integral for any individual to live any suffering−free and hence happy and fulfilled life, but also integral for world peace. For example, the USA and some other countries have been wasting thousands of human lives of

American troops and trillions of US dollars killing people who have radicalize become terrorists exclusively by delusional faiths around the world, but they will always fail to kill them off because no one else has been qualified to solve the problem of terrorism and crime at their root causes. In reality, the ultimate root cause to both terrorism and crime is exclusively delusional faiths which are incorrect and hence dysfunctional belief systems. Any truly correct faith must function and work; otherwise, it must be and can only be fraud or error. Without the ultimate faith, these delusional faiths will always rear new and young terrorists and criminals that can never ever be killed off as long as these delusional faiths keep indoctrinating and brainwashing everyday normal people into becoming new terrorists and criminals. By striking lasting fear into the hearts of its victims, terrorism is the ultimate weapon of lasting devastating insecurity against its victims because–at the lowest costs for the terrorists–it can not only mangle its victims' sense of security, happiness, etc, but it also can bankrupt nations' and/or its victims' financial resources being wasted on chase killing something like ghosts. Conventional systems of government have only been qualified to attempt to retaliate and punish those who are responsible for criminal acts but have never ever been qualified to prevent ordinary people from radicalize becoming terrorists and/or criminals. Conventional Reward and Punishment Way of treating people has often failed because it has never ever been qualified to resolve issues at their root causes. For example, some years ago according to the news of Canadian Broadcasting Corporation, a Canadian father had taken away the X–Box video game system from his very own son with a high hand in an attempt to control and stop his son's video game addiction/obsession, but instead of having his video game addiction/obsession cured, his son had run away from home and ultimately ended in death. Apparently, this is a foolish and even deadly way to cultivate or educate children. For another example, the late USA singer and movie actress Miss Whitney Houston had been addicted to drugs prior to her death though she had attempted to save herself by attending conventional rehab centers and by resorting to being baptized by a famous faith predator in the real Jordan Rive into the popular conventional delusional faith of Christianity. Notwithstanding her genuine desire to attempt to extricate and redeem herself from suffering in her addiction she had never ever been able to salvage herself from her drug addiction which had ultimately contributed to her famous and sensational death at very young age. And there are countless such examples demonstrating the failures of conventional Reward and Punishment Systems and delusional faiths. In such or similar cases, only the ultimate faith has ever been qualified to cure and resolve any additions at their root causes. So long as the root cause rearing terrorists and/or criminals has not been eradicated by any correct and hence functioning belief system, it is impossible to kill them off no matter how much money of nations and how many human lives of the troops are wasted simply because it is impossible to kill off ordinary people who–exclusively by delusional faiths–have always been continuing being radicalized or self–radicalized to become terrorists and/or criminals. It is because the root cause to terrorism and crime is delusional faiths that they always linger so long as these delusional faiths are not superseded by the truly correct and hence functional belief system–the ultimate faith. In the long run, delusional faiths can but render all their faith victims' lives ruined, and their money ripped off, and above all their opportunities to have any fulfilled and happy lives stolen and deprived. Faith predators' any acts of "kindness" equate any pedophiles' acts ensnaring children with candies, etc, or equate any drug dealers' acts ensnaring their addicted customers with free drug samples. Their ultimate common aim is to harm and exploit their faith victims with deceptive "kindness" in aid. Delusional faiths are analogous to exquisite counterfeit goods. Though they can easily defraud and befool all victims ignorant of the goods into dumping money for their fakes, they cannot defraud or befool anyone of true qualification and insight. About 600 billions of US dollars are wasted every year in the USA on addiction related problems, such as addictions to morphine, Fentanyl, heroin, cocaine, nicotine, gambling, sex, video games, etc, and about 300 American addicts die each and every day in the USA alone. All these deaths and wastes only root in the misleading counseling and teaching of psychologists and other so–called addiction therapists because none of them has been qualified to resolve addictions at their roots. In fact, the only root cause to addictions is conventional delusional faiths and hence the addicts' incorrect perceptions, beliefs, choices, decisions, and living their lives by their state of mistaking apparent reality for true reality. Human lives with no correct faith are likened to floating debris adrift in the ocean with no aim and hence they can become radicalized in countless ways and corners at random. The noblest human life is the one that bestows upon others the true insight and wisdom for them to become qualified to enjoy fulfilled lives, not the ones that selfishly aggrandize and secure their own wealth, fame, power, social strata, mates, ego–extensions, vanity, and other selfish gratifications. Since the emergence of the human race on this planet, trillions of people have been falling faith victims to faith predators always disseminating their delusional and hence dysfunctional faiths. Delusional faiths have been inflicting the human species as worldwide pandemic spiritual plague from which billions of people have been enduring tremendously. Ultimately, all delusional faiths are racket–based and deceit–based frauds no matter how holy, sacred, divine, and sacrosanct their facades, veneers, pretenses, or make–believes are; hence, in one fashion or another they shall malfunction and/or foil to liberate or deliver any faith victims from their suffering. In reality, all the followers (faith victims) of any delusional faiths have been betraying their very own faith, allegiance, fealty, human dignity, and humanity for none other than lies, deceits, pretenses, and frauds. It is because the life compass of such faith victims always misleads them by delusional faiths into malfunctioning paths that all their beliefs and actions are harmful or sometimes even detrimental to themselves, their loved ones, and/or others in one way or another. Then why the trillions of people would always both dump their hard–amassed money and squander their limited lives in order to pursue delusional faiths and to bankroll the expansion of pandemic spiritual plague and the fraud racket of delusional faiths ensnaring, victimizing, ruining, and plaguing more and more unsuspecting and inscient people into fresh faith victims? This is mainly because of two factors. On the one hand, people experience sufferings as integral components of living: as, the gradual losing the unsalvageable youthful appearances, diseases and pains, losses of the treasured and the beloved, unavoidable interactions and/or associations with the repulsive against their will, failures to gain the craved, mind vexations, the powerlessness and hopelessness over inevitable and unstoppable aging and death, etc; on the other hand, they have been inscient as how to correctly liberate and emancipate themselves from their pains and/or sufferings. And hence their desperation arising from pains and/or sufferings propels them to clutch at a straw fantasized and hoped as potential to salvage and extricate themselves from these pains and/or sufferings, just as sex addicts or maniacs would trash their money on strippers with whom they fantasize sex though not

actually performing it. It is because of this perpetual state of desperately fantasizing and hoping for solutions and cures–to their pains and/or sufferings–which can never ever be actually materialized or realized by any conventional faiths due to their deceitful and sham premises, forms, substances, and accidents that the trillions of people having been continuing dumping their money and squandering their limited lives for those delusional faiths. Delusional faiths are but the states of constantly breaking promises. It is because all conventional faiths are but, ultimately, delusions that it is never ever possible for them to deliver what they always promise except their continuing defrauding, victimizing, and exploiting their faith victims off their money, properties, and even their innocent in–between children. It is because trillions of people for thousands of years have always been accustomed to compulsively lying that there is reincarnation, soul, ghost, God, or other supreme beings that they have brainwashed themselves into losing sense and sanity which may enable them to distinguish lies from the truth, just as the people of North Korea are brainwashed into their delusional faith that they are certain to win a new Korean war against the USA and South Korea though their actual military power proves the contrary. Actually North Korean people's lives would become meaningful for North Korea to lose a new war, so that these brainwashed people can become able to wake up into lives of sanity with fewer delusional faiths. Though those people's delusional faiths can serve them as honest lies, unintended frauds, mistaken–for–wisdom stupidity, etc, ultimately their delusional faiths must malfunction and fizzle out in one way or another in being unable to liberate themselves from pains or sufferings. The difference between faith predators and robbers is that the former steal from people by lies, persuasions, pretenses, make–believes, etc; the latter steal from people by telling the truth yet by violence. The only way to avoid falling faith victims to the former is to live the correct faith–the ultimate faith which is the trailblazer of correct belief system and spirituality for the humankind; the only way to avoid falling victims to the latter is to establish unbreachable security. Those faith predators' acts of kindness: as, wash kissing faith victims' feet, etc are but pretenses and shows designed to draw in their faith victims deeper and deeper: any predators can pretend to be kind and merciful to their victims. On the other hand, anyone living the ultimate faith is even qualified to unconditionally forgive and be kind to the most hated person whom no other individual on the planet is able to forgive. In reality, Jesus Christ had never ever been resurrected because his corpse was probably cannibalized by his faith victims at the time; therefore, even today at communions his faith victims still share eat bread and drink wine to symbolically mimic the cannibalization of Jesus Christ. His faith victims must fraudulently claim his resurrection in order to conceal the repulsive act of the cannibalism of Jesus Christ and to continue batten on newly preyed–on faith victims by brainwashing them and pretending holy, though at that time the act of cannibalism was not considered as repulsive as it is today. And his so–called healing power actually is selfsame as internal energy (termed chi, qi, or taich'i in China) whose control can be acquired by anyone who practices esoteric arcanum. The ultimate motive for the faith predators to always lie that he had been resurrected is so that they can continue defrauding their faith victims off their money and properties, and even exploiting the in–between innocent children of the faith victims. The most evident of the truth is that truly correct faith must work and function in delivering any followers from their sufferings; otherwise, all faiths and their proponents must be and can only be delusional and hence dysfunctional frauds. All conventional faiths/belief systems with their delusional and hence dysfunctional faiths have always been predicated on the diffusions of lies, frauds, deceits, misinformation, deceptions, make–believes, and brainwashing that are devised to batten on, defraud, and abuse their parishioners, other followers, their very own innocent children, and other faith victims. Ever since the split second on such a birthday when the human species had emerged onto Earth, people have killed and harmed one another to establish empires, wealth, power, predominance, social strata, fame, successes, etc for selfish aggrandizement; but none of such lifetime have been wisely spent because all conquerors and/or winners have died, much as all ordinary people and losers do. Therefore, all their cunning, brutal, and hell–for–leather rampages, campaigns, maneuvers, intrigues, duplicities, chicaneries, deceptions, escapades, etc eventually have been but foolish and meaningless dissipations of lifespan in vain at the pursuing for anything but that which can last. Furthermore, with their delusional and hence dysfunctional faiths endless faith predators have been defrauding, deceiving, brainwashing, victimizing, and inflicting billions of innocent people dragging their innocent children along in respect to the authentic and genuine truth and true reality of universe containing life, mind, and other existences. And as the faith frauds these faith predators have defrauded, batten on, and exploited these misled innocent faith victims and the victims' children off their money, properties, innocence, and opportunities for true happiness. Even as recent as December 2012, delusional faiths in the country of India of multiple dysfunctional faiths had driven many Indian men into gang–raping and/or murdering women in their country in the most uncivilized manner. Moreover, according to CTV news on or about 22 April 2013, the delusional faiths in India have even rendered some men in India kidnap raping and killing their fellow citizen girl of only five years old. All people's any uncivilized conducts and inner sufferings can only ultimately root in delusional faiths because only their deceptive faiths, beliefs, and hence mindsets drive them into their behaviors of foolish way of life. Conventional faiths are delusional and hence dysfunctional, just as the wrong medication; on contrast, just as the correct medication, the correct and hence functioning belief system–the ultimate faith–never ever malfunction under any circumstances or situations. Perpetually motivated and controlled by their lifelong laziness, ignorance, and inability in making any honest living; and hence by their lifetime subsequent compulsion and greed to batten on, take advantage of, and victimize their fellow inscient human beings, faith predators plaguing humankind with their delusional and hence dysfunctional faiths have always been defrauding, victimizing, and brainwashing countless faith victims and even their innocent in–between children into believing that the universe and its existences have been created by a Big Bang singularity, God, or other supreme beings; into believing killing many tigers, sharks, bears, etc only to eat their penises, fins, pawls, etc to hallucinate attaining virility, longevity, etc; into insist claiming that they have been abducted by aliens or witnessed aliens; into lying that they have experienced deaths only to have returned from their near death experiences; into believing that the Earth is hollow with aliens living inside; into believing that the world would end on a certain day though I know that it is impossible to accurately predict future events with certainty from the perspective of the totality of the universe; into believing that lives have been integrated with and associated with recyclable souls, afterlives, reincarnations, hells, heavens, ghosts, selves, egos, and innumerable other delusional beliefs and concepts; into even committing mass suicides as the 39 brainwashed faith victims of the Heaven's Gate cult in California of the USA had actually dumped their

very own lives together; into becoming suicide killers as the 19 brainwashed hijackers' delusional faith had engineered their act of 9/11 Event, etc; into lying and canonizing someone's coincidental events as interceding miracles, etc; and–above all–into forever mistaking apparent reality for true reality, and hence acting on living, suffering, and squandering their entire lives in the self–deceit of such a state of mistaking apparent reality for true reality. And some years ago at a 1996 press conference NASA had even deceived and defrauded our human species for enthusiasm and government founding by having fraudulently claimed that a piece of rock–containing evidence of life and arriving from Mars–had been found on Earth, but in fact it can never ever be probable for any life to ever exist or to have ever existed anywhere else throughout the entire universe. And it can never ever be probable for anyone to find any evidence of life on Mars or anywhere else except Earth. In the history, churches used to employ the trickery of crying statues, lactating statues, magnetic force levitated chariots, fake sounds of thunders, etc in order to intimidate and defraud their faith victims into dumping their hard–earned money, properties, etc for their delusional and hence dysfunctional faiths. Of course, all these faith predators plaguing their faith victims can for life box themselves in delusional faiths and blind themselves from true reality, but by so doing they can never ever become qualified to tap into their human potential to the maxima. And one of the most practical potentials is to enjoy lifelong true happiness, peace, etc. It is because faith predators and their faith victims have lied so much with their ingrained delusional faiths that their deceptive mindset gradually strikes root in their entire being so much so that they can only redeem and salvage themselves with indomitable resolve and effort to seek the truly correct belief system–the ultimate faith. Ultimately, it is because it is impossible for any delusional faiths to function except perpetually fantasizing and dreaming about extricating, delivering, or redeeming anyone from pains and/or sufferings (such as stress, anxieties, compulsion, depression, PTSD, mind vexation, insomnia, obesity, addiction, vainness, emptiness of aim, anger, figment, vanity, powerlessness and hopelessness over the inevitable and unstoppable aging and death, etc) that certainly the faith predators plaguing their faith victims and even their innocent in–between children choose to become diehard frauds till the end of life by enduring them, living them, and boxing themselves up with them, much as billions of their ancestors had already suffered and died in ignorance. But while they are alive it is impossible for them to lie away their inner sufferings, just as no patients suffering from mental retardation can lie and pretend enjoying any life of intellectual or joy. About 7 March 2013 a doctor on Dr. Oz TV show has just deceived the world public with his delusional theory and book: women are more intelligent than men. He has shored up his delusional theory with his claim of thousands of brain scans. But in reality, it cannot be more obvious to me that the deceptiveness of his delusional theory ultimately roots in the fact that intelligence is inherently invisibile, and that intelligence is more than the physical brains. To qualify or quantify invisible intelligence with visible brain scans is bound to fail. In addition, he is totally ignorant about the human internal energy (termed chi, qi, or taich'i in China) that is the main driving force and energy in any living beings despite of its invisibility. The invisible can be more powerful than the visible: though radiation is invisible, it can kill any living creatures on Earth. The only ground why more men are incarcerated than women are is not that men are less intelligent than women, but that conventional men have always been indoctrinated and brainwashed by mainstream yet delusional faiths so that they have never ever lived the truly correct and hence functional faith securing mind freedom including emotional freedom. The flux intensity and induction distribution of the internal energy in the human body and outside human body can be most easily felt by me or anyone else who has mastered the manipulation of his or her internal energy. As I had felt for days, any true masters of internal energy can also feel what I had felt for days as an invisible belt of about 5 cm wide of internal energy had flow pulled down from the crown of my head to my face, down along my chest, and then down along my abdomen, and then back up from my lower back, and up from my upper back, and up from the back of my neck, and then back to the crown of my head. This pivotal experience of watershed juncture in internal energy practice is termed as opening up small circle (in Chinese, Datong Xiaozhoutian). And the internal energy can be stored and accumulated in the region about 5 cm below the belly button (in Chinese, Dantian). And internal energy if radiated by any master can be very easily felt by anyone else. Though ft is invisible to the naked eyes, the internal energy is visible via infrared camera, etc. In fact, women are never more intelligent than men. This has been repeatedly demonstrated by the facts that most advancements for human civilization have been contributed by men instead of women, and most Nobel Prize laureates have been men instead of women. It is but 100 percent stupidity for any doctors or any scientists to determine human intelligence by brain scans simply because human intelligence is invisible. And it is also but 100 percent stupidity for anyone to claim that women are more intelligent than men for any reason because the fact is not so. In addition, Dr. Oz had also misled the world as to the optimal way to treat migraine. The optimal way to cure migraine is to practice the manipulation of internal energy instead of medication, etc, unlike his misleading the world. After anyone acquires even some extent of control of internal energy and if and whenever he or she experiences headache or migraine, all he or she needs to do is to sit still for about 10 minutes to allow the internal energy to flow reset itself, and then the headache or migraine always disappears after such a sitting session of stillness. Therefore, the optimal way to cure headache and migraine is not medication but is to acquire certain extent of freedom and control of one's internal energy by practicing manipulating the internal energy so as to let the body's very own already existing internal energy cure the body itself. My internal energy at about 10 minutes of sitting session of stillness has always consistently cured my any headaches whenever and if they occur; therefore, I have never ever ingested any medication for headache or migraine in my life. On the other hand, for decades, Dr. Phip with his TV shows, other psychologists, Oprah Winfrey OWN shows, etc have always been misleading and deceiving the whole world into believing that anger, addictions, and many other human sufferings root in what happens externally to a subject. It is because their beliefs and faiths are predicated on falsehood, fraud, and delusional faiths that their audience and believers have continued suffering. But in fact, it cannot be more evident to me that any anger, addictions, and any other human sufferings do and only can internally root in faiths, beliefs, perceptions, information, knowledge, conventions, etc that ultimately are incorrect and hence dysfunctional, considering that no one living the truly correct and hence functional faith–the ultimate faith– suffers no matter whatever he or she is subjected to, and considering the fact that the selfsame occurrences, circumstances, situations, events, etc do not drive or cause anyone else to experience the same except the subject. These public misleaders also detrimentally advise divorcing and breaking couples to cut off communications by restraining orders, etc; hence, they have

actually deteriorated these couples' situations and even have brewed murders in some cases. In reality, the Principle of Defusing Hostile Tension by Civilized Communication established by me states that it is because divorces/break−ups between couples are one of the greatest, drastic, and sudden shifts in humans relationships, interdependences, and emotions that they are best to be done by secured gradual divorces/break−ups where the couples can still communicate in any secured settings−such as a police station or a court house where the tendency of violence is usually stifled−so as to gradually become accustomed to their new lives detached from their accustomed interdependence and bond already foster grown in each others until they feel confident that their divorces/break−ups will not end up in abuse, violence, or even murder. Moreover, the Principle of Defusing Enmity by Civilized Communication also established by me states that enmity, hostility, animosity, hate, and other antagonistic emotions are best deescalated by civilized communication. Therefore, hostile countries can prevent wars by pre−active and productive communication. Even sham communication is far better than no communication. These public misleaders and psychologists have also been further misleading and deceiving the world into believing that PTSD, stress, etc root in the activating events, situations, circumstances, etc; but in reality, they exclusively root in people's delusional faiths−the state of mistaking apparent reality for true reality and hence acting on apparent reality instead of true reality. In fact, conventional love is fraud because it is predicated upon the deception that the quality and/or reason of love originate from the side of a subject receiving love instead of observers giving love. Why so? The fact is that different people often love and dislike the same subject simultaneously. If the quality of loving or disliking had rooted in the subject, all different observers must love or dislike the selfsame subject in one accord. In fact, true love must be a subjective conscious or unconscious choice from the side of an observer giving love instead of any subject receiving love. Therefore, conventional love is misguided self and mutual deception and discrimination rooting in delusional faiths and hence wrong perceptions. As a result, over 50 percent couples actually end up in family disharmonies and/or breakups. There has never ever been true love in conventional sphere, domain, and realm because conventional people always mistake self and/or mutual deception for true love. Moreover, conventional lovers always mistake for love their good feelings induced by hormones like dopamine and endorphin and so on, just as drug addicts always mistake for happiness their brain excitements induced by electrochemical brain stimuli induced by drugs so that they would sell their dignity and everything else for deceptive happiness−drugs. To summarize, conventional people are accustomed to deceiving themselves into mistaking for love and happiness their fleeting brain excitements induced by hormones like adrenalin, endorphin, dopamine, etc. Only by living the ultimate faith anyone can become qualified to attain and enjoy true lifelong love and happiness−mind freedom including emotion freedom and omniscience in the expanse of true reality beyond apparent reality. Only the correct knowledge, insight, and faith about mind, life, and universe can be qualified, on all terms for anyone, to harness and/or manifest−to the ultimate maxima−the human potential of the mind and/or the body; otherwise, all talents, knowledge, knowing, faculties, etc are perpetually limited and confined within the spheres of apparent reality without ever becoming qualified to be expanded to, upgraded into, or evolved into true reality transcending apparent reality. Only by living true reality guided by the ultimate faith (the truly correct and hence functioning faith/belief system) anyone can become qualified for life to enjoy mind freedom−including emotional freedom, etc−and omniscience in the sphere of true reality beyond apparent reality, resulting in becoming qualified to harness to the maxima of his or her human potential of both the body and mind. To live true reality is selfsame as to live genuine 'Virtual paradise/heaven" without the requirement of deaths that must be required for all people plagued by conventional and mainstream delusional religion/belief/faith systems to fantasize their delusional paradise, heaven, resurrection, reincarnation, etc. Had these inventions not come to fruition, and so long as the human race can still endure the living conditions on this planet, people will continue enduring countless faith predators that will continue defrauding, brainwashing, victimizing billions of faith victims with their delusional and hence dysfunctional faiths, as since the emergence of humankind on this planet they have always battened on their faith victims throughout the world and even have sexually exploited/molested the innocent children of their faith victims in none other than the places of worship. The places of worship are also sometimes used as their bases for other crime: as, some faith predators have actually been charged for selling child pornography, etc in none other than the places of worship. My qualification cannot manifest it clearer that the effective ways and strategies to prevent or reduce the sufferings of innocent lives from continuing being misled, brainwashed, victimized, and/or harmed are to live the correct faith−the correct belief system. As a member of true integrity and righteousness of the human species, we are stumbling across one another on the universal yet against−our−will−journey of aging towards inevitable death instincts, I am behooved and honor−bound to provide the humankind with these inventions to upgrade the human thought, culture, intellect, intelligence, knowledge, vision, sphere, perception, faith, and capability in totality about the universe, mind, life, etc−so as to dispel the worldwide spiritual plague and precipices of delusional faiths, misled beliefs, misled perceptions, misled preconceptions, misled information, misled knowledge, misled science, etc that have been deluding, victimizing, and/or afflicting the humanity since its emergency tens of thousands of years ago. Only in so doing, said deceits, frauds, whoppers, delusions, etc against humankind can be so lifted and dispelled that mankind will no longer suffer in ignorance, delusion, deceit, pseudo−science, etc. Therefore, these inventions are of unprecedented and historic significance, practicality, and value since they can help to prevent future billions of innocent human beings from continuously being defrauded, brainwashed, victimized, and/or harmed by faith predators with their delusional and hence dysfunctional faiths, and they revolutionize and upgrade the human thought, culture, intellect, intelligence, knowledge, vision, sphere, perception, faith, and capability in totality about the universe, mind, life, and other existences. In conclusion, it is impossible to eradicate human sufferings by delusional faiths because only the correct knowledge, insight, and faith about universe including mind, life, and all other existences can deliver true happiness, peace, joy, etc. Delusional faiths can only draw their faith victims in and then inevitably inflict upon them unending sufferings and hopeless deceptions no matter where they are or who they are: even if they are princes, princesses, etc their sufferings and deceptions can only be embellished with more deceptive facades. No sufferings can convalesce with delusional faiths in aid, no matter whichever popular kahuna faith predators have disseminated them. Delusional faiths can only plague and sink their faith victims into deeper and deeper snares and precipices of deception and suffering in the long run. Only the truly correct and hence functional belief system−the ultimate faith−can be qualified to deliver any believers

mind freedom (the ultimate happiness) and omniscience in the sphere of true reality beyond apparent reality. Some inventions that qualify to materialize and bring to fruition the rarest opportunities which can correct and upgrade humankind's thought, culture, intellect, intelligence, knowledge, vision, sphere, perception, faith, and capability in totality about the universe, mind, life, and other existences are to be articulated in the specification hereinbelow.

0) FR2181591A –

230) Family number: 2958954 (FR2181591A) © PatBase

Priority: FR19720015575 19720424

Family:

Publication number	Publication date	Application number	Application date
FR2181591 A1	19731207	FR19720015575	19720424

Probable Assignee: GRIEDER HENRI

Assignee(s):(std)**:** GRIEDER HENRI ; VNI PK I PODEMNO TRANSPORTNOGO

Assignee(s): GRIEDER HENRI FR

International class (IPC 8–9): E01H6/00 E01H8/00 E01H8/04 (Advanced/Invention); E01H6/00 E01H8/00 (Core/Invention)

International class (IPC 1–7): E01H6/00 E01H8/00 E01H8/04

CPC: E01H6/00 E01H8/00 E01H8/04

European class: E01H6/00 E01H8/00 E01H8/04

Classification Explorer

Abstract:
Source: FR2181591A (Claim 1) 1 REVENDICATIONS I Dispositif montable et demontable rapidement permettant le deneigement et le nettoyage des pistes du metro aerien sur pneumatiques.

Machine translation: (Claim 1) 1 I CLAIMS device assembled and disassembled quickly for snow removal and cleaning of the Skytrain tracks on tires.

0) FI9635A – ANORDNING VID STOLPSTROEMBRYTARE MED NEDFAELLBA...

231) Family number: 39298751 (FI9635A) © PatBase

Title: Anordning vid stolpstroembrytare med nedfaellbara kontaktorgan

Family:

Publication number	Publication date	Application number	Application date
FI9635 A	19230525		00000000

Inventor(s):(std)**:** OLOF JACOBSSON

Inventor(s): JACOBSSON OLOF

International class (IPC 8–9)**:** H01H15/00 (Advanced/Invention); H01H15/00 (Core/Invention)

International class (IPC 1–7)**:** H01H15/00

Classification Explorer

Abstract:
Source: FI9635A 1. Anordning vid stolpstroembrytare, vid vilka stroembrytarens roerlipa kontaktorgan, som samtidtigt aero utbildade till eller kombinerade med saekerhets– apparater, uppb and rae av en arm, ram eller dylikt, som aer vtidart lagrad viå stolpen ungefaer på dennas halva hoejd, så att den Kan nedfaellas i ooh foer efter– syn och utbyte av saekerhetsapparaterna, kaennetecknad daerav, att den faellbara armen eller ramen påverkas av ess eller flera fjaedrar, eom straeva att utbalansera dees vikt vid upp– och nefaeimingea och daerigenom underlaetta denna. 1 Arrangement in stolpstroembrytare, at the vilka stroembrytarens roerlipa kontaktorgan, som samtidtigt Aro utbildade till eller med kombinerade saekerhets–apparater, uppb and granule by an arm, ram eller dylikt, som AER vtidart journalled Via Stolpe ungefaer pa dennas halva height, such that it Kan nedfaellas ooh i for syn–och efter Yield av saekerhetsapparaterna, characterized outside the home, in that it faellbara arm eller ramen be affected to av e ss or several Fjaedrar, EOM strava att utbalansera dees vikt at the upp och och nefaeimingea daerigenom underlaetta Denna.

0) DE3537826A1 – METHOD FOR THE ECONOMICAL PRODUCTION, DETECTION...

232) Family number: 6489583 (DE3537826A1) © PatBase

Title: Method for the economical production, detection and utilisation of S gravitinos of the expanded S transformation

Priority: DE19853537826 19851024 DE19853539041 19851104 DE19853542021 19851128 DE19863632273 19860923 DE19863635520 19861018 DE19863601059 19860116

Family:

Publication number	Publication date	Application number	Application date
DE3537826 A1	19870604	DE19853537826	19851024
DE3539041 A1	19870702	DE19853539041	19851104
DE3542021 A1	19870730	DE19853542021	19851128
DE3601059 A1	19870723	DE19863601059	19860116
DE3632273 A1	19880428	DE19863632273	19860923
DE3635520 A1	19880428	DE19863635520	19861018

Probable Assignee: STROBEL CHRISTIAN

Assignee(s):(std)**:** STROBEL CHRISTIAN ; STROBEL CHRISTIAN DIPL ING TU

Assignee(s): STROBEL CHRISTIAN DIPL ING

Inventor(s):(std)**:** STROBEL CHRISTIAN DIPL ING

International class(IPC 8–9)**:** G21K1/00 (Advanced/Invention); G21K1/00 (Core/Invention)

International class(IPC 1–7)**:** B60K9/00 B63H19/00 B63H21/24 B64D27/02 F02K7/08 F03H5/00 F21K7/00 G01T1/00 G21F7/00 H04B13/00 H05H3/00 H05H7/00 H05H7/12 H05H9/00

CPC: G21K1/00

European class: G21K1/00

Classification Explorer

Forward Citations: DE19614575,

Abstract:
Source: DE3537826A1 A discovery relating to the creation, structure and decay of the long–known charge particles known as electrons and positrons, both of which, as is known, are not structure–resistant nucleons, led to a "method for the economical production, detection and utilisation of S gravitinos in accordance with the expanded S transformation". After the discovery of the 6 infranuclear quarks, the new electron and positron structure teaching is probably the most important one. It is rounded off in that, in a particle accelerator hard–vacuum tube, when the electron or positron strikes the anode, not only does the particle mass weight become heat in a known manner, the "energy weight" become a Planck photon and the charge become anode current, but – and this is a discovery of primary importance – the particle mass, relieved of its charge, is radiated in an annihilating manner as gravitation energy to produce a gravitino having an energy of Eg = m x c = 5 x 10 electronvolts. This discovery was the starting point for gravitino technology in the sense of modulated and bundled gravitino transmitters and receivers based on the red–shift effect for S gravitino telecommunications which, as a result of their much less stressful technology, will now replace S neutrino telecommunications, which have scarcely been born. At the same time, this discovery according to the invention leads to heat production technology which – without becoming perpetual motion – will have an efficiency level of between 1,000 and 10,000 percent and whose instrumentation conceivably simple... Original abstract incomplete.

0) US5964059A – SAFETY POLE

233) Family number: 12539913 (US5964059A) © PatBase

Title: Safety pole

Priority: US19970949406 19971014 US19980101821P 19980925 US19990404293 19990924 US19980153038 19980915

Family:

Publication number	Publication date	Application number	Application date
US5964059 A	19991012	US19970949406	19971014
US6119397 A	20000919	US19990404293	19990924

Probable Assignee: METZ DONALD

Assignee(s): METZ DONALD

Inventor(s):(std)**:** METZ DONALD

International class (IPC 8–9): B65G69/00 E01F13/04 (Advanced/Invention)

International class (IPC 1–7): E01F13/00

CPC: B65G69/003 E01F13/046

European class: B65G69/00B E01F13/04C2

US class: 404/6 49/49

Classification Explorer

Cited documents: US5425595 A, US5365694 A, US4919563 A, US4715742 A, US4576508 A, US4122629 A, US3698135 A, US3417508 A, US3086430 A,

Forward Citations: WO07141479, US7810264, US6336527, US6312214, US2009279948, US2009255158,

Abstract:
Source: US5964059A A safety pole is comprised of a strip of plastic material having a normal elongated hollow cylindrical condition with overlapping longitudinal edges. A motor driven drum is mounted within a canister adapted to be recessed in the ground in spaced relation to a loading dock with the strip of plastic material connected at one end to the drum whereby the strip of plastic material may be wound on the drum in a flattened condition or extended vertically upwardly to form a pole. A loading dock is provided with a door and the operation of the motor driven drum is coordinated with the operation of the door so that when the door is open, the pole will be in the extended visible condition to warn a truck driven not to approach or leave a loading dock.

0) DE2338268C3 – EINRICHTUNG ZUM STAPELN GEPRESSTER FLIESEN UND ...

234) Family number: 2106084 (DE2338268C3) © PatBase

Title: EINRICHTUNG ZUM STAPELN GEPRESSTER FLIESEN UND ZUM UMLADEN DER FLIESENSTAPEL AUF EINEN TUNNELOFENWAGEN

Priority: IT19720040097 19720729

Family:

Publication number	Publication date	Application number	Application date
DE2338268 A1	19740207	DE19732338268	19730727
DE2338268 B2	19750925	DE19732338268	19730727
DE2338268 C3	19760506	DE19732338268	19730727
ES410075 A1	19751201	ES19720410075	19721227
IT963111 A	19740110	IT19720040097	19720729

Probable Assignee: FERRARI G

Assignee(s):(std)**:** FERRARI ; FERRARI G ; FERRARI GIANCARLO

Assignee(s): FERRARI GIANCARLO SASSUOLO MODENA ITALIEN

Inventor(s):(std)**:** FERRARI GIANCARLO

Inventor(s): FERRARI GIANCARLO SASSUOLO MODENA ITALIEN

International class (IPC 8–9): F26B25/00 F27D3/00 (Advanced/Invention); F26B25/00 F27D3/00 (Core/Invention)

International class (IPC 1–7): B65G B65H F27D3/00 F27D3/12

CPC: F26B25/003 F27D3/0021 F27D2003/0013 F27D2003/0063 F27M2001/1517

European class: F26B25/00B3 F27D3/00D R27D3/00A7B R27D3/00R14 R27M1/15A1B

Classification Explorer

Abstract:
Source: DE2338268A1 Patentansprueche 1 Vorrichtung zum Stapeln gepresster Fliesen und zur Umladung fertiqer Fliesenstapel auf einen Tunnelofenwagen, dadurchgekennzeichnet, dass jede aus der Presse (1) ausgestossene Fliesenserie auf je einem Foerderriemenpaar (6) so gefuehrt wird, dass jede einzelne Fliese (59) jeder Serie elne–Schwenkung um 900 erfaehrt, wobei die Schwenkung abwechselnd im?jhrzeigersinn und gegen den Uhrzeigersinn ausgefuehrt wird, dass am Ende eines jeden Foerderriemenpas– res (6) eine Einrichtung (12 bis 3Qj zum Stapeln einer jeden Fliesenserje tworgesehen ist, wobei die als Boden dienende Platte (88 greater than jedes Stapels (11) jeweils vor Ein treffen jeder neuen Fliese (59 greater than um die Fliesenstaerke ge senkt wird, dass ferner eine anhebbare und absenkbare Umla devorrichtung vorgesehen ist, die in Laengsrichtung und Querrichtung zur Gesamtachse der Vorrichtung hin– und her bewegt werden kann und in der Lage ist, saemtliche vorzugs weise gleichhohen Fliesenstapel (11) gruppenweise auf den Tunnelofenwagen (32) unzuladenf bis dieser durch wiederhol te Umladung gleichgrosser Fliesenstapelgruppen vollstaendig mit Stapeln boden ist, wobei er jeweils nach Beladung mit einer Stapelgruppe entsprechend vorgerueckt wird, dass Einrichtungen (80,82,84,86) vorgesehen sind, die die erwaehnte Schwenkung ermoeglichen, sowie eine Einrichtung (12,76,77,78) zur Vertikalausrichtung der zu stapelnden Fliesen, sowie Einrichtungen, die die Stapelgrundplatte 4senken und wieder anheben und dafdr sorgen, dass die Plat te(88) vor der Aufnahme eines neuen Stapels zwecks Saeube rung gestuetzt wird, und die ermoeglichen, dass die fertigen Stapel seitlich eingefasst werden,– um die Umladungder Stapel zu bewerkstelligen, sowie Einrichtungen (29,30,79), die die verschiedenen Bewegungen der Umladevorrichtung steuern und das schrittweise Vorruecken des Tunnelofenwagens (32) bewirken und die saemtliche Bewegungen miteinander ab stimmen und steuern 2. An apparatus for stacking pressed tiles and for transfering the stacks onto a tunnel furnace trolley is as follows: each series of tiles from the press is guided on a pair of endless belts in such a way that each individual tile is rotated alternately through 90 degrees clockwise, then anti–clockwise, while at the end of the belts a stacker device produces a stack of tiles. The plate supporting the stack is lowered by one tile thickness at each feed operation. A charging device transfers the stacks onto the tunnel furnace wagon until this is fully loaded. This wagon is advance progressively during loading.

0) US2003005634A – METHOD FOR PRODUCING CLEAN ENERGY FROM COAL

235) Family number: 27985880 (US2003005634A) © PatBase

Title: METHOD FOR PRODUCING CLEAN ENERGY FROM COAL

Priority: US20010901554 20010709 WO2002US21099 20020708 WO2002US21099 20040108

Family:

Publication number	Publication date	Application number	Application date
AU2002320263 AA	20030129	AU20020320263	20020708
AU2002320263 BB	20070308	AU20020320263	20020708
BRPI0210955 A	20040608	BR2002PI10955	20020708
CA2452617 AA	20030123	CA20022452617	20020708
CN100467578 C	20090311	CN20028017419	20020708
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CO5550492 A2	20050831	CO20040002782	20040116
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HU0401457 AB	20041028	HU20040001457	20020708
IN00104KN2004 A	20060331	IN2004KN00104	20040128
IN228398 B	20090206	IN2004KN00104	20040128
JP2004534903 T2	20041118	JP20030512344T	20020708
KR100817684 B1	20080327	KR20047000230	20020708
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UA77679 C2	20040615	UA20040200878	20020708
US2003005634 AA	20030109	US20010901554	20010709
US6911058 BB	20050628	US20010901554	20010709
WO03006585 A1	20030123	WO2002US21099	20020708
YU704 A	20060817	YU20040000007	20020708
ZA200400170 A	20050608	ZA20040000170	20040109

Probable Assignee: CALDERON SYNGAS CO

Assignee(s):(std): CALDERON ALBERT ; CALDERON ENERGY CO OF BOW ; CALDERON SYNGAS CO ; LAUBIS TERRY JAMES ; KALDERON SINGEHZ KOMPANI ; CALDERON SYNGAS CO AN OHI

Assignee(s): CALDERON SYNGAS CO BOWLING GREEN ; CALDERON SYNGAS CO AN OHIO CORP ; CALDERON ENERGY CO OF BOWLING GREEN INC

Inventor(s):(std): ALBERT CALDERON ; CALDERON ALBERT ; JAMES LAUBIS TERRY ; KALDERON ALBERT ; LAUBIS TERRY JAMES ; LAUBIS TERY JAMES ; LOBIS TERRI DZHEJMS ; TERRY JAMES LAUBIS

Agent(s): SHELSTON IP PTY LTD; SHELSTON IP; MACRAE AND CO; MARSHALL AND MELHORN LLC

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW

International class (IPC 8–9): C01B3/02 C10J3/00 C10J3/02 C10J3/08 C10J3/16 C10J3/26 C10J3/46 (Advanced/Invention); C10J3/08 (Advanced/Non–invention);

C01B3/00 C10J3/00 C10J3/02 C10J3/46 (Core/Invention)

International class (IPC 1–7): C01J3/08 C10J3/00 C10J3/02 C10J3/08 C10J3/16 C10J3/46

CPC: C10J3/723 C10J3/08 C10J3/16 C10J3/26 C10J2200/15 C10J2200/154 C10J2200/156 C10J2300/0909 C10J2300/0916 C10J2300/092 C10J2300/093 C10J2300/0943 C10J2300/0946 C10J2300/0959 C10J2300/0973 C10J2300/1223 C10J2300/1634 C10J2300/1659 C10J2300/1665 C10J2300/1671 C10J2300/1861 C10J2300/1884 C10J2300/1892 C10K1/024 C10K1/026 C10K3/008 Y02E50/18 Y02E50/32 Y02P20/129 Y02P20/145

European class: C10J3/08 C10J3/16 C10J3/26 C10J3/72C C10K1/02D C10K1/02F M10J200/15 M10J200/15D M10J200/15F M10J300/09B4 M10J300/09D12 M10J300/09D14 M10J300/09D2 M10J300/09D2B M10J300/09D6 M10J300/09F14 M10J300/09F4 M10J300/12F M10J300/16D2D M10J300/16F4B M10J300/16F4F M10J300/16K M10J300/18M M10J300/18M6 M10J300/18M8 Y02E20/18 Y02E50/18 Y02E50/32

US class: 110/65R 202/118 252/373 48/101 48/101S 48/144 48/144S 48/197 48/197.00R 48/197FM 48/197R 48/199 48/199.00RS 48/199FM 48/199R 48/202 48/203 48/203S 48/206 48/210 48/210P 48/219 48/219S 48/77 48/77S 60/39.02 60/39.12 60/39.182

Classification Explorer

Cited documents: US6409790 BA, US5494653 A, US5469699 A, US5263732 A, US5136808 A, US5063732 A, US4852996 A, US4445441 A, US4261167 A, US4113615 A, US4113602 A, US4017272 A, US3976548 A, US2971830 A,

Forward Citations: WO14163586, WO13120901, WO13085635, WO09105441, WO08144416, WO08131209, WO08004070, WO07089254, US9631151, US9528057, US9481616, US9410095, US9365784, US9121606, US8882493, US8814963, US8801815, US8690977, US8624069, US8480771, US8376034, US8349046, US8343242, US8156662, US8153027, US8142530, US8142528, US8100991, US8002033, US7988754, US7981835, US7833315, US7776279, US7600479, US7514052, US7381387, US7374736, US7249564, US7185494, US7181916, US6981456, US6895875, US2016068772, US2014305043, US2014059930, US2014004471, US2013330240, US2013042615, US2013032510, US2011289845, US2011005747, US2010330441, US2010276641, US2010224369, US2010178624, US2010151293, US2010139116, US2010113267, US2010036181, US2010031668, US2009317320, US2009260286, US2009211444, US2009188449, US2009093555, US2009078397, US2009018222, US2009018221, US2009014689, US2008295405, US2007175096, US2007119099, US2006288706, US2006123706, US2006021554, US2005274307, US2005158223, US2005147549, US2005103243, US2005036926, RU2583785, RU2553289, KR101628661, EP1873229, CN105176585, CN104736680, CN104245897, CN104245897, CN102732325,

Abstract:
Source: US2003005634A A method for producing clean energy from coal by feeding the coal in a reactor which is sealed to the atmosphere and moving the coal in the reactor while injecting oxygen to combust a portion of the coal in a substoichiometric mode to devolatilize the coal and yield a pressurized hydrogen rich raw gas which contains coal–derived cancer causing distillates and hydrocarbons together with a hot char. The distillates and the hydrocarbons are cracked to result in a cracked gas of essentially 2H2 and 1CO which after desulfurization becomes an ideal synthesis gas that can be synthesized to a liquid fuel for heating and transportation as an alternate to petroleum. The hot char is gasified in an air blown gasifier to produce a fuel gas and a molten slag which are jointly directed out of the gasifier through a common port which is maintained open for the free flow of both. The fuel gas and the molten slag separate from each other by flowing both gas and slag through a molten bath in a submerged manner in order to effectively scrub the fuel gas in the molten bath while it bubbles out of the bath. After separation the fuel gas is treated for sulfur removal and is in condition for use as an efficient gas turbine fuel for power generation by virtue of its mass, while producing very low NOx emissions when combusted. This fuel gas can also be used for raising steam and for clean burning in industrial heating. The method is capable of making coke and/or activated carbon.

0) US2005003208A – METHOD OF REDUCING THE COLOR CONTRIBUTION OF A ...

236) Family number: 31452909 (US2005003208A) © PatBase

Title: METHOD OF REDUCING THE COLOR CONTRIBUTION OF A COATED TOP LAYER IN A MULTI–LAYER MATERIAL

Priority: US20030611729 20030701 WO2004US20047 20040623

Family:

Publication number	Publication date	Application number	Application date
CN1784304 A	20060607	CN200480012152	20040623
EP1644187 A1	20060412	EP20040776937	20040623
JP2007524526 T2	20070830	JP20060517557T	20040623
KR20060029160 A	20060404	KR20057025396	20040623
US2005003208 AA	20050106	US20030611729	20030701
WO05005144 A1	20050120	WO2004US20047	20040623

Probable Assignee: GENERAL ELECTRIC CO

Assignee(s):(std)**:** GEN ELECTRIC ; GRAF JOHN FREDERICK ; PICKETT JAMES EDWARD

Assignee(s): GENERAL ELECTRIC CO ; GENERAL ELECTRIC COMPANY

Inventor(s):(std)**:** GRAF JOHN FREDERICK ; EDWARD GRAF JOHN FREDERICK PIC ; PICKETT JAMES EDWARD

Inventor(s): GRAF JOHN FREDERICK PICKETT JAMES EDWARD ; PICKETT JAMES ; GRAF JOHN

Agent(s): RAYMOND E FARRELL ESQ CARTER DELUCA FARRELL AND SCHMIDT LLP

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

International class (IPC 8–9): B32B27/02 B32B27/08 B32B27/36 B32B7/02 (Advanced/Invention); B32B27/08 B32B7/02 (Advanced/Non–invention); B32B27/02 B32B27/08 B32B27/36 B32B7/02 (Core/Invention)

International class (IPC 1–7): B32B15/04 B32B17/06 B32B27/00 B32B27/02 B32B27/06 B32B27/08 B32B27/36

CPC: Y10T428/31678 Y10T428/31786 Y10T428/31855 B32B7/02 B32B27/08

European class: B32B27/08 B32B7/02

US class: 428/426 428/457 428/48 428/480 428/500

Classification Explorer

Cited documents: WO03047857 A1, US6572956 BA, US6559270 BA, US6306507 BA, US6294647 BA, US6291589 BA, US6265522 BA, US6143839 A, US5916997 A, US5108835 A, US4127560 A, US3582398 A, US2003175488 AA, US2002039657 AA,

Forward Citations: WO15069985, US9062386, US8525191, US8524370, US8182906, US8067094, US8007902, US7820297, US7153576, US2012248497, US2010221511, US2007177273, US2007177272, US2005266232, US2005158554, US2004253428, TWI424924, TWI424922, JP2009020399, CN104159741,

Abstract:
Source: US2005003208A Methods to reduce the inherent color contribution of a top layer in a multi–layer article (10) are disclosed. The articles produced thereby have reduced yellowing and thus lower amounts of color compensating pigments and dyes must be added in order to achieve the desired color of the article. The multi–layer material (10) includes a surface film (12), a substrate (14) and an intermediate layer (13) therebetween.

0) FR2383267A – ROUTE METALLIQUE TOUS TERRAINS ET MOYENS DE FAB...

237) Family number: 3648571 (FR2383267A) © PatBase

Title: ROUTE METALLIQUE TOUS TERRAINS ET MOYENS DE FABRICATION ET DE MISE EN OEUVRE VEHICLE LAID TEMPORARY ACCESS ROAD – HAS DOUBLE SKIN SHEET METAL MAT CORRUGATED BETWEEN ROLLERS CARRIED BY LAYING LORRY

Priority: FR19770007250 19770311

Family:

Publication number	Publication date	Application number	Application date
FR2383267 A1	19781006	FR19770007250	19770311

Probable Assignee: LAMENDOUR ANDRE

Assignee(s):(std)**:** LAMENDOUR ANDRE

International class (IPC 8–9): E01C19/46 E01C19/52 E01C9/08 (Advanced/Invention); E01C19/00 E01C9/00 (Core/Invention)

International class (IPC 1–7): E01C7/00 E01C9/08

CPC: E01C9/083 E01C19/46 E01C19/522

European class: E01C19/46 E01C19/52B E01C9/08B

Classification Explorer

Abstract:
Source: FR2383267A L'invention concerne un moyen d'amelioration de la traficabilite des sols par la confection sur un vehicule et la mise en oeuvre par ce vehicule d'une route metallique a 2 composants. Cette route est fabriquee a partir d'un stock de tole en bobines portees par le vehicule, transformee, assemblee, et posee par un ensemble de machines synchronisees, elles–memes disposees sur le vehicule. La fabrication peut intervenir aussi bien sur le vehicule en mouvement que sur le vehicule a l'arret La route proprement dite est composee, d'une part d'une fondation comportant des nervures transversales et des rabats lateraux entre nervures faconnes au deroulement de la tole et d'autre part, d'une chaussee comportant des creves antiderapants confectionnes au deroulement de la tole. Les deux composants seront assembles entre eux en leur point de juxtaposition et par une succession de creves sertis transversaux. The lorry–mounted machinery both fabrication and lays a continuous traffic–bearing pavement of transversely corrugated metal sheet. The pavement is partic. useful as a temporary access road over snow or boggy etc ground. The pavement or mat leads the lorry, thus, affording support for the lorry as it advances. Rolls of sheet–metal are mounted on the lorry together with the machines for the automatic and continuous fabrication of the mat. The mat may be formed of two sheets which constitute the sub–structure and the running surface respectively. A primary set of rollers with reciprocally formative surfaces may form 'V' section anti–skid transverse grooves at regular intervals in a primary sheet.

238) Family number: 57709267 (EP2799645A1) © PatBase

Title: DREHHALTERUNG ZUR VERSTAERKUNG VON VERTIKALEN STRUKTUREN ODER OBJEKTEN, DIE DEM WIND AUSGESETZT SIND, ZUM SCHUTZ GEGEN GEWITTER ODER ZU STARKE WINDE ROTARY SUPPORT INTENDED FOR REINFORCING VERTICAL STRUCTURES OR OBJECTS EXPOSED TO WIND AGAINST STORMS OR VERY HIGH WINDS

Priority: FR20130001026 20130502

Family:

Publication number	Publication date	Application number	Application date
EP2799645 A1	20141105	EP20140370001	20140428
FR3005324 A1	20141107	FR20130001026	20130502

Probable Assignee: NICAISE FRANCOIS

Assignee(s):(std)**:** NICAISE FRANCOIS ; NICAISE FRANCOIS EDOUARD JOSE BERNARD

Assignee(s): FRANCOIS EDOUARD JOSE BERNARD NICAISE

Inventor(s):(std)**:** LA DESIGNATION DE L INVENTEUR N A PAS ENCORE ETE D ; NICAISE FRANCOIS EDOUARD JOSE BERNARD

Inventor(s): FRANCOIS EDOUARD JOSE BERNARD NICAISE ; LA DESIGNATION DE L INVENTEUR N A PAS ENCORE ETE DEPOSEE

Agent(s): FRANCOIS NICAISE

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

International class (IPC 8–9): E04H12/20 F03D11/04 (Advanced/Invention)

CPC: E04H12/20 F05B2240/912 Y02B10/30 Y02E10/728 F03D13/20

Classification Explorer

Cited documents: US5002252 A, US2011142682 AA, US2002176951 AA,

Abstract:
Source: EP2799645A1 L'invention concerne un dispositif de renfort specialement adapte aux caracteristiques du vent, concu pour renforcer les structures verticales. Ce dispositif agit dans un angle limite mais grace a sa possibilite de pouvoir tourner autour du pylone qu'il renforce et grace a un aileron (6) qui le positionne dans la direction optimale en fonction du vent son action est toujours maximale. L'action e renfort du dispositif se fait par soutient grace a une structure rigide type bequille (2) et par traction grace a une structure pouvant etre souple type hauban. La poussee du vent exercee sur la partie haute du pylone est transmise par la bequille (2) ou le hauban soit directement au sol, soit au socle du pylone, plusieurs versions etant possibles. Pouvant etre profile il convient particulierement aux pylones d'eolienne. A reinforcing device specially adapted to the characteristics of the wind, designed to strengthen the vertical structures. This device comes in a limited angle but thanks to its opportunity to be able to turn around the pylon and it strengthens thanks to a spoiler (6) which positions in the optimal direction depending on the wind's action is always maximum. The action e reinforcement device is supported by a crutch thanks to rigid type structure (2) and traction thanks to a flexible structure that can be kind guy. The thrust exerted on the upper part of the pylon wind is transmitted by the crutch (2) or the guy either on the ground or at the base of the pylon, several versions being available. Profile can be should particularly to wind turbine towers.

0) US4493677A – BELT TRANSMISSION HAVING CIRCULATED AIR COOLING...

239) Family number: 29760565 (US4493677A) © PatBase

Title: BELT TRANSMISSION HAVING CIRCULATED AIR COOLING FUNCTION

Priority: JP19810192063U 19811223 JP19810194390U 19811224 JP19810194809U 19811229 JP19810194810U 19811229 JP19820028618U 19820301 JP19820005836 19820118 JP19810211799 19811224 JP19810194812U 19811229 JP19810194813U 19811229 JP19820029329 19820225

Family:

Publication number	Publication date	Application number	Application date
ES518472 A1	19831201	ES19820518472	19821222
ES518615 A1	19831201	ES19820518615	19821228
ES8401395 A1	19840301	ES19820518615	19821228
ES8401590 A1	19840301	ES19820518472	19821222
FR2518684 A1	19830624	FR19820021697	19821223
FR2518684 B1	19880902	FR19820021697	19821223
FR2519109 A1	19830701	FR19820022041	19821229
FR2519109 B1	19880826	FR19820022041	19821229
JP1420799 C3	19880114	JP19820005836	19820118
JP1450729 C3	19880711	JP19820029329	19820225
JP1478822 C3	19890210	JP19810211799	19811224
JP58096157 U1	19830630	JP19810192063U	19811223
JP58097347 U1	19830702	JP19810194390U	19811224
JP58101046 U1	19830709	JP19810194809U	19811229
JP58101047 U1	19830709	JP19810194810U	19811229
JP58101048 U1	19830709	JP19810194812U	19811229
JP58101049 U1	19830709	JP19810194813U	19811229
JP58109762 A2	19830630	JP19810211799	19811224
JP58126276 A2	19830727	JP19820005836	19820118
JP58132256 U1	19830906	JP19820028618U	19820301
JP58137663 A2	19830816	JP19820029329	19820225
JP61032196 Y2	19860919	JP19810194809U	19811229
JP61032197 Y2	19860919	JP19810194810U	19811229
JP61032198 Y2	19860919	JP19810194813U	19811229
JP62004759 Y2	19870203	JP19810192063U	19811223
JP62004760 Y2	19870203	JP19810194812U	19811229
JP62016530 Y2	19870425	JP19810194390U	19811224
JP62016531 Y2	19870425	JP19820028618U	19820301
JP62029276 B4	19870625	JP19820005836	19820118
JP62056387 B4	19871125	JP19820029329	19820225
JP63029149 B4	19880613	JP19810211799	19811224
KR840002710 A	19840716	KR19820005774	19821223
KR840002711 A	19840716	KR19820005865	19821229
KR860002024 B1	19861115	KR19820005865	19821229
KR890000448 B1	19890317	KR19820005774	19821223
US4493677 A	19850115	US19820454455	19821229
US4531928 A	19850730	US19820450988	19821220

Probable Assignee: HONDA MOTOR CO LTD

Assignee(s):(std)**:** HONDA GIKEN IND K K ; HONDA MOTOR CO LTD ; HONDA GIKEN KOGYO KK

Assignee(s): HONDA MOTOR CO ; HONDA GIKEN KK ; HONDA GIKEN KOGYO KABUSHIKI KAISHA ; HONDA GIKEN (HONDA MOTOR CO LTDIN ENGLISH) A CORP ; HONDA GIKEN (HONDA MOTOR CO LTDIN ENGLISH) A CORP OF JAPAN KK ; HONDA GIKEN HONDA MOTOR CO LTDIN ENGLISH A CORP OF JAPAN KK

Inventor(s):(std) IKENOTANI YASUO ; IKENOYA YASUO ; YASUO IKENOYA

International class (IPC 8–9): B60K17/06 B62J99/00 B62M9/04 B62M9/06 B62M9/08 B62M9/16 F02B61/02 F02B75/16 F02F1/32 F16H57/00 F16H57/02 F16H57/029 F16H57/031 F16H57/04 F16H57/05 F16H9/12 F16H9/16 F16H9/18 (Advanced/Invention); B60K17/06 B62J99/00 B62M9/00 F02B61/00 F02B75/00 F02F1/26 F16H57/04 F16H57/05 F16H9/02 (Core/Invention)

International class (IPC 1–7): B60K11/06 B60K17/06 B62M9/00 B62M9/04 B62M9/06 B62M9/08 B62M9/16 F16H57/02 F16H57/04 F16H57/05 F16H9/12 F16H9/16 F16H9/18

CPC: F16H57/0415 F16H57/0412 F16H57/05 Y10T74/2189 F16H57/0489 B62K2202/00 B62M9/06 F02B61/02 F02B75/16 F02F1/32 F05C2201/021 F16H57/0416

European class: B62M9/06 F02B61/02 F02B75/16 F02F1/32 F16H57/04Z4B F16H57/05 L62K202/00 R05C201/02A R16H57/04J4A

US class: 180/229 474/146 474/150 474/93 74/606A

Classification Explorer

Cited documents: US4319657 A, US4304150 A, US4029187 A, US3943785 A, US3659470 A, US3467177 A, US3229424 A, US2842974 A, US2315317 A, US2245667 A, US2230575 A, US2205976 A, US2205975 A, US2189294 A, US2145545 A, US1950034 A, JP55139554 A2, JP52029376 U1, FR2502720 A1, EP0024373 A2,

Forward Citations: WO9929529, WO10091371, WO09113104, WO09113104, USD701661, USD684737, US9677650, US9551185, US9528595, US9528561, US9453573, US9351622, US9341246, US9332887, US9279482, US9249880, US9195238, US9140340, US9103428, US9074674, US9066647, US9017194, US8776930, US8776633, US8663050, US8641572, US8626409, US8561254, US8512181, US8510902, US8398518, US8360917, US8347993, US8337346, US8321097, US8104374, US7837592, US7810600, US7810599, US7802647, US7727107, US7717206, US7712562, US7690472, US7690462, US7650959, US7610987, US7600771, US7510199, US7506712, US7497288, US7438147, US7427248, US7392893, US7367417, US7363999, US7357211, US7303034, US7287619, US7240758, US7188699, US7070527, US7037226, US7029408, US6938508, US6896087, US6811504, US6786290, US6758197, US6622806, US6544134, US6454040, US6267700, US6199652, US6176796, US5976044, US5927384, US5191813, US5152361, US4982705, US4754833, US4712629, US4708699, US4697665, US4671782, US4671781, US4645028, US4632070, US4631977, US2016023341, US2015377341, US2015308560, US2015204141, US2015034345, US2014274515, US2014082880, US2014038756, US2013090200, US2011172050, US2011088503, US2011017237, US2010200080, US2010120565, US2009298627, US2009288685, US2008308337, US2008188345, US2008182688, US2008121455, US2008085795, US2008073136, US2008053727, US2008015066, US2008015065, US2007251744, US2007056791, US2007045029, US2007023219, US2006090942, US2006032690, US2005221928, US2005173973, US2005103553, US2005043128, US2004231900, US2004216945, US2004206567, US2004195034, US2004195028, US2004195019, US2004195018, US2004063524, US2003199346, TWI426190, TWI331108, KR100750228, JP62203888, JP62036977, JP60188690, JP60185632, JP60110761, JP60072325, JP60045965, JP59200850, JP4257783, JP4028186, JP3055705, JP2013257010, JP2011027176, JP2010236690, JP2004316857, FR2574853, FR2564898, FR2533287, EP2000704, EP1624230, EP1621802, EP1619419, EP1479603, EP1433645, EP1112921, EP1112921, EP0885765, DE4035148, DE10317691, AU754033,

Abstract:
Source: US4493677A A cooling fan is provided on at least one of the drive pulley and the driven pulley on which the drive belt is wound. A substantially closed casing in which the pulleys and the belt are accommodated has its interior partitioned in two chambers. With rotation of the fan, the air inside the casing is circulated within the casing where one of the chambers acts as a going passage and the other as a return passage, respectively, to thereby cool the pulleys and the belt. The two chambers are communicated with each other by communication means which are arranged at the pulleys and adapted to allow smooth movement of the air through the pulleys. Further provided are means for enhancing the efficiency of cooling the driven pulley by the circulating air and means for radiating heat generated within the casing through the casing walls.

0) FI9908A – VAGNSVAEXLINGSANORDNING

240) Family number: 39298890 (FI9908A) © PatBase

Title: Vagnsvaexlingsanordning

Family:

Publication number	Publication date	Application number	Application date
FI9908 A	19231019		00000000

Inventor(s):(std)**:** ALFRED LINDSTROEM VIKTOR

Inventor(s): LINDSTROEM VIKTOR ALFRED

International class (IPC 8–9): B61L1/00 (Advanced/Invention); B61L1/00 (Core/Invention)

International class (IPC 1–7): B61L1/00

Classification Explorer

Abstract:
Source: FI9908A 1) Vanavaexlingaanordning, hvilken genom foermedling af saer– skilda mekaniska eller elektriska apparater från vagnen moejliggoer omkastning af spårvaexlar, kaemetecknad daeraf att kontaktarmen, som Dringar de under gatans nivå fceflndtilga egentliga vaerlingsmekanis– merna i funktion aer foersedd med fJuderhanmare och borstar. 1) Vanavaexlingaanordning, hvilken By means of the exchange function f discomfort, accompanied by the mechanical skilda eller Elektriska apparater from the vagnen moejliggoer omkastning af sparvaexlar, kaemetecknad daeraf att kontaktarmen, som de Dringar under gatans logic level fceflndtilga egentligen vaerlingsmekanis–Merna in a function is provided with a fJuderhanmare Science Borstar.

241) Family number: 41776743 (IN03873DN2006A) © PatBase

Title: WEATHERABLE MULTILAYER ARTICLE ASSEMBLIES AND METHOD FOR THEIR PREPARATION

Family:

Publication number	Publication date	Application number	Application date
IN03873DN2006 A	20070803	IN2006DN03873	20060705

Probable Assignee: GENERAL ELECTRIC CO

Assignee(s): GENERAL ELECTRIC CO

Inventor(s): MYERS RANDALL TODD ; PARIKH CHETAN JAYANTILAL ; SURIANO JOSEPH ANTHONY ; WANG HUA

International class (IPC 1–7): B32B27/08

Abstract:
Source: IN03873DN2006A Disclosed is a multilayer article assembly comprising (i) a coating layer comprising a block copolyestercarbonate comprising structural units derived from at least one 1,3–dihydroxybenzene and at least one aromatic dicarboxylic acid, (ii) a second layer comprising a polymer comprising carbonate structural units, (iii) an adhesive layer comprising a polyurethane, and (iv) an uncured thermoset or uncured cyclic oligomer substrate layer, wherein the coating layer is in contiguous contact with the second layer, and the adhesive layer is in contiguous contact with the second layer and the substrate layer. Also disclosed is a method for preparing said multilayer article assembly.