

[No database/cluster active] ..fi epodoc

 Database: EPODOC

[EPODOC: SS 1] /ic F41H5/04 or F41H5/26 or B60J1/02 or B60J5/04

Results in EPODOC 52.559

[SS 2] /c B60J1/008

Results in EPODOC 524

[SS 3] Bullet or blast or ballistic

Results in EPODOC 149.008

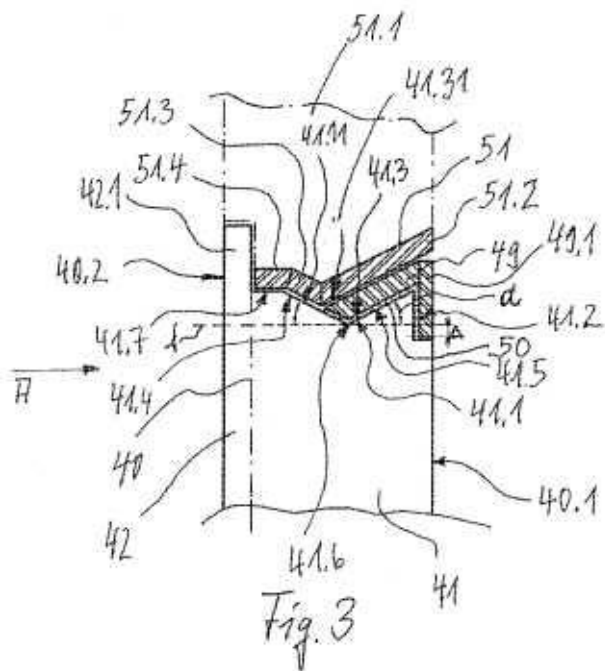
[SS 4] 1 and 2 and 3

Results in EPODOC 7

[SS 5] ..li



- 1/7 © EPODOC / EPO
- PN - [US2017234656](#) A1 20170817
- PR - EP20140425108
20140820; WO2015EP01630
20150806
- AP - US201515315276 20150806
- DT - **
- CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
[F41H5/263](#)
- CUI - [B60J1/2094](#)
- PA - ISOCLIMA SPA [IT]
- TI - **BULLET- AND BLAST-RESISTANT**
WINDOW AND ASSOCIATED
APPARATUS
- AB - The present invention refers to
a **bullet-** and **blast-**resistant
window, in particular for use in
a motor vehicle, which
comprises a **ballistic** block
having a peripheral face and a
plurality of panes of glass,



ceramic or plastic material bonded to each other over their surfaces in a layered composite, and interposed bonding interlayers of plastic material or adhesive, wherein an edge groove having slopes at least partly inclined for engagement with a part of the vehicle body and extending on and along at least a part of the peripheral edge of the window.

2/7 © EPODOC / EPO

PN - [MX2016014964](#) A 20170411

PR - EP20140425108
20140820; WO2015EP01630
20150806

AP - MX20160014964 20150806

DT - I

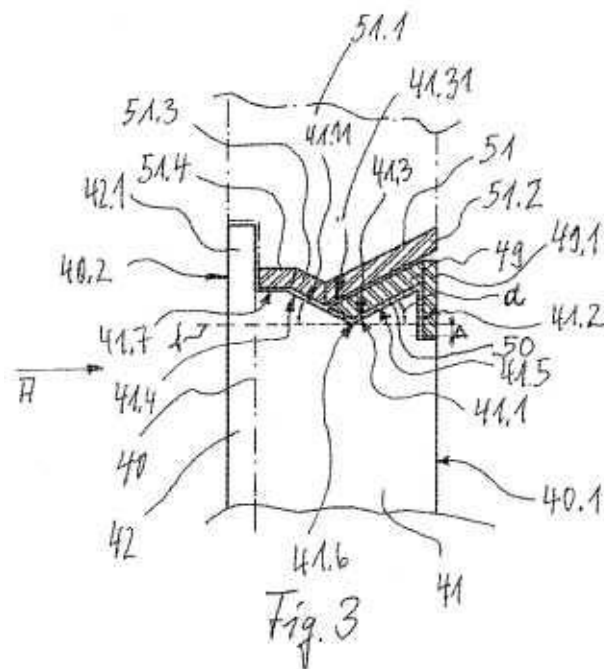
CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
[F41H5/263](#)

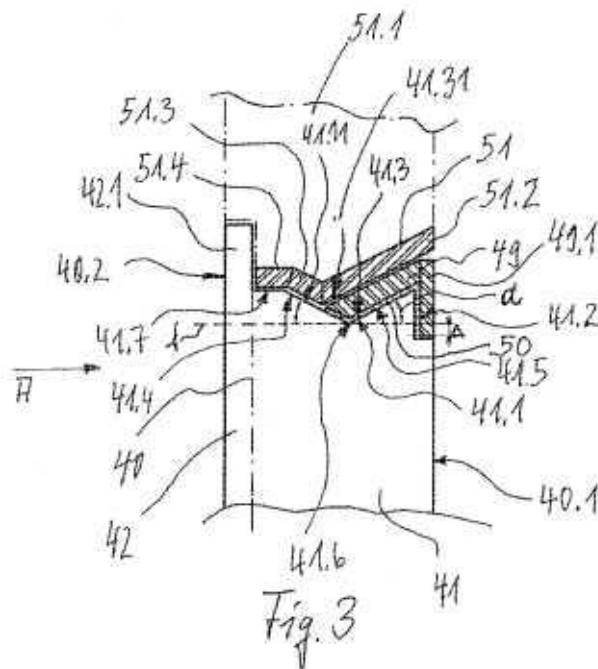
CUI - [B60J1/2094](#)

PA - ISOCLIMA SPA [IT]

TI - **BULLET- AND BLAST-RESISTANT WINDOW AND ASSOCIATED APPARATUS.**

AB - The present invention refers to a **bullet-** and **blast-**resistant window (40), in particular for use in a motor vehicle, which comprises a **ballistic** block (41) having a peripheral face and a plurality of panes of glass, ceramic or plastic material bonded to each other over their surfaces in a layered composite, and interposed bonding interlayers of plastic material or adhesive, wherein an edge groove (41.31) having slopes at least partly inclined for engagement with a part of the vehicle body (51.2) and extending on and along at least a part of the peripheral edge of the window (40).

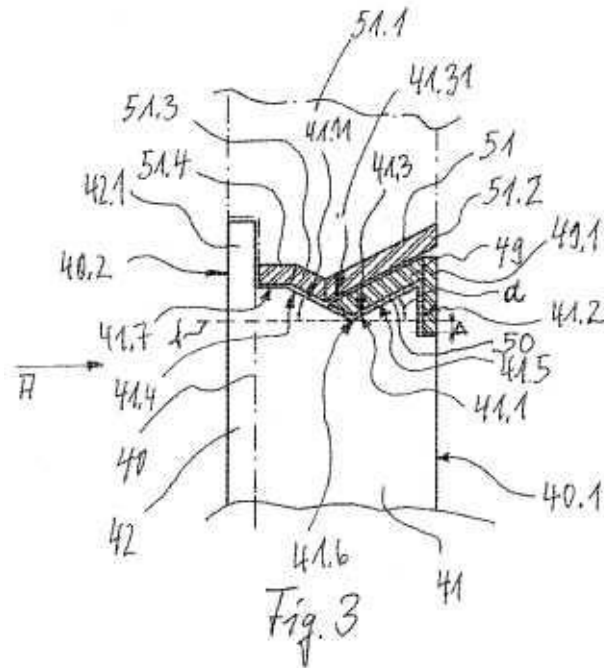




window (40), in particular for use in a motor vehicle, which comprises a **ballistic block** (41) having a peripheral face and a plurality of panes of glass, ceramic or plastic material bonded to each other over their surfaces in a layered composite, and interposed bonding interlayers of plastic material or adhesive, wherein an edge groove (41.31) having slopes at least partly inclined for engagement with a part of the vehicle body (51.2) and extending on and along at least a part of the peripheral edge of the window (40).

4/7 © EPODOC / EPO

PN - [EP2988088](#) A1 20160224
 PNFP - EP2988088 B1 20180502
 PR - EP20140425108 20140820
 AP - EP20140425108 20140820
 DT - *; Rep
 CT - || STSE (A1)
[DE10300397](#) B3 20040603
 [XY] (DAIMLER CHRYSLER AG [DE])
 [X] 1-7,13-15
 * paragraphs [0010] - [0017];
 figure 1 *
 [Y] 8-12;
[DE19601982](#) C1 19961212
 [X] (DAIMLER BENZ AG [DE])
 [X] 1-4
 * column 2, line 18 - column 3,
 line 21; figure 2 *;
[DE10340907](#) A1 20050407
 [Y] (DAIMLER CHRYSLER AG [DE])
 [Y] 1-15
 * paragraphs [0030] , [0031] *
 * paragraph [0048]; figure 3 *;
[WO0153769](#) A1 20010726
 [Y] (SACHSENRING
 ENTWICKLUNGSGMBH [DE], et al)
 [Y] 1-15
 * page 9, line 9 - line 20; figure
 3 *;



[EP0890467](#) A1 19990113
[AD] (DAIMLER BENZ AG [DE])
[AD] 1-15
* the whole document *

- CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
[F41H5/263](#)
- CUI - [B60J1/2094](#)
- PA - (A1 B1)
ISOCLIMA SPA [IT]
- TI - (A1 B1)
Bullet- and **blast**-resistant
window and associated
apparatus
- AB - (A1)
The present invention refers to
a **bullet-** and **blast**-resistant
window (40), in particular for
use in a motor vehicle, which
comprises a **ballistic** block (41)
having a peripheral face and a
plurality of panes of glass,
ceramic or plastic material
bonded to each other over their
surfaces in a layered composite,
and interposed bonding
interlayers of plastic material or
adhesive, wherein an edge
groove (41.31) having slopes at
least partly inclined for
engagement with a part of the
vehicle body (51.2) and
extending on and along at least a
part of the peripheral edge of the
window (40).

5/7 © EPODOC / EPO

- PN - [US6565980](#) B1 20030520
- PR - DE1998103435 19980129; WO1999DE00251 19990127
- AP - US20000601392 20000731
- DT - **
- CCI - [B32B17/10009](#) ; [B32B17/10045](#) ; [B32B17/10055](#) ; [B32B17/10293](#) ; [B32B17/10366](#) ;
[B60J10/00](#) ; [B60J1/001](#) ; [B60J1/008](#) ; [F41H5/0407](#) ; [F41H5/263](#) ; [B60J10/30](#) ;
[B60J10/70](#) ; [B60J10/74](#)
- CCA - [Y10T428/31601](#)
- PA - SACHSENRING ENTWICKLUNGS GMBH [DE]
- TI - Safety glass construction for safety motor vehicles

AB - The invention relates to a safety glass construction for safety motor vehicles whose body parts are lined with **bullet**-proof matting or other **bullet**-proof material in a direction toward the passenger area. The motor vehicle has an armored pane in which at least one pane (3.1) made of safety glass or one pane packet comprises of at least two bonded panes (3.1 and 3.2) also made of safety glass is connected to the outer pane (2). A strip (1) made of a **bullet**-proof material is arranged between the outer pane (2) and the pane packet (3) and/or between at least two panes (3.1, 3.2) of the pane packet (3) and/or on the pane of the packet (3) pointing toward the passenger area. Said strip overlaps the area up to the **bullet**-proof matting (5) or to the **bullet**-proof material of the connecting body parts (7).

6/7 © EPODOC / EPO

PN - [DE19803435](#) C1 19990812

PNFP - DE19803435 C5 20100624

PR - DE1998103435 19980129

AP - DE1998103435 19980129

DT - *; Rep

CT - || STSE (C1)
[DE19601982](#) C1 19961212 [] (DAIMLER BENZ AG [DE]);
[DE4415879](#) C2 19960814 [] (BAYERISCHE MOTOREN WERKE AG [DE]);
[DE3639781](#) C1 19880616 [] (TRASCO EXP GMBH);
[DE19539607](#) A1 19970430 [] (WENDLER KAROSSERIEBAU GMBH [DE]);
[DE19548338](#) A1 19970626 [] (DAIMLER BENZ AG [DE], et al);
[DE19543127](#) A1 19970403 [] (BAYERISCHE MOTOREN WERKE AG [DE]);
[DE4336321](#) A1 19950427 [] (VER GLASWERKE GMBH [DE]);
[DE4142416](#) A1 19930624 [] (BAYERISCHE MOTOREN WERKE AG [DE]);
[DE9205520U](#) U1 19920806 [];
[GB2144834](#) A 19850313 [] (SMITHS INDUSTRIES PLC);
[EP0302959](#) A1 19890215 [] (ISOCLIMA SPA [IT])

- || STSE (C5)
[DE19601982](#) C1 19961212 [] (DAIMLER BENZ AG [DE]);
[DE4415879](#) C2 19960814 [] (BAYERISCHE MOTOREN WERKE AG [DE]);
[DE3639781](#) C1 19880616 [] (TRASCO EXP GMBH);
[DE19539607](#) A1 19970430 [] (WENDLER KAROSSERIEBAU GMBH [DE]);
[DE19548338](#) A1 19970626 [] (DAIMLER BENZ AG [DE], et al);
[DE19543127](#) A1 19970403 [] (BAYERISCHE MOTOREN WERKE AG [DE]);
[DE4336321](#) A1 19950427 [] (VER GLASWERKE GMBH [DE]);
[DE4142416](#) A1 19930624 [] (BAYERISCHE MOTOREN WERKE AG [DE]);
[DE9205520U](#) U1 19920806 [];
[GB2144834](#) A 19850313 [] (SMITHS INDUSTRIES PLC);
[EP0302959](#) A1 19890215 [] (ISOCLIMA SPA [IT]);
[WO9857805](#) A1 19981223 [] (SAINT GOBAIN VITRAGE [FR], et al);
[DE4006709](#) A1 19910905 [] (DAIMLER BENZ AG [DE]);
[EP0459704](#) A1 19911204 [] (TRIPLEX AIRCRAFT AND SPECIAL P [GB]);
[US4277294](#) A 19810707 [] (ORCUTT DEE R);
[WO9707377](#) A2 19970227 [] (MEDLIN RICHARD C [US], et al)

CCI - [B32B17/10009](#) ; [B32B17/10045](#) ; [B32B17/10055](#) ; [B32B17/10293](#) ; [B32B17/10366](#) ;

[B60J10/00](#) ; [B60J1/001](#) ; [B60J1/008](#) ; [F41H5/0407](#) ; [F41H5/263](#) ; [B60J10/30](#) ;
[B60J10/70](#) ; [B60J10/74](#)

CCA - [Y10T428/31601](#)

PA - (C1)
SACHSENRINGENTWICKLUNGSGESELL[DE]
- (C5)
VOLKSWAGEN AG [DE]

AB - (C1)
The invention relates to a safety glass construction for safety motor vehicles whose body parts are lined with **bullet**-proof matting or other **bullet**-proof material in a direction toward the passenger area. The motor vehicle has an armored pane in which at least one pane (3.1) made of safety glass or one pane packet comprised of at least two bonded panes (3.1, 3.2) also made of safety glass is connected to the outer pane (2). A strip (1) made of a **bullet**-proof material is arranged between the outer pane (2) and the pane packet (3) and/or between at least two panes (3.1, 3.2) of the pane packet (3) and/or on the pane of the pane packet (3) pointing toward the passenger area. Said strip overlaps the area up to the **bullet**-proof matting (5) or to the **bullet**-proof material of the connecting body parts (7).

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7/7 © EPODOC / EPO

PN - [WO9939152](#) A1 19990805

PR - DE1998103435 19980129

AP - WO1999DE00251 19990127

DT - **

CT - |EP| ISR (A1)
[WO9857805](#) A1 19981223 [XP] (SAINT GOBAIN VITRAGE [FR], et al)
[XP] 1-3
* page 4, line 32 - page 6, line 24; figures 1-4 *;
[DE19745248](#) A1 19990415 [E] (ISOCLIMA GMBH [DE])
[E] 1-3
* column 2, line 50 - column 3, line 26; figures 1,2 *;
[DE4142416](#) A1 19930624 [YD] (BAYERISCHE MOTOREN WERKE AG [DE])
[YD] 1-3
* column 1, line 65 - column 2, line 26; figure 1 *;
[US4284677](#) A 19810818 [Y] (HERLICZEK SIEGFRIED H)
[Y] 1-3
* column 3, line 12 - line 25; figure 2 *;
[DE19729897](#) C1 19981022 [AP] (DAIMLER BENZ AG [DE])
[AP] 1-5
* the whole document *;
[EP0658738](#) A1 19950621 [A] (MADDEN JAMES R JR [US])
[A] 1-4
* figures 2,4,7 *;
[US3616122](#) A 19711026 [A] (ORCUTT DEE R)
[A] 1-3
* column 6, line 39 - line 46 *

* column 10, line 20 - line 25; figure 2 *;
[GB2144834](#) A 19850313 [A] (SMITHS INDUSTRIES PLC)

[A] 1-3

* abstract *;

[US4277294](#) A 19810707 [A] (ORCUTT DEE R);

[DE4415879](#) A1 19951109 [A] (BAYERISCHE MOTOREN WERKE AG [DE]);

[DE4230073](#) A1 19940310 [A] (RHEINMETALL GMBH [DE]);

[DE4314092](#) A1 19940113 [A] (WENDLER KAROSSERIEBAU GMBH [DE])

- CCI - [B32B17/10009](#) ; [B32B17/10045](#) ; [B32B17/10055](#) ; [B32B17/10293](#) ; [B32B17/10366](#) ;
[B60J10/00](#) ; [B60J1/001](#) ; [B60J1/008](#) ; [F41H5/0407](#) ; [F41H5/263](#) ; [B60J10/30](#) ;
[B60J10/70](#) ; [B60J10/74](#)
- CCA - [Y10T428/31601](#)
- PA - SACHSENRING ENTWICKLUNGSGESELL [DE]; ACKERMANN JOERG [DE]
- TI - SAFETY GLASS CONSTRUCTION FOR SAFETY MOTOR VEHICLES
- AB - The invention relates to a safety glass construction for safety motor vehicles whose body parts are lined with **bullet**-proof matting or other **bullet**-proof material in a direction toward the passenger area. The motor vehicle has an armored pane in which at least one pane (3.1) made of safety glass or one pane packet comprised of at least two bonded panes (3.1, 3.2) also made of safety glass is connected to the outer pane (2). A strip (1) made of a **bullet**-proof material is arranged between the outer pane (2) and the pane packet (3) and/or between at least two panes (3.1, 3.2) of the pane packet (3) and/or on the pane of the pane packet (3) pointing toward the passenger area. Said strip overlaps the area up to the **bullet**-proof matting (5) or to the **bullet**-proof material of the connecting body parts (7).

[SS 5] ..v

[EPODOC: SS 5] edge and groove

Results in EPODOC **149.983**

[SS 6] 1 and 5

Results in EPODOC **404**

[SS 7] window and 6

Results in EPODOC **168**

[SS 8] (inclined or angel) and 7

Results in EPODOC **8**

[SS 9] ..li



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- [US2017234656](#) A1 20170817

- EP20140425108

20140820; WO2015EP01630
20150806

- US201515315276 20150806

- **

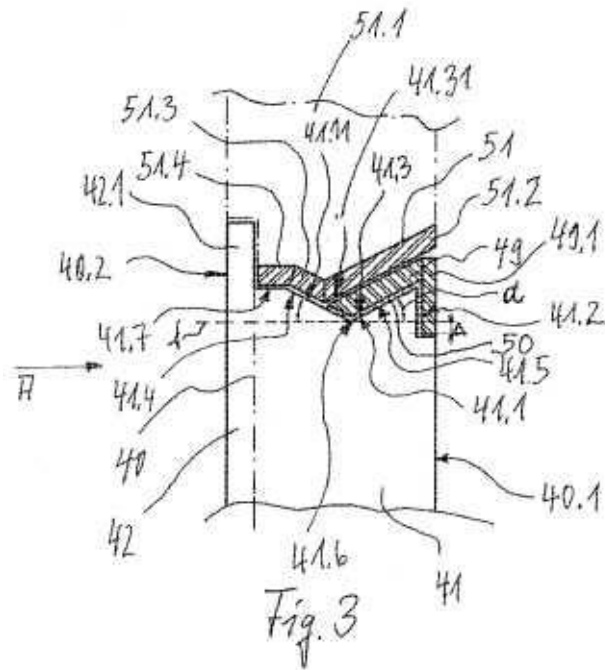
- B60J1/008 ; F41H5/0407 ;
F41H5/263

- B60J1/2094

- ISOCLIMA SPA [IT]

- BULLET-ANDBLAST-
RESISTANT **WINDOW** AND
ASSOCIATED APPARATUS

- The present invention refers to a bullet- and blast-resistant **window**, in particular for use in a motor vehicle, which comprises a ballistic block having a peripheral face and a plurality of panes of glass, ceramic or plastic material bonded to each other over their surfaces in a layered composite, and interposed bonding interlayers of plastic material or adhesive, wherein an **edge groove** having slopes at least partly **inclined** for engagement with a part of the vehicle body and extending on and along at least a part of the peripheral **edge** of the **window**.



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PN - [MX2016014964](#) A 20170411

PR - EP20140425108
20140820; WO2015EP01630
20150806

AP - MX20160014964 20150806

DT - I

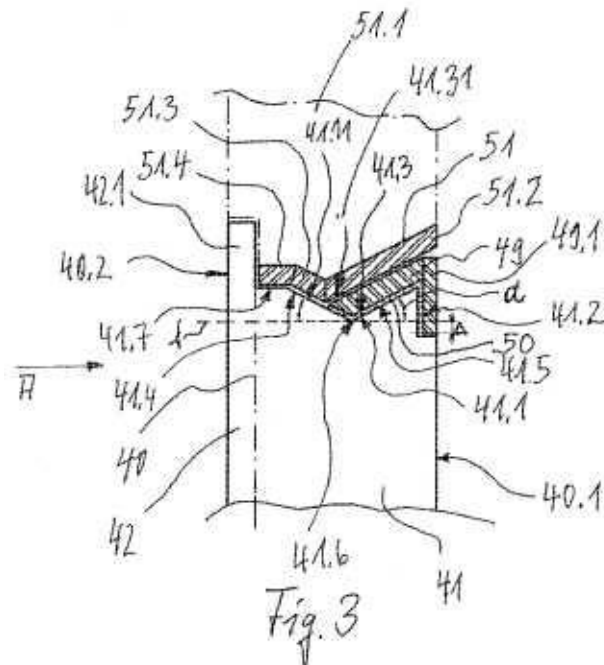
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[F41H5/263](#)

CUI - [B60J1/2094](#)

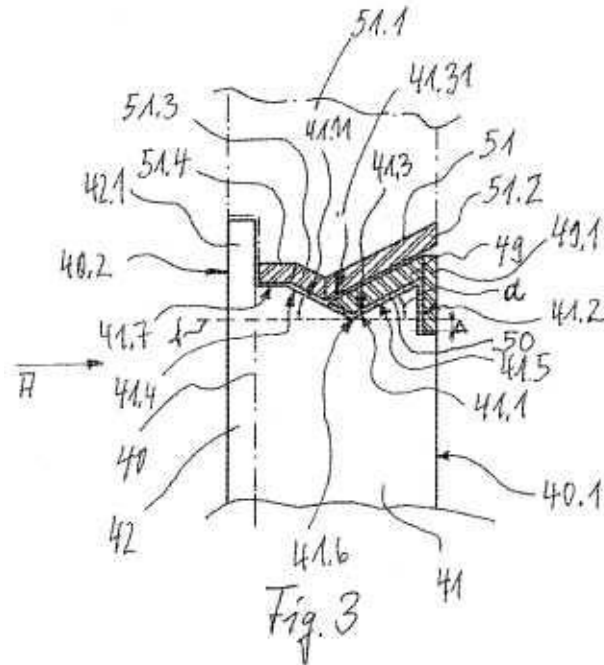
PA - ISOCLIMA SPA [IT]

TI - BULLET-ANDBLAST-
RESISTANT **WINDOW** AND
ASSOCIATED APPARATUS.

AB - The present invention refers to a
bullet- and blast-
resistant **window** (40), in
particular for use in a motor
vehicle, which comprises a
ballistic block (41) having a
peripheral face and a plurality
of panes of glass, ceramic or
plastic material bonded to each
other over their surfaces in a
layered composite, and
interposed bonding interlayers
of plastic material or adhesive,
wherein an **edge groove** (41.31)
having slopes at least
partly **inclined** for engagement
with a part of the vehicle body
(51.2) and extending on and
along at least a part of the
peripheral **edge** of the **window**
(40).



PN - [WO2016026554](#) A1 20160225
 PR - EP20140425108 20140820
 AP - WO2015EP01630 20150806
 DT - **
 CT - | EP | ISR (A1)
 [DE10300397](#) B3 20040603
 [XY] (DAIMLER CHRYSLER AG [DE])
 [X] 1-7,13-15
 * paragraphs [0010] - [0017];
 figure 1 *
 [Y] 8-12;
 [DE19601982](#) C1 19961212
 [X] (DAIMLER BENZ AG [DE])
 [X] 1-4
 * column 2, line 18 - column 3,
 line 21; figure 2 *;
 [DE10340907](#) A1 20050407
 [Y] (DAIMLER CHRYSLER AG [DE])
 [Y] 1-15
 * paragraphs [0030] , [0031] *
 * paragraph [0048]; figure 3 *;
 [WO0153769](#) A1 20010726
 [Y] (SACHSENRING
 ENTWICKLUNGSGMBH [DE], et al)
 [Y] 1-15
 * page 9, line 9 - line 20; figure
 3 *;
 [EP0890467](#) A1 19990113
 [AD] (DAIMLER BENZ AG [DE])
 [AD] 1-15
 * the whole document *;
 [DE102008028318](#) A1 20091217
 [A] (ESW GMBH [DE], et al)
 [A] 1-15
 * paragraphs [0094] - [0097];
 figure 9 *
 CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
 [F41H5/263](#)
 CUI - [B60J1/2094](#)
 PA - ISOCLIMA SPA [IT]
 TI - BULLET-ANDBLAST-
 RESISTANT **WINDOW** AND
 ASSOCIATED APPARATUS
 AB - The present invention refers to a
 bullet- and blast-
 resistant **window** (40), in
 particular for use in a motor



DOC / EPO

[EP2988088](#) A1 20160224

EP2988088 B1 20180502

EP20140425108 20140820

EP20140425108 20140820

*; Rep

|| STSE (A1)

[DE10300397](#) B3 20040603

[XY] (DAIMLER CHRYSLER AG [DE])

[X] 1-7,13-15

* paragraphs [0010] - [0017];
figure 1 *

[Y] 8-12;

[DE19601982](#) C1 19961212

[X] (DAIMLER BENZ AG [DE])

[X] 1-4

* column 2, line 18 - column 3,
line 21; figure 2 *;

[DE10340907](#) A1 20050407

[Y] (DAIMLER CHRYSLER AG [DE])

[Y] 1-15

* paragraphs [0030] , [0031] *

* paragraph [0048]; figure 3 *;

[W00153769](#) A1 20010726

[Y] (SACHSENRING
ENTWICKLUNGSGMBH [DE], et al)

[Y] 1-15

* page 9, line 9 - line 20; figure
3 *;

[EP0890467](#) A1 19990113



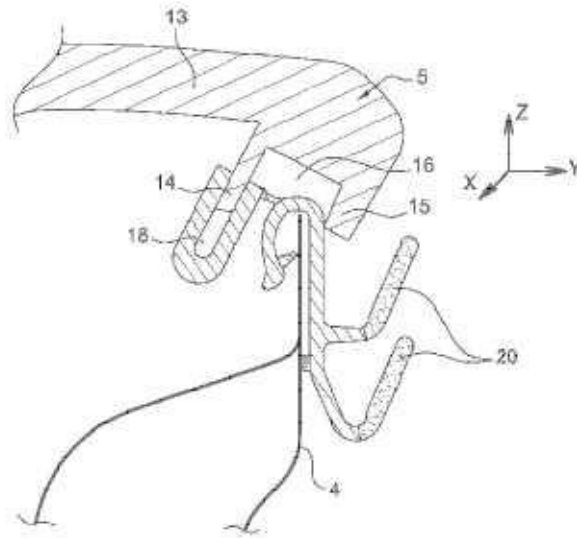
[AD] (DAIMLER BENZ AG [DE])

[AD] 1-15

* the whole document *

- CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
[F41H5/263](#)
- CUI - [B60J1/2094](#)
- PA - (A1 B1)
ISOCLIMA SPA [IT]
- TI - (A1 B1)
Bullet- and blast-
resistant **window** and associated
apparatus
- AB - (A1)
The present invention refers to a
bullet- and blast-
resistant **window** (40), in
particular for use in a motor
vehicle, which comprises a
ballistic block (41) having a
peripheral face and a plurality of
panes of glass, ceramic or
plastic material bonded to each
other over their surfaces in a
layered composite, and
interposed bonding interlayers
of plastic material or adhesive,
wherein an **edge groove** (41.31)
having slopes at least
partly **inclined** for engagement
with a part of the vehicle body
(51.2) and extending on and
along at least a part of the
peripheral **edge** of the **window**
(40).

PN - [FR2947486](#) A1 20110107
 PNFP - FR2947486 B1 20111007
 PR - FR20090054590 20090703
 AP - FR20090054590 20090703
 DT - *, Rep
 CT - || STSE (A1)
 [EP1702779](#) A2 20060920 [X] (SEAT
 SA [ES])
 [X] 1-12
 * the whole document *;
 [DE102005049146](#) A1 20070419
 [A] (VOLKSWAGEN AG [DE])
 [A] 1,5,10,12
 * paragraph [0012]; figure - *;
 [US2005235569](#) A1 20051027
 [A] (SHUMULINSKIY GENNADIY [US])
 [A] 1,5,10,12
 * paragraphs [0036] - [0038];
 figures 4-6 *;
 [DE10259842](#) A1 20040715
 [A] (METZELERAUTOMOTIVE
 PROFILE [DE])
 [A]
 * abstract *;
 [EP0659602](#) A1 19950628
 [A] (STANDARD PRODUCTS CO [US])
 [A] 1,5,10,12
 * paragraphs [0025] - [0027];
 figures 4,5 *;
 [FR2850627](#) A1 20040806
 [DA] (PEUGEOT CITROEN
 AUTOMOBILES SA [FR])
 CCI - [B60R13/0243](#) ; [B60J10/16](#) ;
 [B60J10/30](#) ; [B60J10/75](#)
 CCA - [B60R13/06](#) ; [B60R13/07](#) ;
 [B60R2013/0287](#)
 PA - (A1 B1)
 PEUGEOT CITROEN AUTOMOBILES
 SA [FR]
 TI - (A1)
 Door for motor vehicle, has
 sealing strip mounted on rabbet,
 and **groove** formed in **inclined**
 upper part of inner trim panel and
 defined by outer and inner edges
 of panel, where height of
 outer **edge** is less than that of



inner **edge**

AB - (A1)

The door has an inner trim panel (5) mounted against a rabbet (4), and a **window** sealing strip mounted on the rabbet. A **groove** (16) is formed in an **inclined** upper part (13) of the panel, and defined by an outer **edge** (15) and an inner **edge** (14) of the panel. The panel is positioned on the door such that the edges surround the strip around the rabbet. The outer and inner edges face toward exterior and interior of the door, respectively. Height of the outer **edge** is lower than that of the inner **edge**. The strip has a hard part made of thermoplastic elastomer and overlapping the rabbet. An independent claim is also included for a method for assembling a panel on a door of a vehicle.

6/8 © EPODOC / EPO

PN - [JP2004352006](#) A 20041216

PNFP - JP4270941B B2 20090603

PR - JP20030150222 20030528

AP - JP20030150222 20030528

DT - I

FI - B60J1/02&111N

PA - (A)

INOUE MTP KK

TI - (A)

WINDOW MOLDING FOR AUTOMOBILE

AB - (A)

PROBLEM TO BE SOLVED: To provide a **window** molding for an automobile which is usable for **window** glass different in thickness and is certainly fitted to the **window** glass.

- SOLUTION: A hollow **groove** width adjusting part 41A to adjust **groove** width (f) of a glass fitting **groove** 13A as it is compressed by making contact with the **window** glass is provided on a part to make contact with at least one of a surface or a back surface of the **window** glass on the glass fitting **groove** 13A on the **window** chenille 10A for the automobile having the glass fitting **groove** 13A to fit on an **edge** of the **window** glass as the **edge** of the **window** glass of the automobile is inserted. A glass contact surface of

the **groove** width adjusting part 41A is formed in stages **inclined** toward a rising surface 18A of the glass fitting **groove**.

- COPYRIGHT: (C)2005,JPO&NCIPI

7/8 © EPODOC / EPO

PN - [GB882871](#) A 19611122

PR - DE1958D028531 19580716

AP - GB19590024326 19590715

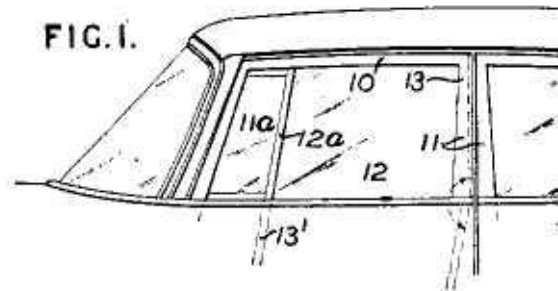
DT - **

CCI - [B60J5/0402](#) ; [B62D25/00](#) ;
[B62D25/04](#)

PA - DAIMLER BENZ AG

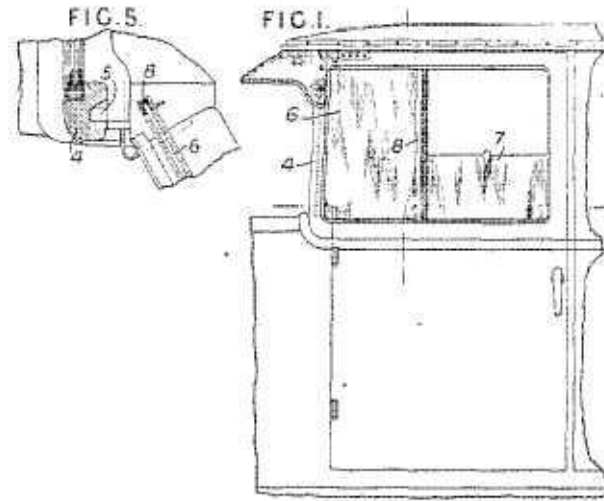
TI - Improvements in the door frames
of motor vehicles

AB - 882,871. Vehicle windows.
DAIMLER-BENZ A.G. July 15, 1959
[July 16, 1958], No. 24326/59.
Class 20(3) [Also in Group XXXII]
A vehicle door has a top frame
part extending above the **window**
ledge and embodying side guide
members 11, 12a, Fig. 1, for an
up-and-down slidable **window**
pane 12, which in its descent
into the door from the closed
position, is slidable in guides
13<SP>1</SP> carried in the
lower part of the door
and **inclined** from the vertical to
make an obtuse angle with at
least the side guide 11 so that
the pane 12 is moved -bodily
laterally in its own plane during
its up and down movement, the
invention being characterized in
that the side guide 11 from
which the pane resides as it
descends is widened, as seen in
side elevation, from its upper
end downwardly so that the
receding side **edge** of the pane
remains in the guide during the
whole of its descent from the
fully closed to the fully open
position. The door shown
includes an immovable front
quarter light and the top frame



of the door also comprises a top transverse member 10 and a side member 11a which in this case is captured so as to match the guide 11. In event of the quarter light being omitted the member 11a may be similar to the guide 11 only reversely **inclined**, to cover the left hand **edge** of the **window** pane during the up and down movement of the latter. The side guides 11, 11a and the member 10 are produced from a single piece of sheet metal and the guide **groove** 13 in the guide 11 increases in depth from the top to the bottom of the guide as described with reference to Figs. 2 and 3 (not shown). In another embodiment the top frame part of the door comprises two components, viz., a main component of uniform cross-section over the entire height of the side members and length of the transverse member, and an auxiliary component of arch form comprising a horizontal part extruding beneath and in contact with the transverse member and tapered side limbs extending down and in contact with the main side members. The side limbs are each pressed to a channel section having a constant cross-section but tapered side flanges. According to a further embodiment the outer flanges of the tapered side limbs and also the horizontal part, extend fully over the outer faces of the main component as described with reference to Figs. 8 and 9 (not shown).

PN - [GB290472](#) A 19280517
 PR - GB19270019896 19270727
 AP - GB19270019896 19270727
 DT - *
 CCI - [B60J5/0402](#) ; [B60J5/047](#)
 PA - WOLSELEY MOTORS 1927 LTD;
 OLIVER BODEN
 TI - Improvements relating to motor
 vehicle bodies
 AB - 290,472. Wolseley Motors
 (1927), Ltd., and Boden, O. July
 27, 1927. Windscreens.-In
 closed road vehicles of the type
 having a sloping wind screen
 and a door hinged at the
 forward **edge** and provided with
 a fixed **window** panel at the
 forward portion of the door
 the **inclined** forward **edge** of the
 fixed **window** panel on the door
 is adapted, when the door is
 closed, to enter a **groove** or
 channel in the rear side of
 the **inclined** side pillar of the
 windscreen. As shown the
 fixed **window** panel 6 projects
 beyond the door and is adapted
 to enter a **groove** 5 in the pillar
 4. The **window** panel 6 is carried
 by a metal frame 8 and
 a **window** 7 which may be
 slidable vertically or
 horizontally is provided.



[SS 9] ..v

[EPODOC: SS 9] 2 and 5

Results in EPODOC 11

[SS 10] ..li



PN - [US2017234656](#) A1 20170817

PR - EP20140425108
20140820; WO2015EP01630
20150806

AP - US201515315276 20150806

DT - **

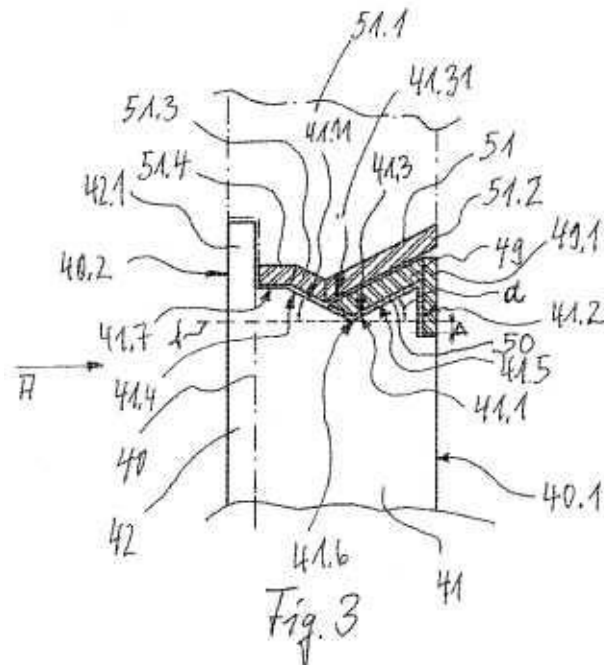
CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
[F41H5/263](#)

CUI - [B60J1/2094](#)

PA - ISOCLIMA SPA [IT]

TI - BULLET-ANDBLAST-RESISTANT
WINDOW AND ASSOCIATED
APPARATUS

AB - The present invention refers to a
bullet- and blast-resistant
window, in particular for use in
a motor vehicle, which
comprises a ballistic block
having a peripheral face and a
plurality of panes of glass,
ceramic or plastic material
bonded to each other over their
surfaces in a layered composite,
and interposed bonding
interlayers of plastic material or
adhesive, wherein an **edge
groove** having slopes at least
partly inclined for engagement
with a part of the vehicle body
and extending on and along at
least a part of the
peripheral **edge** of the window.



PN - [MX2016014964](#) A 20170411

PR - EP20140425108
20140820; WO2015EP01630
20150806

AP - MX20160014964 20150806

DT - I

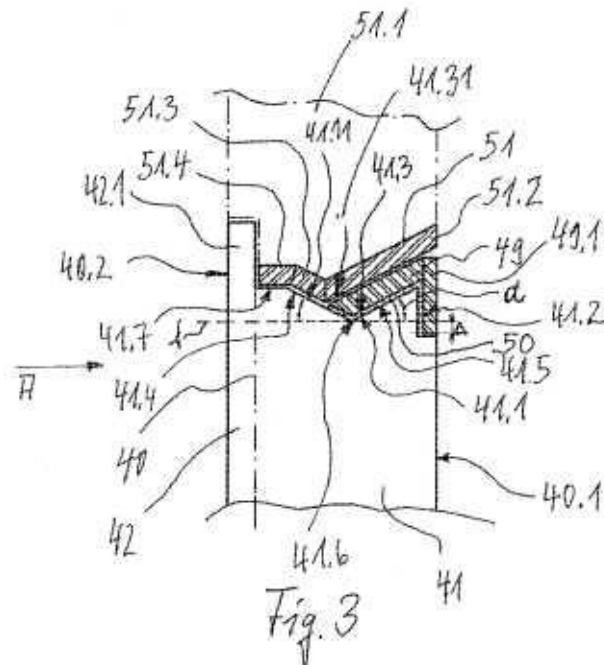
CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
[F41H5/263](#)

CUI - [B60J1/2094](#)

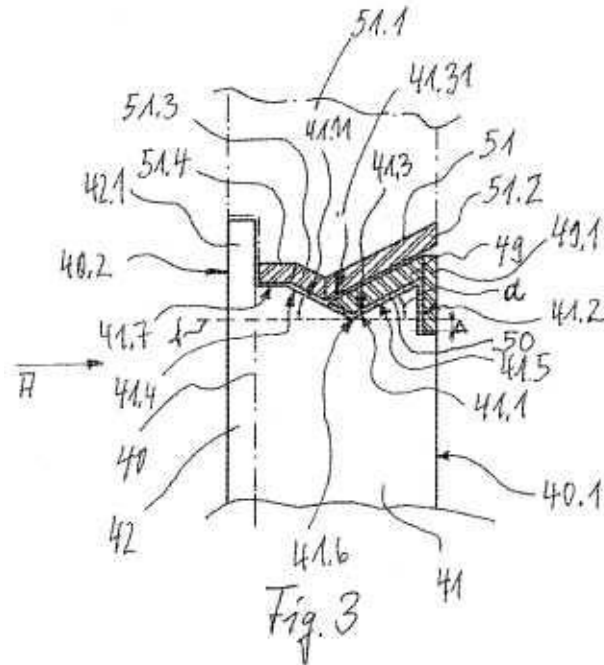
PA - ISOCLIMA SPA [IT]

TI - BULLET-ANDBLAST-RESISTANT
WINDOW AND ASSOCIATED
APPARATUS.

AB - The present invention refers to a
bullet- and blast-resistant
window (40), in particular for
use in a motor vehicle, which
comprises a ballistic block (41)
having a peripheral face and a
plurality of panes of glass,
ceramic or plastic material
bonded to each other over their
surfaces in a layered composite,
and interposed bonding
interlayers of plastic material or
adhesive, wherein an **edge
groove** (41.31) having slopes at
least partly inclined for
engagement with a part of the
vehicle body (51.2) and
extending on and along at least a
part of the peripheral **edge** of the
window (40).



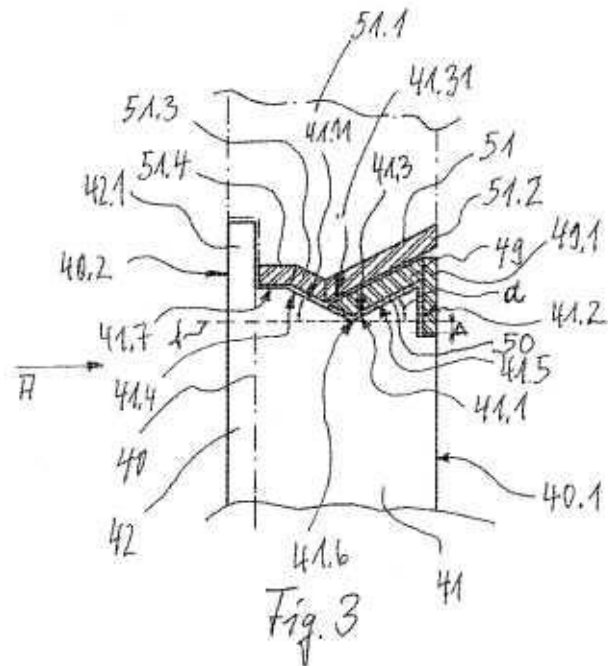
PN - [WO2016026554](#) A1 20160225
 PR - EP20140425108 20140820
 AP - WO2015EP01630 20150806
 DT - **
 CT - | EP | ISR (A1)
 [DE10300397](#) B3 20040603
 [XY] (DAIMLER CHRYSLER AG [DE])
 [X] 1-7,13-15
 * paragraphs [0010] - [0017];
 figure 1 *
 [Y] 8-12;
 [DE19601982](#) C1 19961212
 [X] (DAIMLER BENZ AG [DE])
 [X] 1-4
 * column 2, line 18 - column 3,
 line 21; figure 2 *;
 [DE10340907](#) A1 20050407
 [Y] (DAIMLER CHRYSLER AG [DE])
 [Y] 1-15
 * paragraphs [0030] , [0031] *
 * paragraph [0048]; figure 3 *;
 [WO0153769](#) A1 20010726
 [Y] (SACHSENRING
 ENTWICKLUNGSGMBH [DE], et al)
 [Y] 1-15
 * page 9, line 9 - line 20; figure
 3 *;
 [EP0890467](#) A1 19990113
 [AD] (DAIMLER BENZ AG [DE])
 [AD] 1-15
 * the whole document *;
 [DE102008028318](#) A1 20091217
 [A] (ESW GMBH [DE], et al)
 [A] 1-15
 * paragraphs [0094] - [0097];
 figure 9 *
 CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
 [F41H5/263](#)
 CUI - [B60J1/2094](#)
 PA - ISOCLIMA SPA [IT]
 TI - BULLET-ANDBLAST-RESISTANT
 WINDOW AND ASSOCIATED
 APPARATUS
 AB - The present invention refers to a
 bullet- and blast-resistant
 window (40), in particular for
 use in a motor vehicle, which



comprises a ballistic block (41) having a peripheral face and a plurality of panes of glass, ceramic or plastic material bonded to each other over their surfaces in a layered composite, and interposed bonding interlayers of plastic material or adhesive, wherein an **edge groove** (41.31) having slopes at least partly inclined for engagement with a part of the vehicle body (51.2) and extending on and along at least a part of the peripheral **edge** of the window (40).

4/11 © EPODOC / EPO

PN - [EP2988088](#) A1 20160224
 PNFP - EP2988088 B1 20180502
 PR - EP20140425108 20140820
 AP - EP20140425108 20140820
 DT - *; Rep
 CT - || STSE (A1)
[DE10300397](#) B3 20040603
 [XY] (DAIMLER CHRYSLER AG [DE])
 [X] 1-7,13-15
 * paragraphs [0010] - [0017];
 figure 1 *
 [Y] 8-12;
[DE19601982](#) C1 19961212
 [X] (DAIMLER BENZ AG [DE])
 [X] 1-4
 * column 2, line 18 - column 3,
 line 21; figure 2 *;
[DE10340907](#) A1 20050407
 [Y] (DAIMLER CHRYSLER AG [DE])
 [Y] 1-15
 * paragraphs [0030] , [0031] *
 * paragraph [0048]; figure 3 *;
[WO0153769](#) A1 20010726
 [Y] (SACHSENRING
 ENTWICKLUNGSGMBH [DE], et al)
 [Y] 1-15
 * page 9, line 9 - line 20; figure
 3 *;
[EP0890467](#) A1 19990113
 [AD] (DAIMLER BENZ AG [DE])



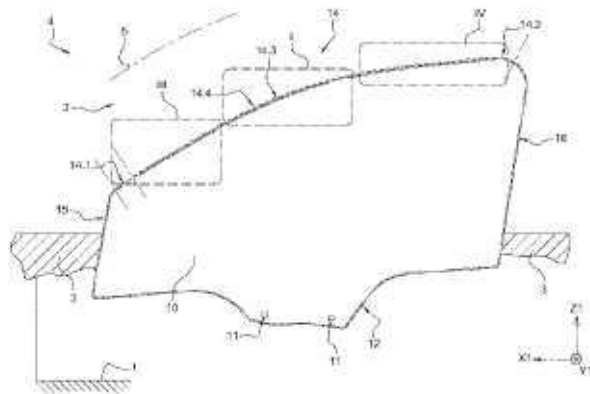
[AD] 1-15

* the whole document *

- CCI - [B60J1/008](#) ; [F41H5/0407](#) ;
[F41H5/263](#)
- CUI - [B60J1/2094](#)
- PA - (A1 B1)
ISOCLIMA SPA [IT]
- TI - (A1 B1)
Bullet- and blast-resistant
window and associated
apparatus
- AB - (A1)
The present invention refers to a
bullet- and blast-resistant
window (40), in particular for
use in a motor vehicle, which
comprises a ballistic block (41)
having a peripheral face and a
plurality of panes of glass,
ceramic or plastic material
bonded to each other over their
surfaces in a layered composite,
and interposed bonding
interlayers of plastic material or
adhesive, wherein an **edge
groove** (41.31) having slopes at
least partly inclined for
engagement with a part of the
vehicle body (51.2) and
extending on and along at least a
part of the peripheral **edge** of the
window (40).

5/11 © EPODOC / EPO

- PN - [CN103328241](#) A 20130925
- PNFP - CN103328241B B 20160420
- PR - WO2011FR53117
20111220; FR20110050521
20110124
- AP - CN2011865883 20111220
- DT - I
- CT - || STSE (A)
[CN101376331](#) A 20090304
[A] (TOYODA GOSEI KK [JP])
[A]
[JP2006232222](#) A 20060907



[A] (TOYOTA MOTOR CORP)
[A]
[JP2003148046](#) A 20030521
[A] (TOYOTA AUTO BODY CO LTD)
[A]
[CN101547805](#) A 20090930
[A] (EXATEC LLC [US])
[A]

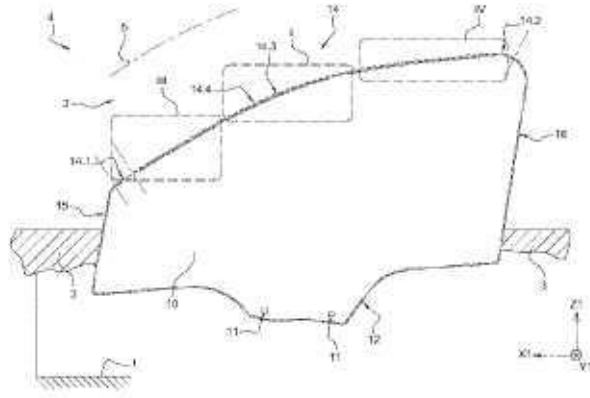
CCI - [B60J1/008](#) ; [B60J1/17](#)

PA - (A)
PEUGEOT CITROEN AUTOMOBILES
SA

TI - (A)
Vehicle window, window
assembly comprising such a
window and vehicle comprising
such a window assembly

AB - (A)
A window (10) can move between
a closed position and an open
position (2). The window (10)
comprises a curved end **edge**
(14) designed to collaborate, in
the closed position, with
a **groove** of the slider (5) in order
to completely blank off the
opening (2). The terminal **edge**
(14) has, in side view, docking
segments (14.1, 14.2) intended to
dock with the **groove** and at least
one intermediate segment (14.3)
extending between docking
segments (14.1, 14.2). The
intermediate segment or each
intermediate segment (14.3)
forms a recess with respect to
the docking segments (14.1, 14.2).

PN - [WO2012101346](#) A1 20120802
 PR - FR20110050521 20110124
 AP - WO2011FR53117 20111220
 DT - **
 CT - |EP| ISR (A1)
 [JP2003148046](#) A 20030521
 [A] (TOYOTA AUTO BODY CO LTD)
 [A] 1
 * abstract *;
 [JPH07266873](#) A 19951017
 [A] (NISSAN MOTOR)
 [A] 1
 * abstract *;
 [JP2006232222](#) A 20060907
 [A] (TOYOTA MOTOR CORP)
 [A] 1
 * abstract *
 CCI - [B60J1/008](#) ; [B60J1/17](#)
 PA - PEUGEOT CITROEN AUTOMOBILES
 SA [FR]; FINOT EMMANUEL [FR]
 TI - VEHICLE WINDOW, GLAZING
 ASSEMBLY COMPRISING SUCH A
 WINDOW AND VEHICLE
 COMPRISING SUCH A GLAZING
 ASSEMBLY
 AB - This window (10) can move
 between a closed position and
 an open position (2). The window
 (10) comprises a curved
 end **edge** (14) designed to
 collaborate, in the closed
 position, with a **groove** of the
 slider (5) in order to completely
 blank off the opening (2). The
 terminal **edge** (14) has, in side
 view, docking segments (14.1,
 14.2) intended to dock with
 the **groove** and at least one
 intermediate segment (14.3)
 extending between docking
 segments (14.1, 14.2). The or
 each intermediate segment (14.3)
 forms a recess with respect to
 the docking segments (14.1, 14.2).



PN - [US2005166460](#) A1 20050804

PNFP - US7392618 B2 20080701

PR - JP20040028511 20040204

AP - US20050048982 20050202

DT - **

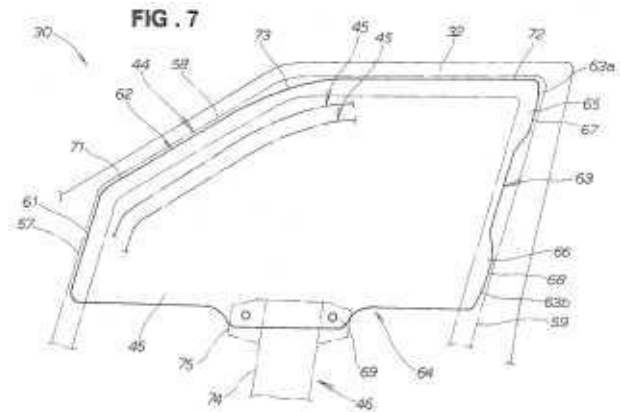
CT - || STSE (B2)
[US2025272](#) A 19351224 [
] (CROWELL WILLIAM D)
[US5050348](#) A 19910924 [
] (KANE EDMUND J [US], et al)
[US5086589](#) A 19920211 [
] (DIBENEDETTO GIUSEPPE [IT])
[US5243785](#) A 19930914 [
] (NIEBOER KEITH A [US], et al)
[US6018913](#) A 20000201 [] (LIN
 JIH-CHENG [US])
[US6502365](#) B1 20030107 [
] (LEGRAND DENIS [FR], et al)
 - || R141 (A1)
[US6502365](#) B1 [];
[US5086589](#) A [];
[US6018913](#) A [];
[US5050348](#) A [];
[US5243785](#) A [];
[US2025272](#) A []

CCI - [B60J1/008](#) ; [B60J1/17](#)

PA - (A1 B2)
 HONDA MOTOR CO LTD [JP]

TI - (A1)
 Door for vehicle
 - (B2)
 Door for vehicle having a door
 glass with projecting portions

AB - (A1)
 A door for a vehicle is provided
 which includes a run channel
 and a door glass slidable up and
 down along the run channel. A
 rear **edge** of the door glass in
 sliding contact with a rear
 channel of the run channel has
 respective projecting portions at
 upper and lower end portions
 thereof. The projecting portions
 project more than a middle
 portion of the rear **edge**
 positioned centrally in an up-



and-down direction of the rear **edge**. The rear **edge** is deeply received in a **groove** formed in the rear channel not throughout the length thereof but at the projecting portions so as to reduce a slide resistance which the door glass undergoes when sliding relative to the run channel.

- (B2)

A door for a vehicle includes a run channel and a door glass slidable up and down along the run channel. A rear **edge** of the door glass, which is in sliding contact with a rear channel of the run channel, has respective projecting portions at upper and lower end portions thereof. The projecting portions project more than a middle portion of the rear **edge** positioned centrally in an up-and-down direction of the rear **edge**. The rear **edge** is deeply received in a **groove** formed in the rear channel not throughout the length thereof but at the projecting portions so as to reduce a slide resistance which the door glass undergoes when sliding relative to the run channel.

PN - [EP0709269](#) A1 19960501
 PNFP - EP0709269 B1 20000119
 PR - DE19944438266
 19941026; DE1995119415
 19950526
 AP - EP19950116446 19951019
 DT - *; Rep
 CT - || STSE (A1)
[GB2093106](#) A 19820825
 [XA] (COMIND SPA AZIENDA AGES)
 [X] 1
 * page 1, line 129 - page 2,
 line 83; figures 2-8 *
 [A] 4;
[US2532130](#) A 19501128
 [XA] (TURNER CHARLES H)
 [X] 1
 * the whole document *
 [A] 4;
[US2356878](#) A 19440829
 [A] (PAINTER FRANK F)
 [A] 1
 * the whole document *;
[DE899152](#) C 19531207 [A] (SVEN
 AXEL ERIKSSON DIPL ING)
 [A] 1
 * the whole document *
 CCI - [B61D25/00](#) ; [B60J1/001](#) ;
[B60J1/008](#) ; [B60J1/10](#) ;
[B60J10/30](#) ; [B60J10/365](#) ;
[B60J10/70](#)
 PA - (A1)
 DEUTSCHE WAGGONBAU AG [DE];
 HUEBNER GUMMI & KUNSTSTOFF
 [DE]
 - (B1)
 DWA DEUTSCHE WAGGONBAU
 GMBH [DE]; HUEBNER GUMMI &
 KUNSTSTOFF [DE]
 TI - (A1 B1)
 Floating support of a window for
 vehicles, especially for railway
 vehicles used for regional traffic
 AB - (A1)
 The window holder is esp. for
 rail vehicles used for local
 traffic. The window has a single

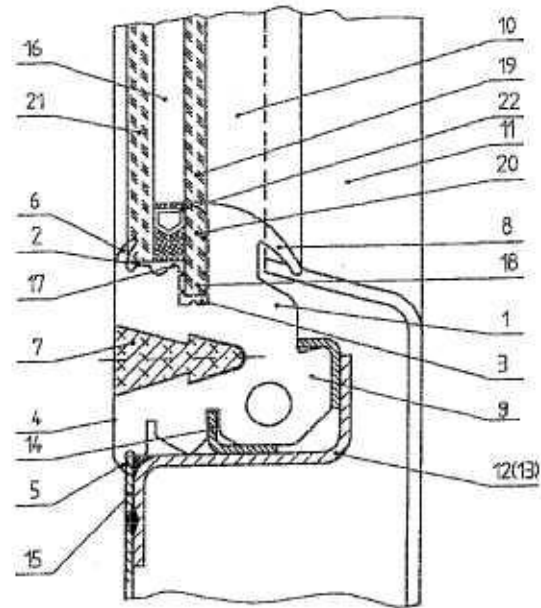


Fig. 1

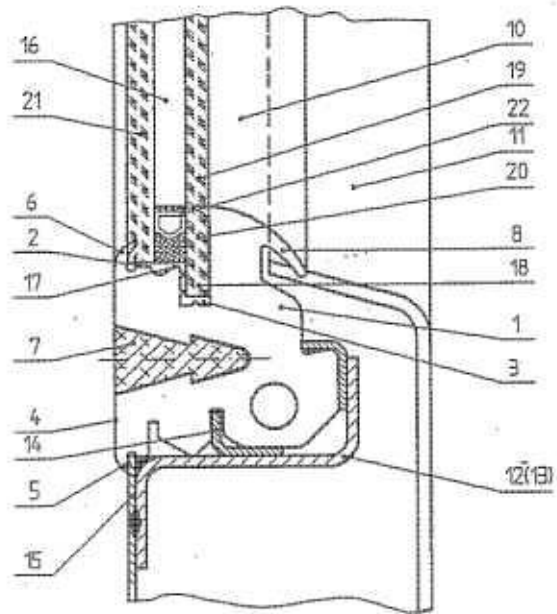
or double pane and is held by a peripheral elastic profiled component (1) secured in the window opening by a vertical rib. It contains a U-section **groove** (2) accommodating the pane (16). On the inside, the component has a sealing lip (8) between the inner pane (19) and the window socket (11) and on the outside a wedge-shaped filler piece (7) between the pane **edge** and the rib (14). The outside surface (4) of the component is nearly flush with the external sheet metal of the bodywork, its edges forming sealing lips (5, 6). One lip (6) forms the outside of the **groove** (2) which contains a further clamping **groove** (3) for a collar (18) on the pane **edge**, absorbing pressure on the pane. Where double glazing is used, the collar can be formed by the protruding **edge** of the larger inner pane.

9/11 © EPODOC / EPO

- PN - [DE19519415](#) A1 19961128
- PR - DE19944438266 19941026
- AP - DE1995119415 19950526
- DT - *; Rep
- CCI - [B61D25/00](#) ; [B60J1/001](#) ; [B60J1/008](#) ; [B60J1/10](#) ; [B60J10/30](#) ; [B60J10/365](#) ; [B60J10/70](#)
- PA - DEUTSCHE WAGGONBAU AG [DE]; HUEBNER GUMMI & KUNSTSTOFF [DE]
- TI - Floating holder for vehicle window
- AB - The window holder is esp. for rail vehicles used for local traffic. The window has a single or double pane and is held by a peripheral elastic profiled component (1) secured in the window opening by a vertical rib. It contains a U-section **groove** (2) accommodating the pane (16). On the inside, the component has a sealing lip (8) between the inner pane (19) and the window socket (11) and on the outside a wedge-shaped filler piece (7) between the pane **edge** and the rib (14).The outside surface (4) of the component is nearly flush with the external sheet metal of the bodywork, its edges forming sealing lips (5, 6). One lip (6) forms the outside of the **groove** (2) which contains a further clamping **groove** (3) for a collar (18) on the pane **edge**, absorbing pressure on the pane. Where double glazing is used, the collar can be formed by the protruding **edge** of the larger inner pane

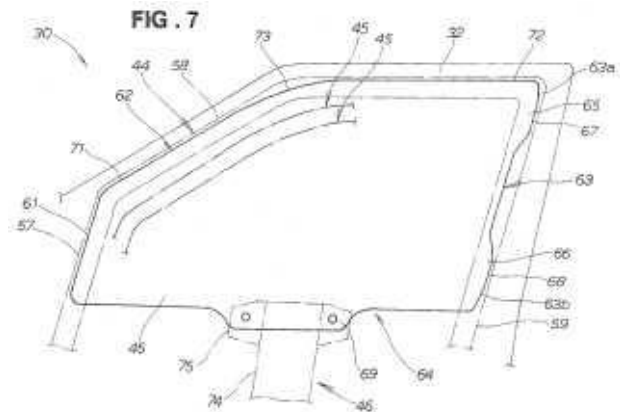
10/11 © EPODOC / EPO

- PN - [DE4438266](#) A1 19960509
- PNFP - DE4438266 C2 19990225
- PR - DE19944438266
19941026; DE1995119415
19950526
- AP - DE19944438266 19941026
- DT - **
- CT - || STSE (A1)
[DE3301757](#) C2 19850221 []
[DE3726924](#) A1 19880303 []
(WOELKER HUBERT [DE])
[DE3313824](#) A1 19831027 []
(DOCHNAHL JOHANN [DE])
[DE7005883U](#) U 19700604 []
[DE69200682T](#) T2 19950406 []
(ULMANN JEAN-PIERRE [FR])
- || STSE (C2)
[DE3301757](#) C2 19850221 []
[DE3726924](#) A1 19880303 []
(WOELKER HUBERT [DE])
[DE3313824](#) A1 19831027 []
(DOCHNAHL JOHANN [DE])
[DE8116661U](#) U1 19811015 []
[DE7005883U](#) U 19700604 []
[DE69200682T](#) T2 19950406 []
(ULMANN JEAN-PIERRE [FR])
[DD101622](#) A1 19731112 []
- CCI - [B61D25/00](#) ; [B60J1/001](#) ;
[B60J1/008](#) ; [B60J1/10](#) ;
[B60J10/30](#) ; [B60J10/365](#) ;
[B60J10/70](#)
- PA - (A1 C2)
DEUTSCHE WAGGONBAU AG [DE];
HUEBNER GUMMI & KUNSTSTOFF
[DE]
- TI - (A1)
Floating holder for vehicle
window
- AB - (A1)
The window holder is esp. for
rail vehicles used for local
traffic. The window has a single
or double pane and is held by a
peripheral elastic profiled
component (1) secured in the



window opening by a vertical rib. It contains a U-section **groove** (2) accommodating the pane (16). On the inside, the component has a sealing lip (8) between the inner pane (19) and the window socket (11) and on the outside a wedge-shaped filler piece (7) between the pane **edge** and the rib (14). The outside surface (4) of the component is nearly flush with the external sheet metal of the bodywork, its edges forming sealing lips (5, 6). One lip (6) forms the outside of the **groove** (2) which contains a further clamping **groove** (3) for a collar (18) on the pane **edge**, absorbing pressure on the pane. Where double glazing is used, the collar can be formed by the protruding **edge** of the larger inner pane.

- 11/11** © EPODOC / EPO
- PN - [EP1561619](#) A2 20050810
- PNFP - EP1561619 A3 20050817
- EP1561619 B1 20090401
- PR - JP20040028511 20040204
- AP - EP20050002276 20050203
- DT - *; Rep
- CT - || STSE (A3)
[US6502365](#) B1 20030107
[X] (LEGRAND DENIS [FR], et al)
[X] 1-4
* column 5, line 39 - column 6, line 36; figures 7,9,11 *;
[FR2339048](#) A1 19770819
[X] (RENAULT [FR])
[X] 1,4
* figure 3 *;
[GB438766](#) A 19351122
[X] (AUTOMOBILE VENTILATION INC)
[X] 5,6
* the whole document *;



[DE1210691](#) B 19660210

[A] (WILMOT BREEDEN LTD)

[A] 1,5

* figure - *;

[DE10030195](#) A1 20020103

[A] (BROSE FAHRZEUGTEILE [DE])

[A] 1,5

* figure - *;

[DE10302429](#) A1 20040805

[PA] (SAI AUTOMOTIVE SAL
GMBH [DE])

[PA] 1,5

* paragraphs [0010] , [0021] -
[0025]; figure - *

- CCI - [B60J1/008](#) ; [B60J1/17](#)
- PA - (A2 A3 B1)
HONDA MOTOR CO LTD [JP]
- TI - (A2 A3 B1)
Vehicle door with slidable
window glass
- AB - (A2)
A door (30) for a vehicle (10) is
provided which includes a run
channel (44) and a door glass
(45) slidable up and down along
the run channel. A rear **edge** (63)
of the door glass in sliding
contact with a rear channel (59)
of the run channel has respective
projecting portions (65,66) at
upper and lower end portions
thereof. The projecting portions
project more than a middle
portion of the rear **edge**
positioned centrally in an up-
and-down direction of the
rear **edge**. The rear **edge** is
deeply received in a **groove**
formed in the rear channel not
throughout the length thereof but
at the projecting portions so as
to reduce a slide resistance
which the door glass undergoes
when sliding relative to the run
channel. The upper **edge** (62) of
the door glass is formed such
that, when the upper **edge** abuts
on an upper channel (58) of the

run channel, an upper front end (71) and an upper rear end (72) of the upper **edge** abut on the upper channel prior to an upper middle portion (73) of the upper **edge**.<IMAGE>

[SS 10] ..v

[EPODOC: SS 10]