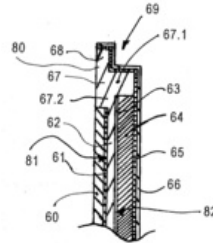
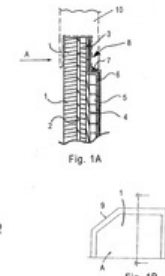
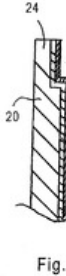
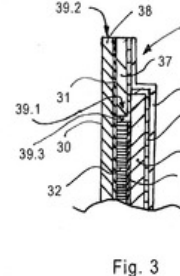
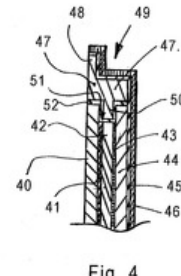
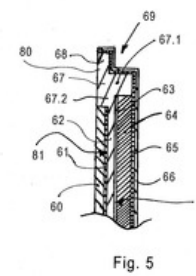
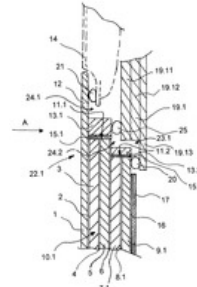
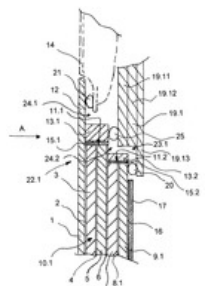
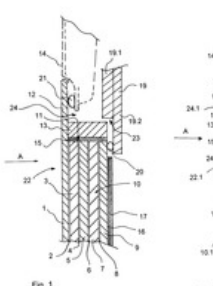
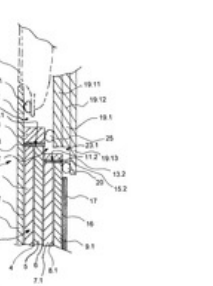
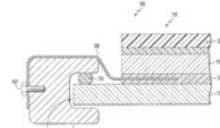
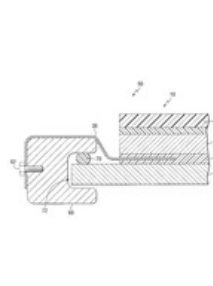
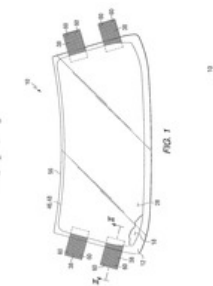
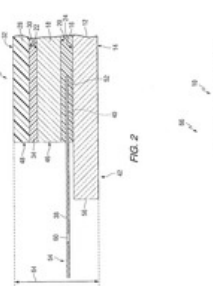
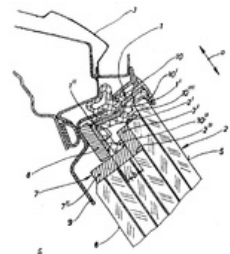
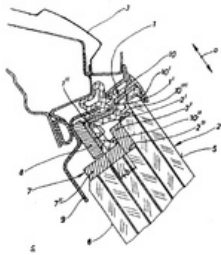


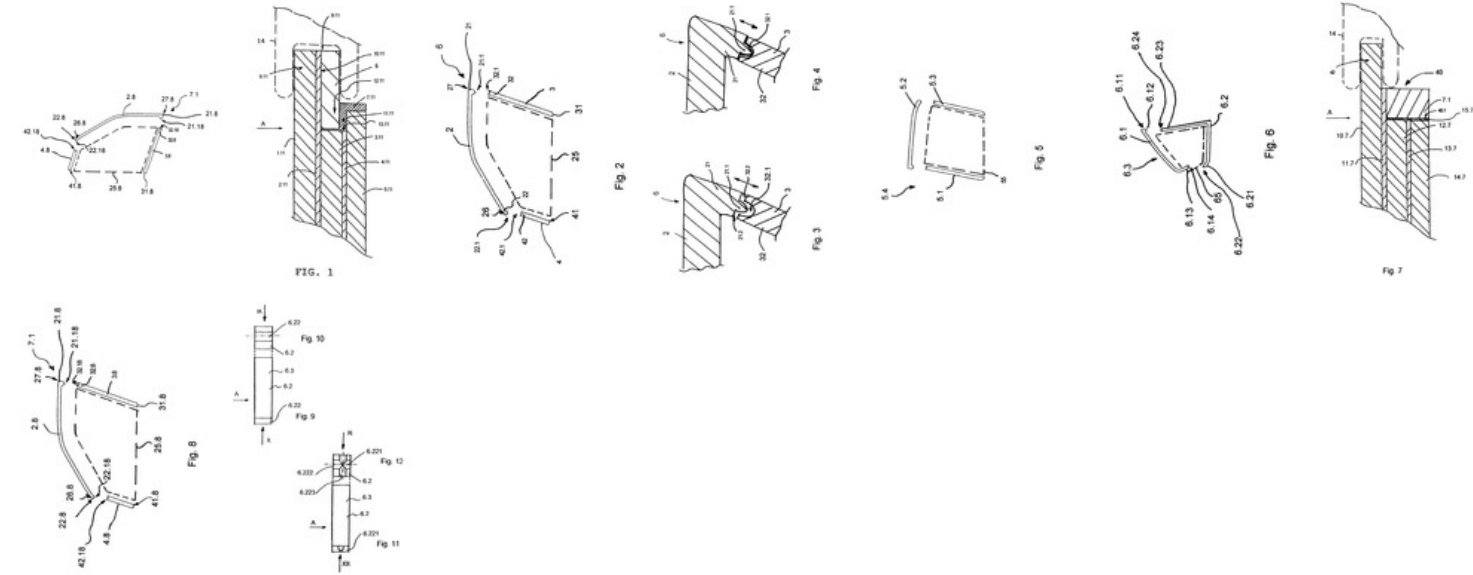
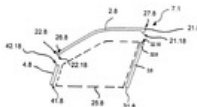
257 results for ((glass and armoured and window and rectangular and edge and groove)/TI/AB/IW/TX OR ((F41H5/04)/IPC OR (B60J-001/008)/CPC) - Collection: FAMPAT

#	Title	Publication number	1st App. date	Applicant/Assignee	1st Publ. date	Publ. date
1.	Armoured glass	DE202007001565	2007-02-02	ISOCLIMA*	2007-04-05	2007-04-05
Armoured glass, especially for the side windows of vehicles, comprises at least one optically transparent sintered ceramic material (3). The ceramic material is aluminium oxynitride. The second layer consists of polyurethane, polyvinylbutyral, ethylenevinyl acetate, polyester, polyethylene or an acryl plastic.						
						
						
						
						
						
						
2.	Bullet-proof glass pane and associated bullet-resistant device	DE202011001371	2011-01-12	ISOCLIMA*	2011-05-19	2011-05-19
The invention relates to a bullet-proof glass pane (22), in particular for use in a motor vehicle, having a ballistic block (10), which comprises a plurality of panes made of glass (1, 3, 5, 7, 9), ceramic material or plastic material, which are joined in a planar manner in layers with one another in a laminate, and interposed laminate layers (2, 4, 6) made of plastic material, wherein at least one bullet-resistant strip (13) is provided, which in particular has an essentially rectangular cross-section and covers the edges of the ballistic block (10) of the bullet-proof glass pane (22).						
						
						
						
						
3.	Ballistic transparency	WO2009139944	2009-02-24	PPG INDUSTRIES*	2009-11-19	2009-11-19
A ballistic transparency (10) includes a first ply (12) having a peripheral edge (42); a second ply (18) spaced from the first ply (12) and having a peripheral edge (46); a polymeric layer (24) located between the first ply (12) and the second ply (18); and at least one flexible mounting member (38) having a first end (52) extending within the polymeric layer (24) and a second end (54) extending beyond the peripheral edges (46,42) of the first and second plies (12,18).						
						
						
						
						

The assembly for an armoured glass pane, in a vehicle, has a second edge step (2'') at the edge step at the steel unit (8) towards the armoured component (7).



The pane has panels connected with each other into a layered assembly and a set of composite layers made of glass, ceramics or plastics e.g. polyurethane or polyvinyl butyral. A reinforcement edge (6) extends at a periphery of the pane and has reinforcement elements (2-4) detachably engaged to each other at its adjacent ends (21, 22, 32, 42) in a circumferential direction of the pane. The ends of the reinforcement elements are engaged into each other such that the ends are movable relative to each other and overlapped.



6.

Pane for car side **window** has tapering, curved shape, angle of taper lying in plane between normal to pane and direction of vision of passenger

DE10112935

2001-03-12

VOLKSWAGEN*

2002-10-10 2002-10-10

The pane (40) for a car side **window** has a tapering, curved shape. The angle of the taper lies in the plane between a normal (54) to the pane and the direction of vision (56) of a passenger. Independent claims are included for: (a) a method for reducing double reflection through a multi-layer **window** as described above; and (b) use of a bonding layer whose thickness varies in a pane as described above.

$$\Delta n = 2 \cdot \frac{d}{r} \left(\tan \varphi - \frac{\sin \varphi}{\sqrt{1 - \sin^2 \varphi}} \right) - \frac{3.84 \cdot \sin \varphi}{\sqrt{1 - \sin^2 \varphi}} + 2 \cdot \frac{d}{r} \cdot A(\varphi)$$
$$\delta = \frac{\Delta n \cdot \sin \varphi}{(n-1) \cdot C(\varphi)} = \frac{12}{0.52 \cdot 9.61} = 2.4$$

FIG. 1

FIG. 2

FIG. 3

7.

Vehicle **window** with a plastic sheet provided with an integrated border section

EP0873895

1998-03-13

VOLKSWAGEN*

1998-10-28 1998-10-28

The **window** assembly is for use in a road vehicle. The transparent **window** pane (1) may be made of plastics and is sealed to the bodywork flange enclosing the **window** opening, and its outer surface is flush with the surface of the bodywork. The web (5) of its U-shaped **edge** (2) forms the periphery of the plastics pane, and the inner flange (4) of the U-shape is offset inwards from the pane surface (3). There is an inward joggle at the **edge** of the bodywork with a flange (7) engaging the plastics pane. It touches a seal (6) which is inset into the U-shaped **edge** of the pane. There is a U-shaped clip (8) the outer **edge** (9) of which fits into the slot in the **edge** of the pane, while the inner **edge** (10) engages behind the flange on the body.

FIG. 1

FIG. 2

FIG. 3

8.

Flush **glass** windshield reveal molding

GB9004088

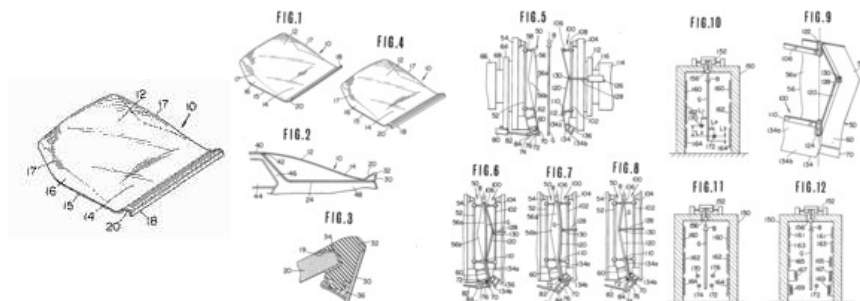
1989-03-03

STANDARD PRODUCTS*

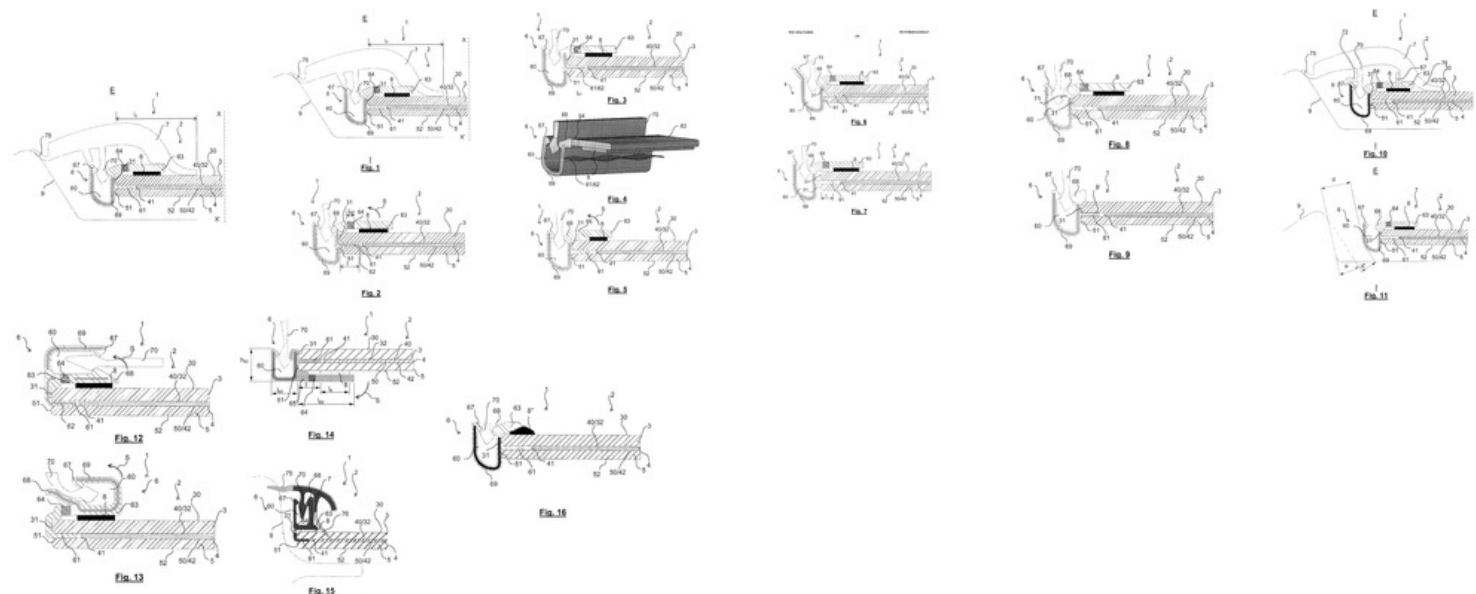
1990-04-18 1990-04-18

A **glass** reveal molding has a U-shaped clamping portion and an umbrella-shaped crown portion. The clamping portion is positioned on a bevel **edge** of a **glass** **window** or the like to provide a flush appearance with the **glass** **window** or the like.

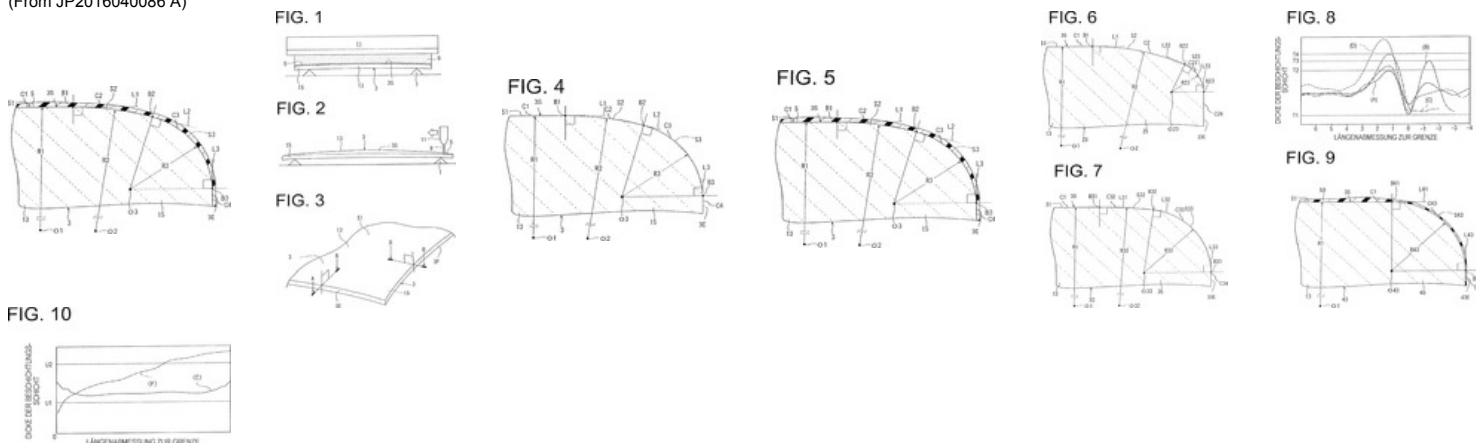
3/9



2016-08-11 2016-08-11



2016-02-18 2016-02-18



12. Automobile plastic glazing has vibroacoustic property of damping

FR3017824

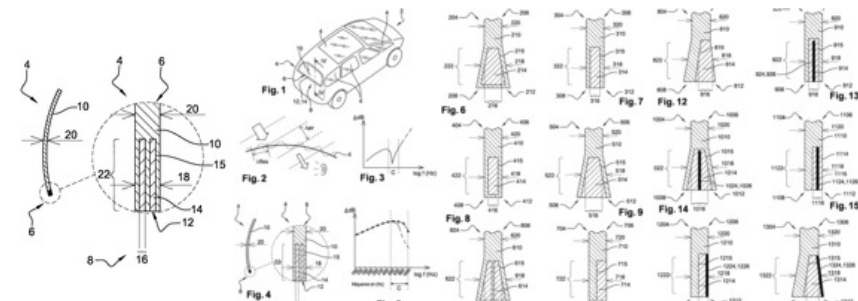
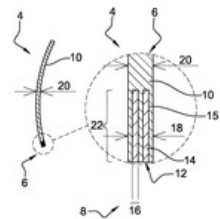
2014-02-21

PEUGEOT CITROEN AUTOMOBILES*

2015-08-28

2015-08-28

The invention relates to a glazing (4) out of organic principal material (10) of motor vehicle including in its thickness (18) at least a layer (12) of damping material (14) ready to reduce the amplitude of the waves of inflection in the glazing (4) so as to reduce the fall of the acoustic losses of the glazing (4) on a beach of audio frequencies, in particular the beach of 5kHz with 10kHz. The invention also relates to a process of setting with form of such a glazing (4) like to a motor vehicle including such a glazing (4).



13. Plastic automobile glazing with acoustic properties

WO2015128554

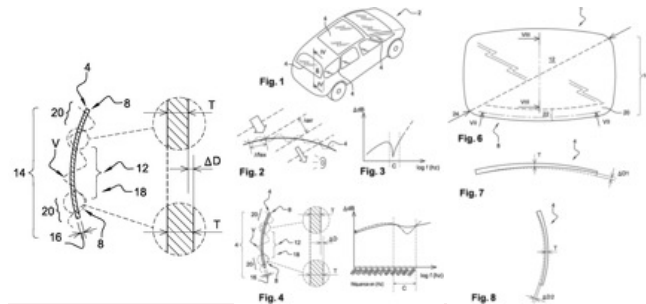
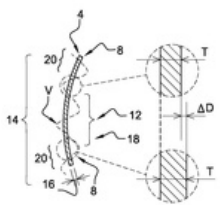
2014-02-28

PEUGEOT CITROEN AUTOMOBILES*

2015-09-03

2015-09-03

The invention relates to plastic glazing (4) intended to be mounted resting on its periphery (20), notably on automotive vehicle bodywork, said glazing (4) comprising at least one portion (8) of variable thickness T, said portion (8) being intended to alter the speed at which vibration waves propagate through the glazing (4) so as to reduce the sound transmission of said glazing (4). The invention also relates to a method for shaping such glazing (4) by injection moulding. The invention also relates to tooling for such a method, said tooling comprising a mould of a convex shape so as to shape the internal face (18) of the glazing, said face (18) being intended to face toward the inside of a motor vehicle. The invention also relates to a vehicle comprising such glazing.



14. Glazing for motor vehicle

FR3014760

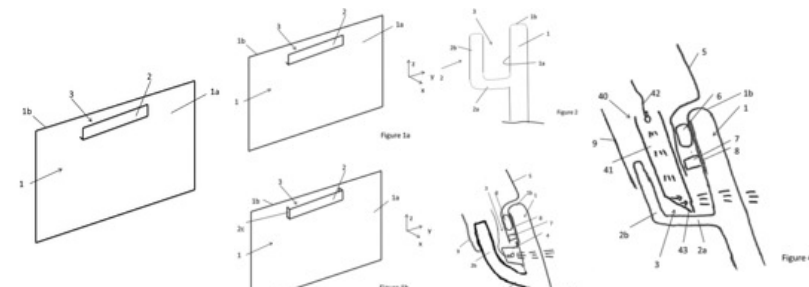
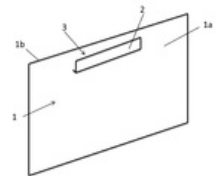
2013-12-13

PEUGEOT CITROEN AUTOMOBILES*

2015-06-19

2015-06-19

The invention relates to a glazing for motor vehicle. The invention consists characterized of what one (1a) of the faces of the glazing (1) presents at least a wall of protection (2) spared projecting of the aforesaid face (1a) and defining with this one at least a housing (3) in which can be placed a device of lighting and/or street signs.



15.

A vehicle window assembly and method for mounting a vehicle window assembly

EP2860820

2013-10-10

VOLVO CAR*

2015-04-15 2015-04-15

The present invention relates to a vehicle **window** assembly (10) adapted to be mounted vertically above a header beam (50), having a flange portion (37) that extends in a direction towards the center of a vehicle (12) until it transits into a depressed portion (44). The assembly (10) comprises a communication module (34) adapted to receive and/or send information signals, a main **window** area (30), and an extended **window** area (32). Specifically, the extended **window** area (32) is formed as a partial extension of the main **window** area (30) in a direction away from an upper main **window** area border (19).

16.

Dam structure

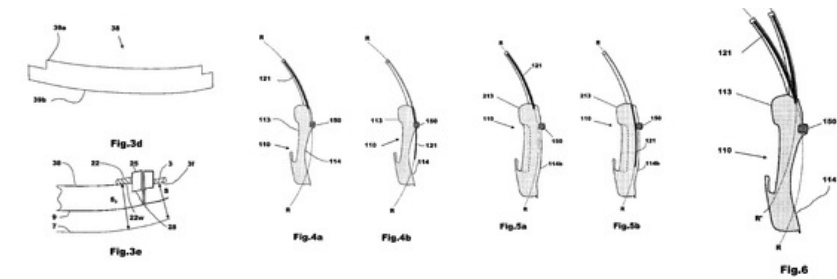
DE102014203957

2013-03-06

TOYOTA INDUSTRIES*

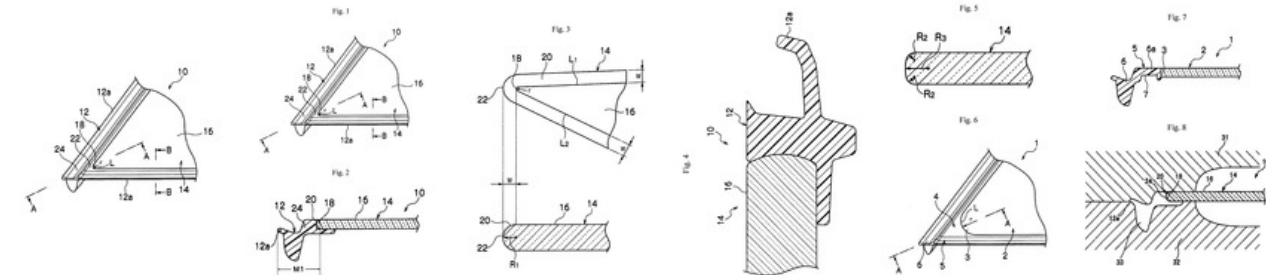
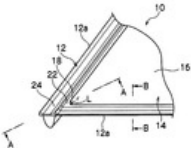
2014-09-11 2014-09-11

PROBLEM TO BE SOLVED: To omit masking related to a spoiler.SOLUTION: Provided is a spoiler upper member 43 which forms the upper side of a spoiler 24 installed at the upper part of a vehicular rear **window** 20 and is arranged above the rear **window** 20. A spoiler lower part 54 forming the lower side of the spoiler 24 is formed integrally with the rear **window** 20. The outer surface of the spoiler upper member 43 is of a same color or a similar color as the coating color of a vehicular body 12. The rear **window** 20 has transparency and a masking layer 56 of a black color having masking performance is formed at the peripheral end part including the spoiler lower part 54 of the rear **window** 20. (From JP2014172426 A)



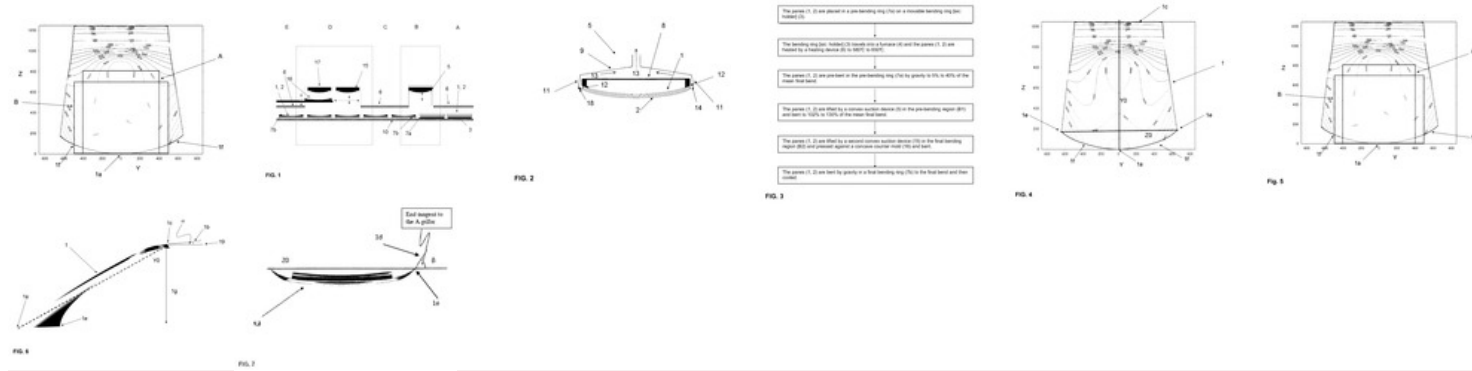
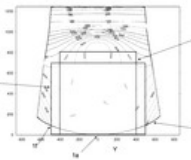
18. Framed window pane and method for manufacturing framed window pane WO2012141262 2012-04-12 ASAHI GLASS* 2012-10-18 2012-10-18

The present invention relates to a sheet material for a window with a frame member in which a resin frame member is molded integrally on at least one of an indoor side surface and a peripheral surface of the sheet material for a window at a circumferential edge portion thereof, in which the sheet material for a window includes a chamfered surface on the circumferential edge portion, and in a plan view of the sheet material for a window, a chamfered width w of the chamfered surface and a curvature radius r of a corner portion of a non-chamfered area satisfy $w\% \neq r$ and $r < 3$ mm.

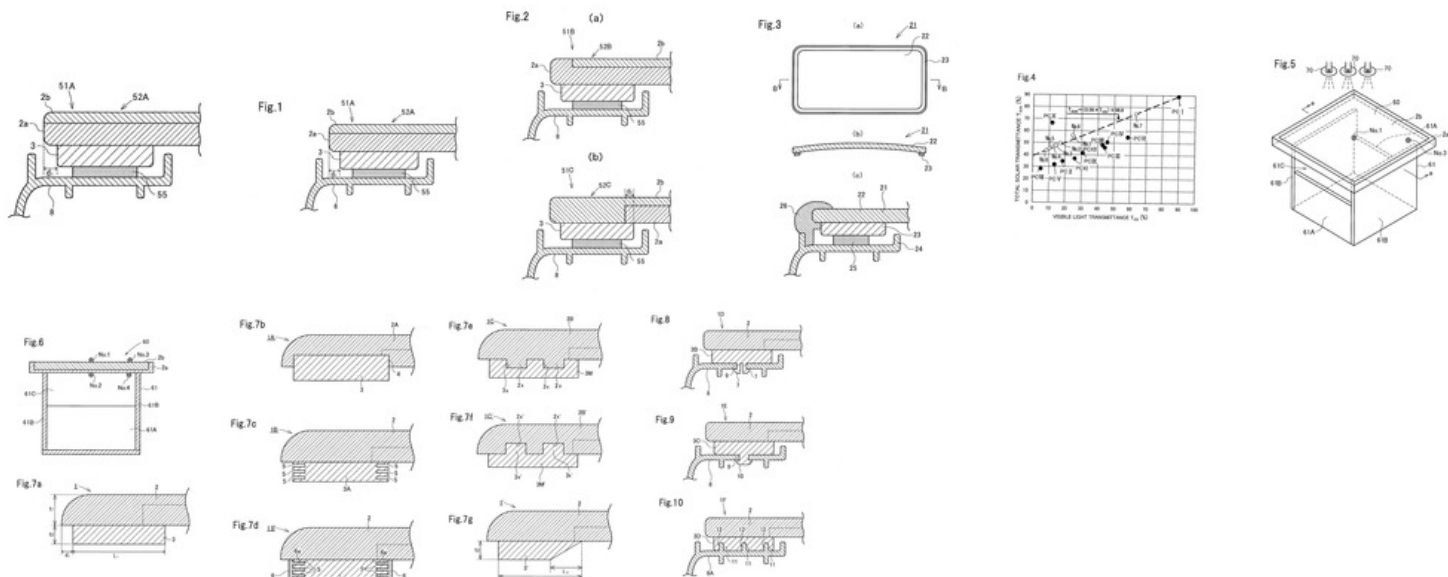


19. Bent windowpane WO2012080194 2011-12-12 SAINT GOBAIN GLASS* 2012-06-21 2012-06-21

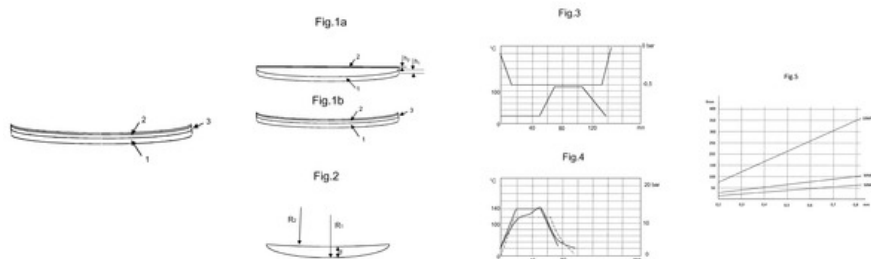
The invention relates to vehicle glazing, comprising at least one windowpane (1), which has a windowpane height from 900 mm to 1650 mm, an top upper edge (1c), an A-pillar edge (1e), a body edge (1f), and two rectangular surfaces A and B, wherein the surface A has an extent of 800 mm * 800 mm and the surface B has an extent of 1000 mm * 700 mm and surface A and surface B are centrally bounded by the lowest contact point (1a) of the windowpane (1) with the body edge (1f) horizontally with respect to the ground, and the lowest contact point (1a) and the point of the top upper edge (1c) at the shortest distance from the contact point (1a) form a Y0 axis and the points at the furthest distance with respect to the width of the windowpane (1) form a Z0 axis, wherein the windowpane (1) has a. vertical radii of curvature from 18 m to 2 m and horizontal radii of curvature from 10 m to 1.5 in the region of the surface A, b. vertical radii of curvature in the range from 18 m to 3 m and horizontal radii of curvature from 10 m to 0.8 m in the region of the surface B, c. the curvature of the windowpane (1) along Y0 at the boundary with the top upper edge (1c) corresponds to a first tangent (1b), wherein the first tangent forms an angle α (alpha) from -10° to 15° from the top surface (19), the curvature of the windowpane (1) at the boundary of the windowpane (1) with the A-pillar (1e) corresponds to a second tangent (1d), wherein the second tangent forms an angle β (beta) from 28° to 70° from Z0.



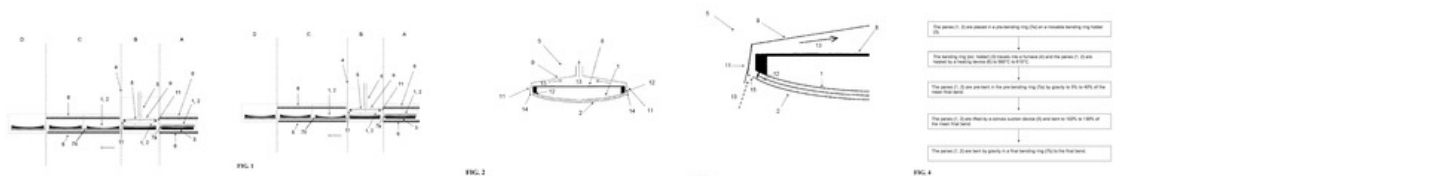
The present invention provides a panel having a light-absorbing heat-storing panel body in which the problem of heat storage with light absorption by the panel body is reduced. A panel 51A includes a panel body 52A made of a thermoplastic resin and having light transmissivity and the light-absorbing heat-storing property of absorbing light, converting the light to heat, and storing the heat therein. The panel body 52A has a laminated structure including a light-transmissive first layer 2a and a light-transmissive second layer 2b laminated on the first layer 2a and having the higher light-absorbing heat-storing property than the first layer 2a. The light-absorbing heat-storing panel body 52A has a laminated structure including at least two layers of the layer 2b that contributes to IR absorption and the layer 2a that serves as a heat-insulating layer so that radiation of the heat stored due to IR absorption by the layer 2b contributing to IR absorption can be shielded by the heat-insulating layer 2a, and thus a temperature rise due to radiant heat from the panel body 52A can be prevented.

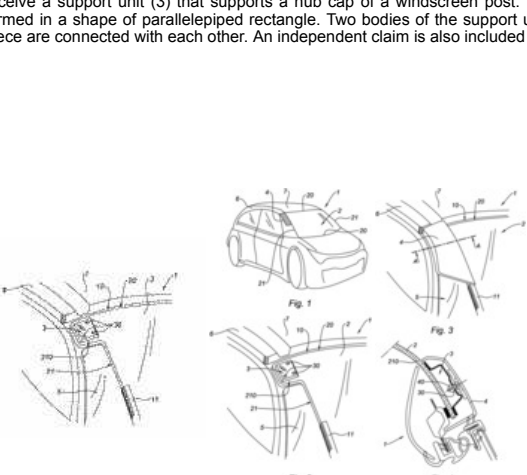
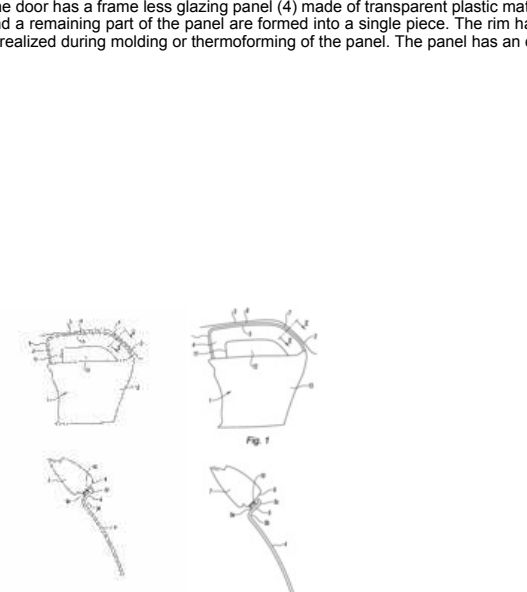


The invention relates to a laminated **glass** panel for an automobile, having a curved shape resulting from the assembly of a first **glass** sheet, which is curved before said assembly, with an intermediate thermoplastic sheet and a second **glass** sheet, the thickness of which does not exceed one third of that of the first sheet, the second **glass** sheet not being curved, or having a curvature that is substantially smaller than that of the first sheet before the assembly thereof with the latter and the intermediate thermoplastic sheet.



Method for bending a sheet, wherein a) at least one sheet (1, 2) is inserted into a pre-bending ring (7a) with a movable bending ring holder (3), the sheet (1, 2) is heated at least to approximately softening temperature, and the sheet (1, 2) is pre-bent in the pre-bending ring (7a) to 5% to 50% of the final **edge** bending, b) the pre-bent sheet (1, 2) is lifted out of the pre-bending ring (7a) by means of a suction device (5) and is bent further, beyond the bending obtained in the pre-bending ring (7a), wherein, during the bending, on a curved contact surface (12) of a counter structure (8) of the suction device (5), there is a minimum distance (15) of 3 mm to 50 mm between the sheet (1) and an air blower (11) of a covering (9) of the suction device (5) that surrounds the counter structure (8), c) the sheet (1) is laid down by means of the suction device (5) in a final-bending ring (7b) on the movable bending ring holder (3) and the sheet (1, 2) is bent to the final bending, and d) the sheet (1, 2) is cooled down in the final-bending ring (7b) and the sheet (1) is bent by means of the suction device (5) to 100% to 130% of the overall final **edge** bending.



23.	Right-angled parallelepipedic windscreen for vehicle e.g. motor vehicle such as car, has longitudinal edges connected together by transversal edges, where each transverse edge includes projecting portion to receive support unit The windscreen (2) has two longitudinal edges (20) connected together by two transversal edges (21), where each transverse edge includes a projecting portion (210) to receive a support unit (3) that supports a hub cap of a windscreen post. The projecting portions extend along direction parallel to the same longitudinal edges, and are formed in a shape of parallelepiped rectangle. Two bodies of the support unit are fixed on one projecting portion by joining. An upper cross-piece (10) and a lower cross-piece are connected with each other. An independent claim is also included for a front part of a vehicle.	FR2955292	2011-01-19	PEUGEOT CITROEN AUTOMOBILES*	2011-07-22	2011-07-22
						
24.	Door for motor vehicle, has glazing panel with rim comprising surface extended parallel to contour of door way when door is closed, where rim and remaining part of panel is formed into single piece The door has a frame less glazing panel (4) made of transparent plastic material, and a rim (5) continuously extended on lateral edges and an upper edge of the panel. The rim and a remaining part of the panel are formed into a single piece. The rim has a surface (5a) extended parallel to the contour of the door way, when the door is closed. The rim is realized during molding or thermoforming of the panel. The panel has an opening closed by a mobile element.	FR2947763	2009-07-10	PEUGEOT CITROEN AUTOMOBILES*	2011-01-14	2011-01-14
						
25.	Window pane with reduced double-image effect The invention relates to a sheet (1, 11, 12) of bent floated glass, the surface area of a main surface of which is higher than 1.5 m2 and the product of the two bending depths (F, DB) of which is higher than 3000 mm2, and such that the point (P) located on the normal to the surface and extending through the barycenter (B) thereof has a curvature radius lower than 3 m in any direction, the variation in the thickness thereof being lower than 10 µm over 500 mm in the longitudinal floating direction (L). Said sheet can be assembled in a vehicle windshield laminated glazing. Such a windshield has a very low ghost image level even when mounted relatively close to the horizontal on a vehicle.	WO2010136702	2009-05-27	SAINT GOBAIN GLASS*	2010-12-02	2010-12-02
