

332 results for ((OVERRUNNING AND TRANSMISSION AND GEAR AND SHAFT AND GROOVE AND CHAMBER AND OVERDRIVE)/CLMS OR ((B62M-11/04)/IPC OR (B62M-011/06)/CPC)) AND PD <= 2014-08-01 - Collection: FAMPAT

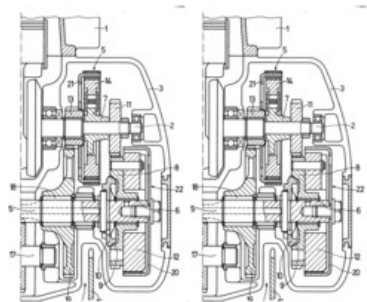
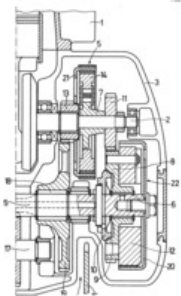
#	Title	Publication number	1st App. date	Applicant/Assignee	1st Publ. date	Publ. date
1.	Motorcycle gearbox integral with crankcase - has input and output transfer gears outside crankcase housing allowing easy accessibility (cs 15.9.77)	DE2757729	1976-12-23	JAWA N P TYNEC NAD SAZAVOU JAWA NP* TYNEC NAD SAZAVOU	1978-06-29	1978-06-29

The gearbox is integral with crankcase and has its input **shaft** (6) and output **shaft** (16) below the axis of the crankshaft (2). The crankshaft is orientated parallel to the vehicle centre line and drives the gearbox input **shaft** through the transfer gears (4, 5) and the clutch (8). The output **shaft** (16) drives the propeller **shaft** through the pinions which are of different size and interchangeable for variation of the overall **gear** ratio. The design allows better engine location with regard to carburation and exhaust layout.



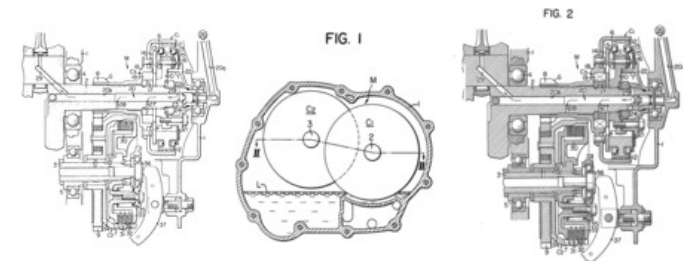
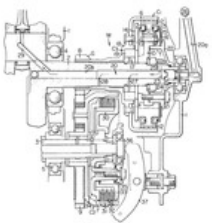
2.	Mechanism of automatic shifting	NL7610073	1976-09-07	FICHTEL & SACHS*	1977-03-15	1977-03-15
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When starting the motor vehicle, a layshaft (6) is driven by means of a chain wheel (16) via an output **shaft** (17) and, after the displacement of a pin (15) which presses on a starting clutch disc (10), a rotationally firm connection between the layshaft (6) and a flyweight carrier (8) is established. Via a gearwheel (11), the flyweight carrier (8) drives a crankshaft (2) of the engine and the engine is started. In the event of an acceleration of the engine beyond the idling speed, flyweights (14) of a first-**gear** centrifugal clutch (5) come into engagement with a clutch bell (21) and, via gearwheels (13, 19), a one-way clutch (18) and the layshaft (6), the engine drives the output **shaft** (17), first **gear** thus being engaged. Second **gear** is engaged in a similar manner, via the gearwheel (11), by means of a second-**gear** centrifugal clutch (22), the one-way clutch (18) allowing the required relative motion between the layshaft (6) and the gearwheel (19). The **gear**-change box is thus simplified as compared with the known designs without impairing its functioning and while simultaneously expanding its range of applications. <IMAGE>

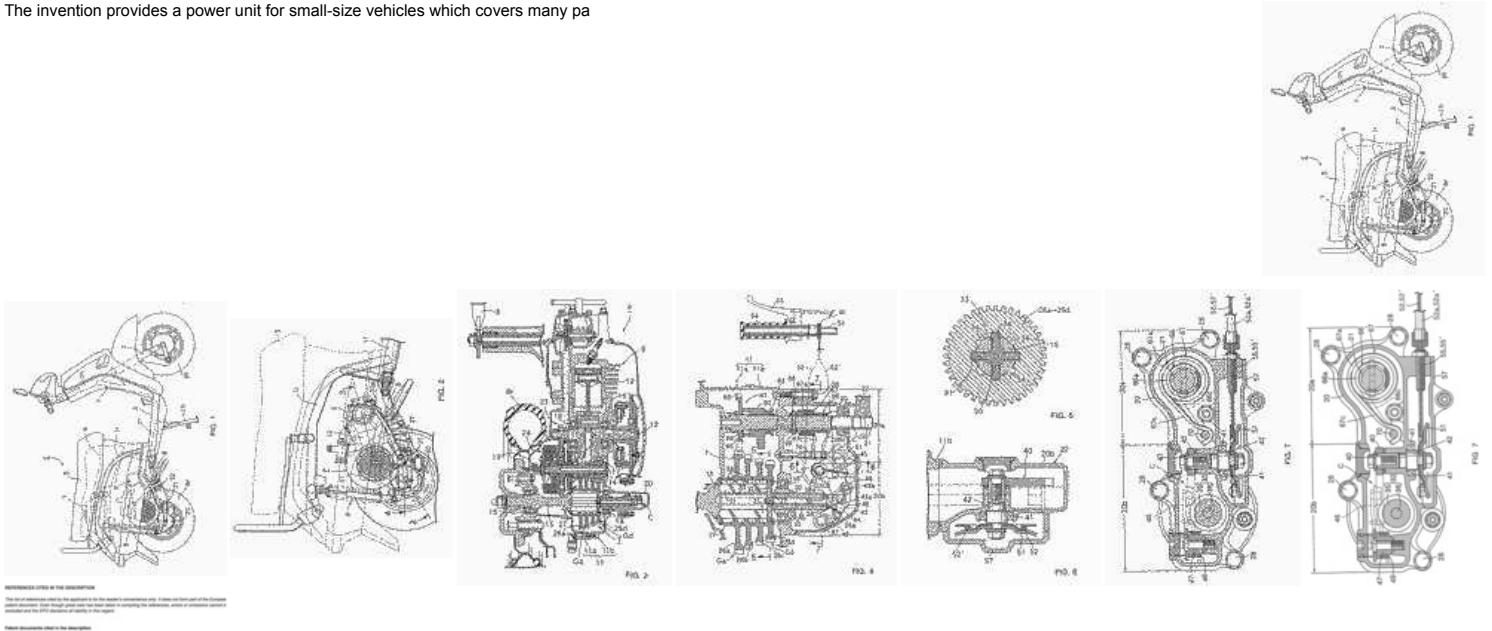


3.	Transmission device for a vehicle	JPS5644249	1979-08-29	HONDA MOTOR*	1981-04-21	1981-04-21
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A **transmission** device in which a centrifugal starting clutch is in a casing mounted on a crank **shaft** of an engine. A multiple plate type speed change clutch is mounted on a speed change input **shaft**. The starting clutch has an output member operatively connected to its input member through a reduction **gear** train. The speed change clutch is interposed between the starting clutch and the reduction **gear** train. The starting clutch is immersed into lubricating oil in the casing, whereas the speed change clutch is totally positioned above the surface of lubricating oil.



The invention provides a power unit for small-size vehicles which covers many pa



5. Transmission unit

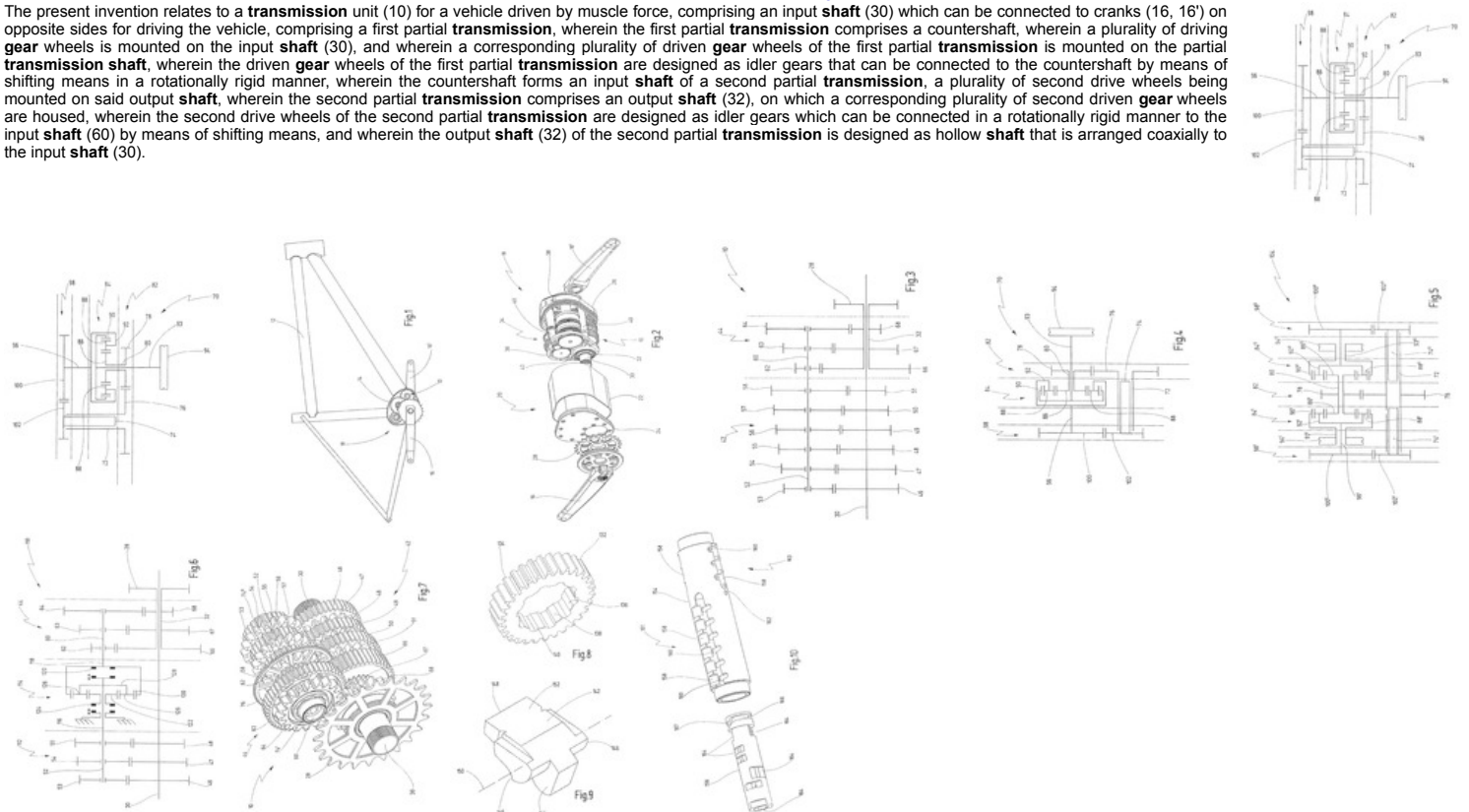
WO2010072397

2008-12-22

FINESCHNITT
PINION*

2010-07-01 2010-07-01

The present invention relates to a **transmission** unit (10) for a vehicle driven by muscle force, comprising an input **shaft** (30) which can be connected to cranks (16, 16') on opposite sides for driving the vehicle, comprising a first partial **transmission**, wherein the first partial **transmission** comprises a countershaft, wherein a plurality of driving **gear** wheels is mounted on the input **shaft** (30), and wherein a corresponding plurality of driven **gear** wheels of the first partial **transmission** is mounted on the partial **transmission shaft**, wherein the driven **gear** wheels of the first partial **transmission** are designed as idler gears that can be connected to the countershaft by means of shifting means in a rotationally rigid manner, wherein the countershaft forms an input **shaft** of a second partial **transmission**, a plurality of second drive wheels being mounted on said output **shaft**, wherein the second partial **transmission** comprises an output **shaft** (32), on which a corresponding plurality of second driven **gear** wheels are housed, wherein the second drive wheels of the second partial **transmission** are designed as idler gears which can be connected in a rotationally rigid manner to the input **shaft** (60) by means of shifting means, and wherein the output **shaft** (32) of the second partial **transmission** is designed as hollow **shaft** that is arranged coaxially to the input **shaft** (30).



6. Aandrijfmechanisme voor rijwielen

BE882983

1980-04-25

JOOSTEN JACOB*

1980-08-18 1980-08-18

No abstract available

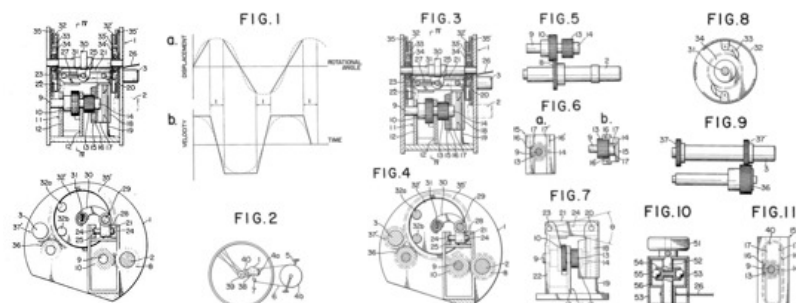
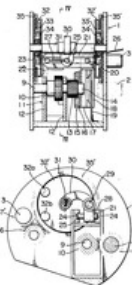
7. Device for converting rocking motion into reciprocating rotary motion US4135409

1977-03-09

ISHIMARU RAKUICHI

1979-01-23 1979-01-23

A stepless speed change gear for bicycles and the like. A device is disclosed wherein a rotary input is converted to reciprocating motion by a rack and pinion, the rack is mounted at the end of a lever which is oscillated; an arm is mounted on the lever, connecting it to a rod which is driven in alternating rotary directions; the rod is connected to the output shaft by two ratchets driven in alternate directions by said rod, said ratches are geared to said output shaft in such a way that the output is a continuous rotary motion. The speed change mechanism being that said arm is slidably mounted on said lever and rod so that the nearer the arm is drawn to the end of the lever on which said rack is mounted the greater is the oscillating motion imparted and the greater is the subsequent angle through which the rod is rotated.



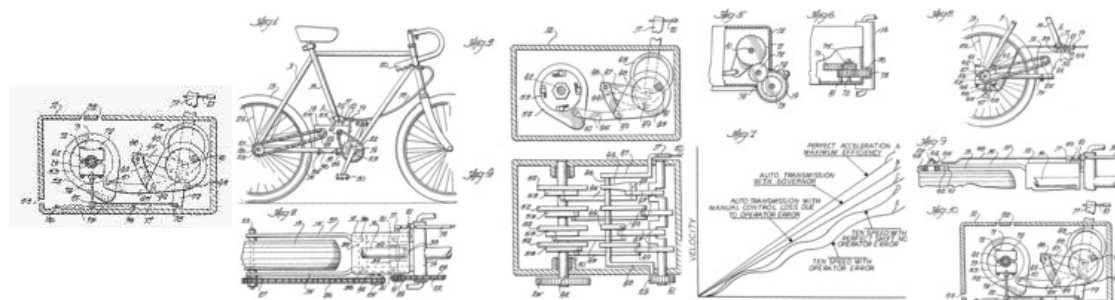
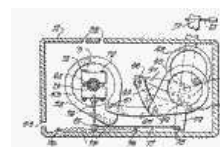
8. Bicycle improvement through provision of an automatic transmission US3908474

1973-10-23

COLE ELI WM

1975-09-30 1975-09-30

An automatic transmission for a bicycle is provided by a continuously variable ratio transmission means within the drive train of a bicycle, the ratio being adjustable by a handle-grip throttle. Operator error can be lessened by the provision of an optional governor which may be overridden if necessary.



9. Jeu de plateaux de pédalier, en particulier pour bicyclettes de course. FR2199309

1972-09-12

HEIDEMANN HERBERT*

1974-04-05 1974-04-05

No abstract available

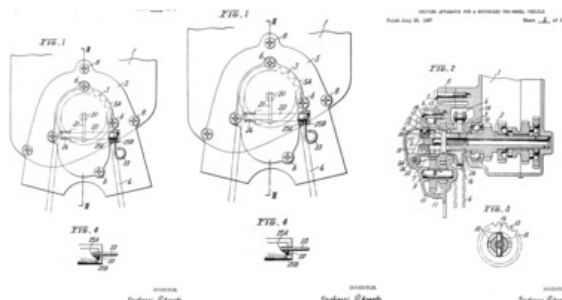
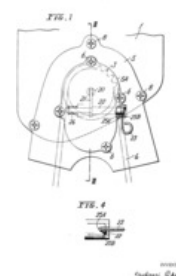
10. Driving apparatus for a motorized two-wheel vehicle US3438277

1967-07-19

HONDA GIJUTSU KENKYUSHO*

1969-04-15 1969-04-15

No abstract available



11. Ziehkeilgetriebe, insbesondere fuer motorfahraeder DE1500488

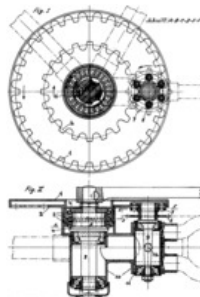
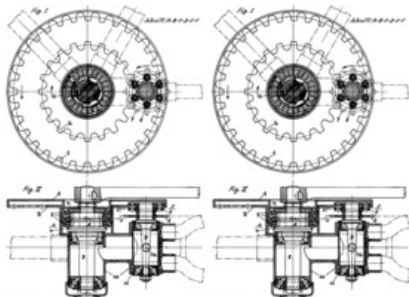
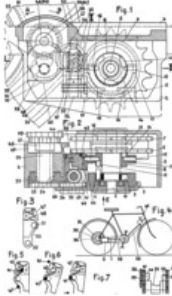
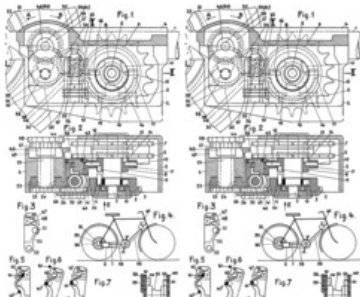
1965-12-22

ROCKWELL*

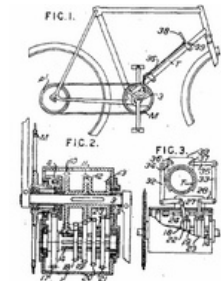
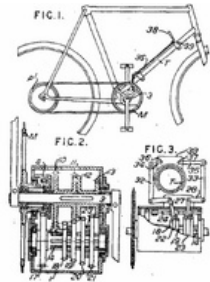
1969-07-10 1969-07-10

No abstract available

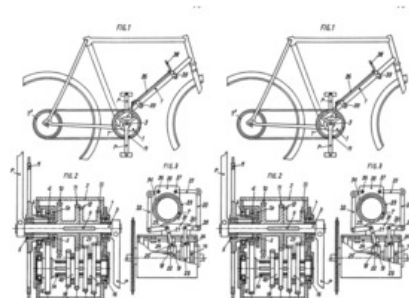
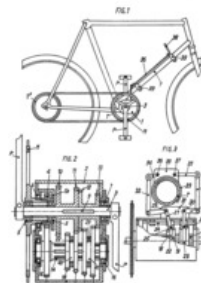
9/5/2018

12.	Pedals transmission oscillating at three speeds for the propulsion of bicycles and similar structures	FR1385107	1964-03-06		1965-01-08	1965-01-08
No abstract available						
13.	Dispositif de changement de vitesse pour machines et véhicules, en particulier motocyclettes, scooters et vélo-moteurs	FR73028	1957-10-21	GETRAG GETRIEBE & ZAHNRADFABRIK*	1960-09-22	1960-09-22
No abstract available						
14.	Device of shifting of speed for machines and vehicles, in particular motor cycles, scooters and motor cycles	FR1179275	1957-03-05	GETRAG GETRIEBE & ZAHNRADFABRIK*	1959-05-22	1959-05-22
No abstract available						
15.	Zweigang-fahrradtretgetriebe mit vor- und rücktrittgang	CH315067	1956-06-22	GREUTER ALFRED	1956-07-15	1956-07-15
No abstract available						
						
						
16.	Umschaltbares getriebe fuer fahr- und motorraeder	DE1018330	1955-12-24	EMIL RUF;REINHOLD HONOLD	1957-10-24	1957-10-24
No abstract available						
17.	Umschaltbares fahrradgetriebe	DE1008136	1954-07-08	REINHOLD HONOLD*	1957-05-09	1957-05-09
No abstract available						
18.	Übersetzungsgetriebe an fahrrädern.	CH297230	1952-05-01	GRIMM EMIL	1954-03-15	1954-03-15
No abstract available						
						
						
19.	Shifting of speed in the hub	FR1044064	1951-10-22		1953-11-13	1953-11-13
No abstract available						
20.	Gear box for cycles and cycles with auxiliary engine	FR1055992	1951-09-22		1954-02-23	1954-02-23
No abstract available						

696,096. Variable-speed gearing. GHIDONE, R. April 6, 1951, No. 8090/51. Class 80 (ii). In variable-ratio gearing for pedal-propelled vehicles the pedal chain-wheel M. is freely rotatable on the pedal crank-axle 3 and is fixed to a toothed wheel 4 in constant mesh with a toothed wheel 17 fixed to a secondary **shaft** 14. Four toothed wheels 18-21 slidably splined to the secondary **shaft** 14 can be brought into engagement with **gear** wheels 10-13 fixed to the crank axle 3 by actuation of forks 22, 23, slidably guided on a **shaft** 24 fixed in a **gear** box 1 which is welded to the cycle or like frame 1. The forks 22, 23, are actuated by two rods 36, 37 mounted in collars 39 on the frame 1. The rods 36, 37, have operating handles 38 at one end and the opposite ends are bent at 34, 35, and are linked to the forks 22, 23 by links 32, 33 and bellcranks 27, 28. The construction permits the rear chain wheel P<SP>1</SP> to be larger than usual. As. shown it has the same size as the pedal chainwheel M.



22.	Reducing gear with gears for pedal vehicles and bicycles in particular	FR1037641	1951-03-27		1953-09-22 1953-09-22
No abstract available					
23.	Cambio ad ingranaggi per biciclette.	CH291715	1951-03-27	GHIDONE RAIMONDO	1953-06-30 1953-06-30
No abstract available					



24.	Mechanical shifting of speed to continuous variation	FR1030398	1951-01-02		1953-06-12 1953-06-12
No abstract available					
25.	Shifting of speed for cycles removing the shifting track	FR1031626	1950-11-04		1953-06-25 1953-06-25
No abstract available					