

43 results for ((laminat+ or glaz+) /TI/AB/IW/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (tongue or flap)/TI/AB/IW/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (resin)/TI/AB/IW/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (windshield or windscreen)/TI/AB/IW/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (glass)/TI/AB/IW/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (method or process)/TI/AB/IW/OBJ/ADB/ICLM AND (insert)/TI/AB/IW/OBJ/ADB/ICLM) - Collection: FAMPAT

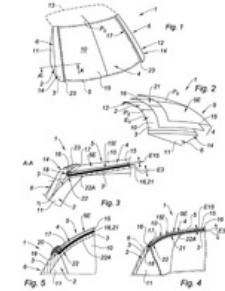
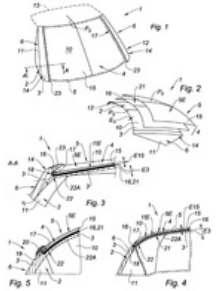
#	Title	Publication number	1st app. date	Applicant/Assignee	1st publ. date	Publ. date
1.	Multilayer structure polymer and resin composition together with acrylic resin film material, acrylic resin laminate film, photocurable acrylic resin film or sheet, laminate film or sheet and laminate mol...	WO2004063238	2003-12-26	MITSUBISHI CHEMICAL* MITSUBISHI RAYON	2004-07-29	2004-07-29

An acrylic **resin** film material comprising at least a multilayer structure polymer with a particular structure prevent a molded item from being whitened during **insert**- or in-mold molding and meet the requirement for surface hardness, heat resistance, and transparency or matting performance for vehicle applications. It is also possible to use an acrylic **resin** film material exhibiting a difference of 30 % or less between haze values as determined in accordance with the testing **method** of JIS K7136 (haze measurement **method**) after and before a tensile test where a test piece with a width of 20 mm is pulled under the conditions of an initial inter-chuck distance of 25 mm, a rate of 50 mm/min and a temperature of 23 DEG.C until an end-point inter-chuck distance becomes 33 mm as well as having a pencil hardness of 2B or higher as determined in accordance with JIS K5400.



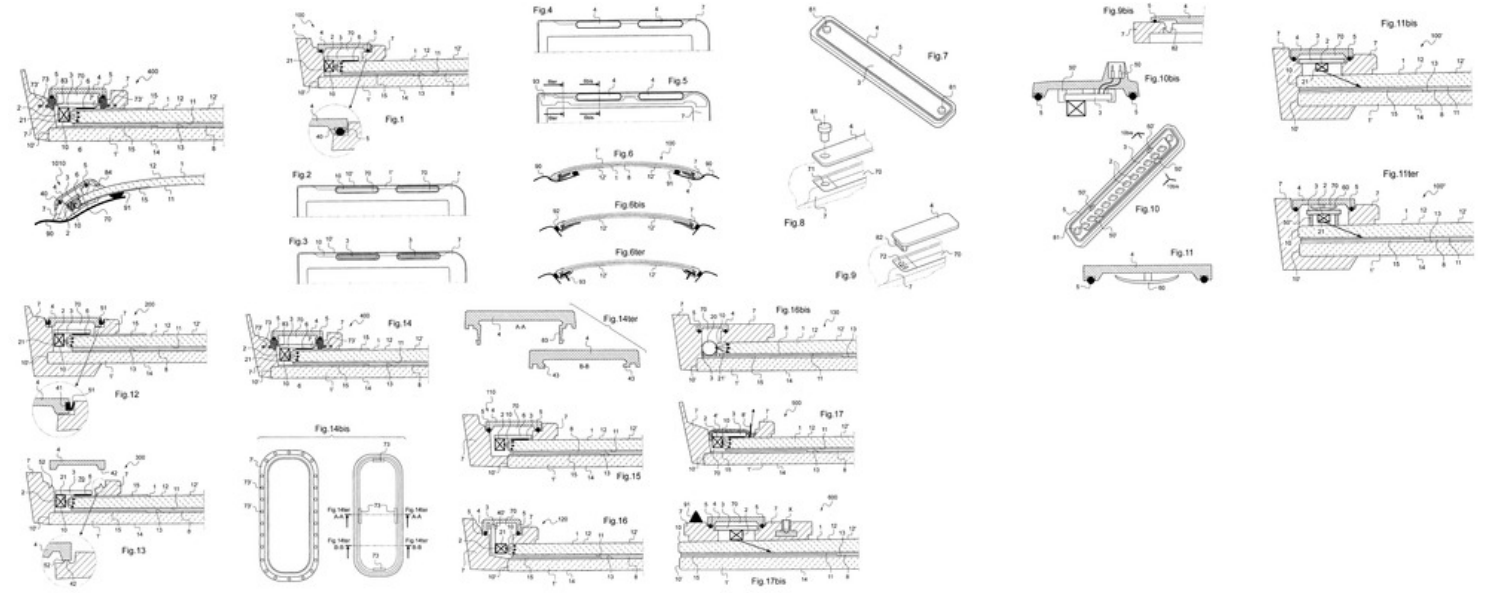
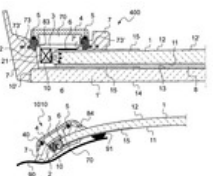
2.	Hybrid windshield for vehicle comprising a polycarbonate shell provided with a laminated glass insert	FR2990647	2012-05-21	PEUGEOT CITROEN AUTOMOBILES*	2013-11-22	2013-11-22
----	---	-----------	------------	------------------------------	------------	------------

The present invention relates to a lightweight **glazing** element (1) for a vehicle, of the **windshield** type, which on the one hand comprises an infrastructure component (2) made of a transparent polymer material of the polycarbonate type, which is designed to form a transparent wall (3) and on the other hand comprises at least one **insert** (4) made of **laminated glass** which is fixed to said infrastructure component in such a way as to be superimposed with the thickness (E3) of the transparent wall (3) over part of the surface area of said transparent wall so that the **glazing** element (1) has at least one first reinforced window (5) corresponding to that portion of the transparent wall that is covered by the **insert**, preferably situated along the frontal section (10) of the **windshield**, and at least one lightweight second window (6) corresponding to that portion of the transparent wall (3) that is not provided with **laminated glass**, preferably occupying one or more wrapped-around sections (11, 12) of the side window type.



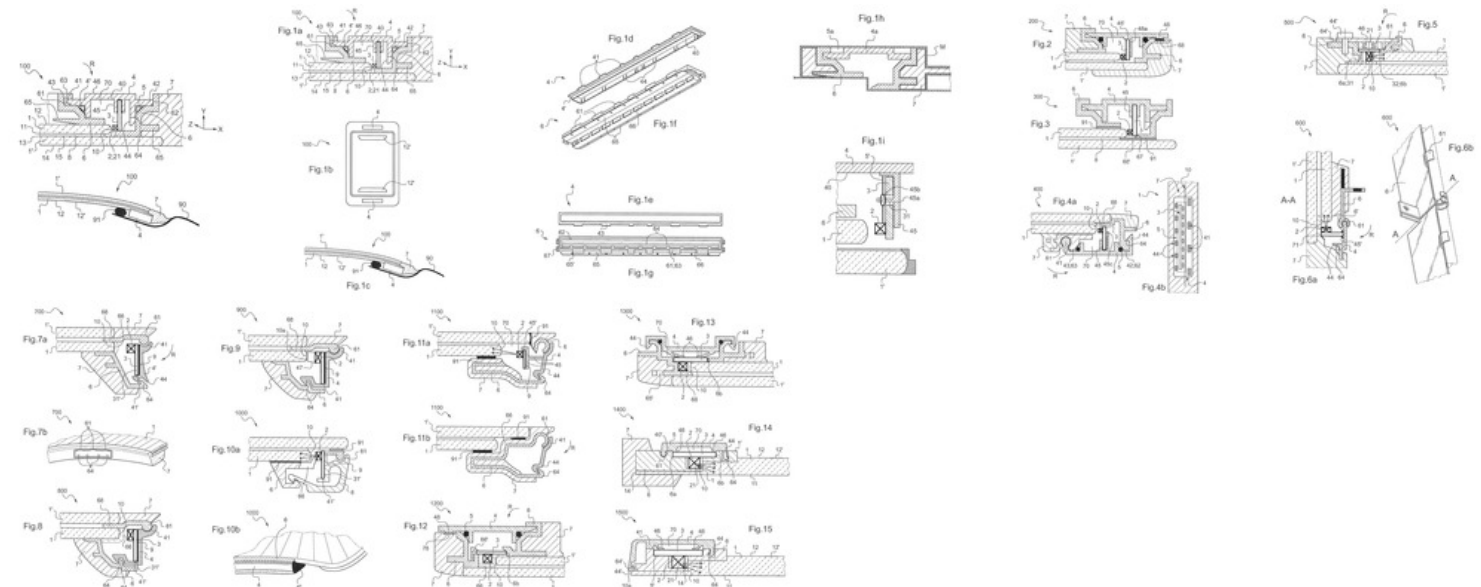
3.	Luminous vehicle glazing and manufacture thereof	FR2955539	2010-01-26	SAINT GOBAIN GLASS*	2011-07-29	2011-07-29
----	---	-----------	------------	---------------------	------------	------------

The present invention relates to luminous vehicle **glazing** comprising a first sheet (1) made of mineral or organic **glass** and having a first main face (11) and a second main face (12) and an edge (10), a peripheral light source (2) with an emitting face (21), facing what is called the injection edge (10) of the guided-light extraction means, an attached peripheral functional element (7), bonded to the first sheet, which is fluid-tight, of at least one cavity (70) for placing the source, an element (4) for covering both the cavity (70) and the source (2), which is fluid-tight, especially impermeable to liquid water or even water vapor, which is chosen from a cap (4) combined with an interfacial element (5) for the interfacial sealing with respect to the fluid(s), especially to liquid water or even water vapor, which is a sealing mastic (4') impermeable to the fluid(s), covering the source and sealing the added functional element (7). The invention also relates to the manufacture of this **glazing**.



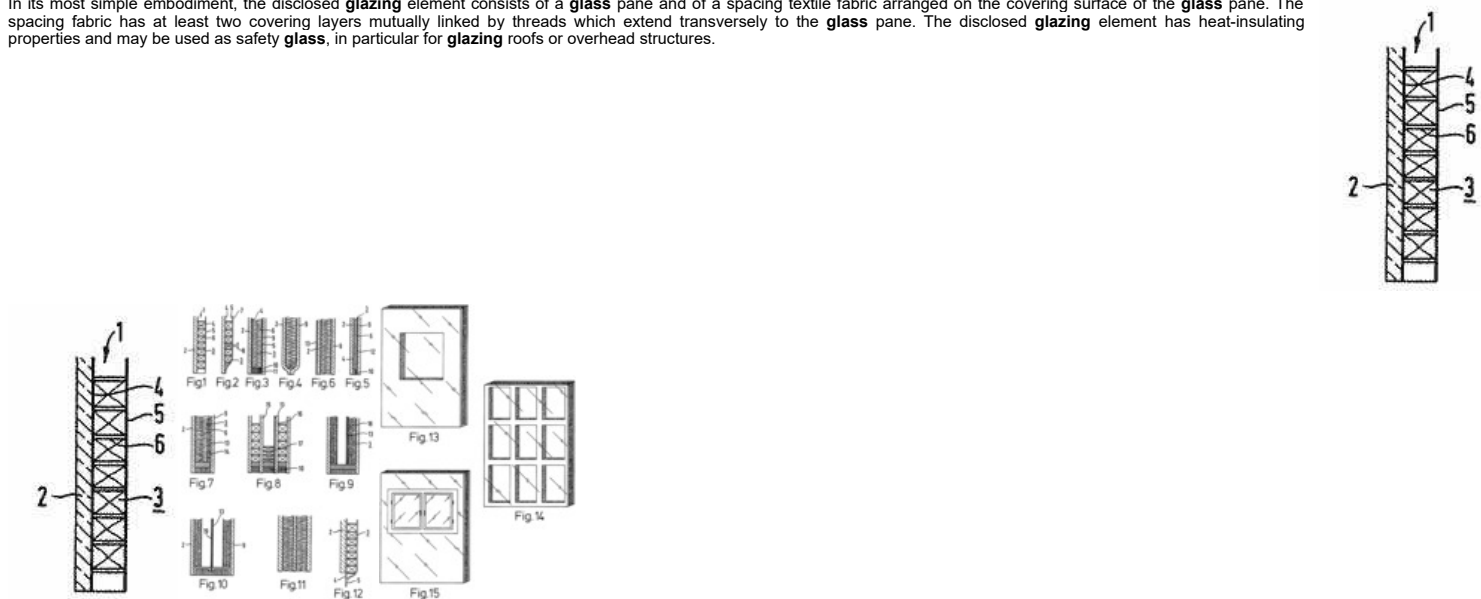
4. **Illuminated glass panel for a vehicle, and manufacture thereof** FR2978379 2011-07-29 SAINT GOBAIN GLASS*
SAINT GOBOURGRAS FRANCE 2013-02-01 2013-02-01

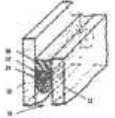
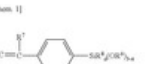
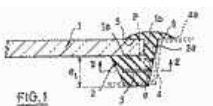
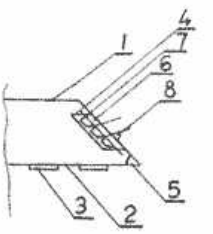
The present invention relates to an illuminated **glass** panel for a vehicle, comprising: a first sheet of inorganic or organic **glass**; a peripheral light source a supporting profile member, referred to as a source holder, the emitting area or surface of the source being opposite the so-called injection section of the first sheet, in order to propagate the injected light within the body of the first sheet, the first sheet then guiding the injected light; and a means for extracting the guided light in order to form at least one illuminated area, the source holder being in a recess surrounded by material and covered with a cover, the cover and the source holder being detachable from the **glass** panel. The invention also relates to the manufacture of said **glass** panel.



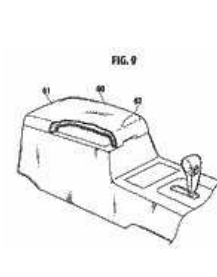
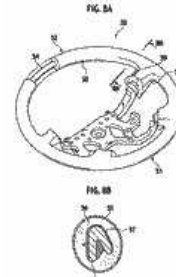
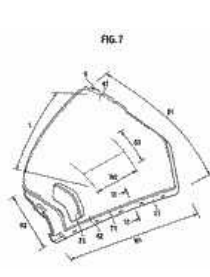
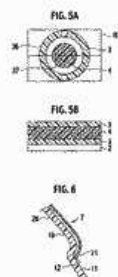
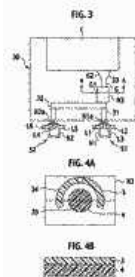
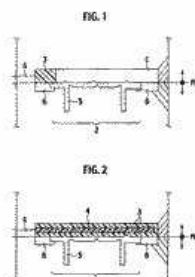
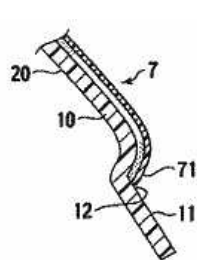
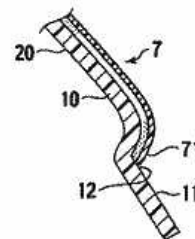
5. **Safety glass element with heat-insulating properties** CA2131694 1993-01-11 HEIN KUNAT
KUNERT
KUNERT HEINZ*
KUNERT KHAJNTS
HEINZ 1994-07-12 1994-07-12

In its most simple embodiment, the disclosed **glazing** element consists of a **glass** pane and of a spacing textile fabric arranged on the covering surface of the **glass** pane. The spacing fabric has at least two covering layers mutually linked by threads which extend transversely to the **glass** pane. The disclosed **glazing** element has heat-insulating properties and may be used as safety **glass**, in particular for **glazing** roofs or overhead structures.



6.	Multiple glazing for a vehicle and its method of manufacture	IT9067059	1990-01-26	AGC GLASS EUROPE*	1990-01-26	1990-01-26
1. Multiplex glazing panel (I) for vehicle windows comprises at least 2 panes of glass with each pair of panes sepd. by a sealing spacer which encloses the whole of the space between the panes. The spacer comprises a first element (22) in contact with the two adjacent panes and with the space between, which is made of flexible, elastic material and provides a moisture barrier for the space, and a second element (26) in contact with both panes, which consists at least partly of an adhesive material (II) with modulus of elasticity above 1.4 MPa. - 2. (I) is produced by placing (22) on one of the panes so as to form a continuous strip all round and near the edge, pressing the other pane on the strip until the required spacing is obt'd., then applying the adhesive (26) in contact with the two panes round at least part of the element (22) so as to form a strong adhesive bond. (From DE4002514 C2) 						
7.	Photocurable resin composition, multilayer sheet, molded multilayer article, and method for producing molded multilayer article	WO2014061402	2013-09-20	MITSUBISHI RAYON*	2014-04-24	2014-04-24
To provide: a multilayer sheet and the like, which can provide a molded multilayer article that has excellent appearance and the like, while exhibiting excellent wear resistance and the like; a molded multilayer article using the multilayer sheet and the like; and a method for producing a molded multilayer article. A photocurable resin composition for surface protective layers of multilayer sheets, which contains (A) a thermoplastic resin that has a radically polymerizable unsaturated group in a side chain, (B) a high molecular weight hindered amine light stabilizer that has a number average molecular weight of 1,000 to 50,000, and (C) a photo-polymerization initiator.  						
8.	Spray-coated laminats with colour layer	EP0691201	1994-07-08	BAYER BAYER MATERIALSCIENCE*	1996-01-10	1996-01-10
Plastic laminate with a thickness of 0.2-20 mm (I) comprises: (1) a sheet of thermoplastic with a thickness of 0.02-8 mm; (2) a colour layer with a softening temp above that of (1); (3) opt a layer of polyurethane (PU) which is not sticky at room temp; and (4) a layer of thermoplastic material with a thickness of 0.1-19 mm, consisting of one or more layers of plastic. Also claimed is the prodn. of (I) by coating (1) with (2) and opt (3) by screen printing and then applying layer(s) (4) by back injection.						
9.	Ready-to-install window glass and method for its production and fixation.	FR2608669	1986-12-19	BOUSSOIS*	1988-06-24	1988-06-24
The perimeter of the window glass (1) carries a bonding strip (2) of hotmelt plastic enclosing a metal insert (3) which enables this strip to be heated by the Joule effect so that the window glass may be fixed to a rigid frame (4). The bonding strip (2) of hotmelt plastic covers both the inside surface (1a) and the outer edge (1b) of the window glass. This strip (2) is preformed in order that when the glass is placed in the rigid frame (4), at least that portion (2a) of said strip which covers the outer edge (1b) thereof, fills substantially all of the space between the outer edge (1b) of the glass and this rigid frame (4). For use in facilitating the manufacture and installation of window glass such as windscreens and rear windows for motor vehicles. <IMAGE> 						
10.	Low-temp. porcelain road surface symbol	CN1054632	1990-11-07	TIANCHENG CERAMICS FACTORY WANXIAN COUNTY*	1991-09-18	1991-09-18
A low temperature fine porcelain pavement mark is presented in this invention, it is used for dividing line mark of high speed highway and common pavement. The shape of this mark is round, elliptical and polyhedral. The bottom surface is concavo-convex, upper external surface is smooth surface and smooth surface with optical reflector, the optical reflector has boss. For the low temperature fine porcelain pavement mark, effect of light reflection is good, energy source is saved, resisting compression is strong. Advantages are difficulty to peeling, low absorptivity, beautiful, economy and wear well. 						

For a skin, a non-formed polyurethane **resin** layer at the surface side and a foamed polyurethane **resin** layer between the non-foamed polyurethane **resin** layer and a base member are configured to form an integral and uniform layer over and extend from an injection point to a distant point on a surface of the base member, so that an integral skin foam in which such skin layer and foamed layer are **laminated** can be molded, under an atmospheric pressure, in a single **process**, allowing for manufacture of a **laminated** article with a high degree of uniformity over an appreciable wide range of the article, as well as for provision of a **laminated** mold goods having the skin and foamed layers formed with a high uniformity along the base member, over the length in a flow direction of skin forming material.



12. Photocuring **resin** compositions, photocuring sheets using the same, production thereof and **process** of production of a molded article using the same sheets

EP1170109

2001-03-30

MITSUBISHI CHEMICAL*
MITSUBISHI RAYON

2002-01-09 2002-01-09

A photocuring **resin** composition comprising a thermoplastic **resin** (a-1) having a radical polymerizing unsaturated group at its side chain and a photopolymerization initiator (a-2) and substantially not including a crosslinking compound other than (a-1), a photocuring sheet comprising a photocuring **resin** composition (A) **laminated** on a substrate sheet (B) and a **process** of production of the same, a photocuring decorative sheet and photocuring **insert** molding sheet using the same, and a **process** of production of a molded article using such a photocuring sheet and an **insert** molded article obtained by the same.



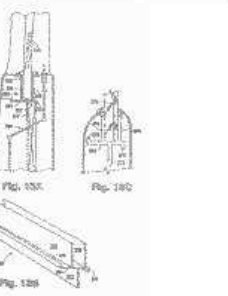
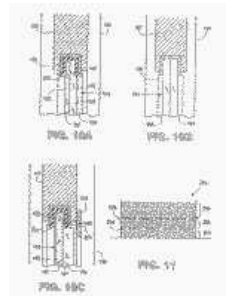
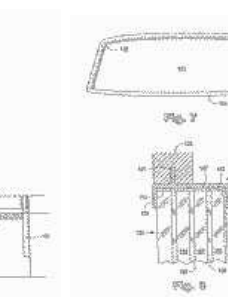
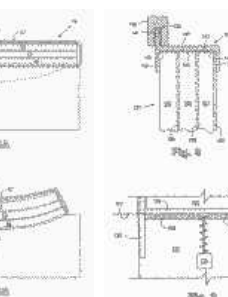
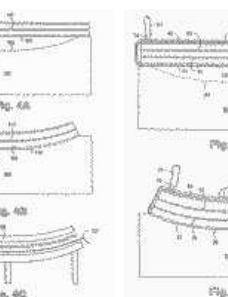
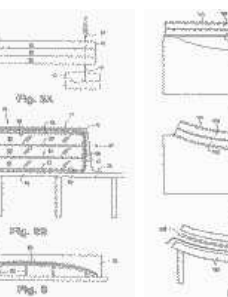
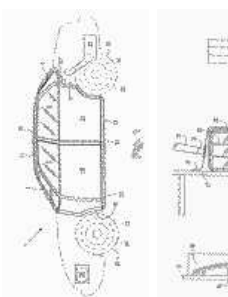
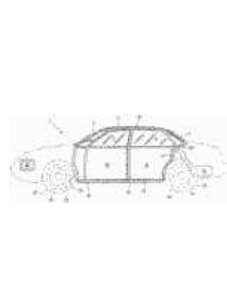
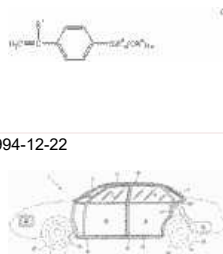
13. Improved lightweight armored vehicle and method of making same WO9429665

1994-06-02

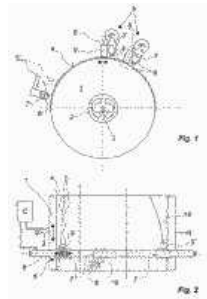
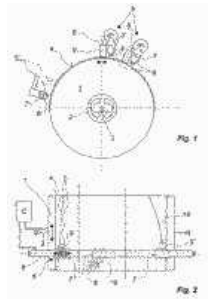
MEDLIN RICHARD C.; RICHARD C
MEDLIN; Richard C. Medellin

1994-12-22 1994-12-22

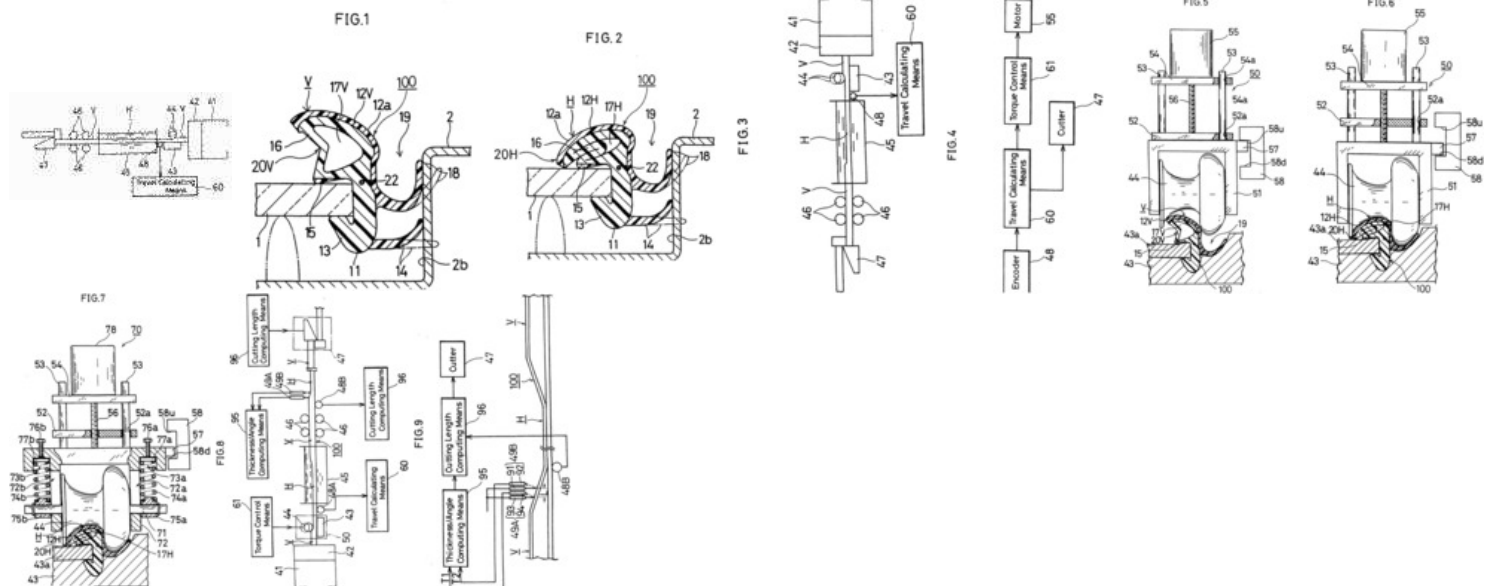
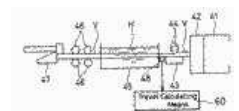
An improved lightweight armored vehicle (1) and cost effective **method** of retrofitting standard automobiles to make them lightweight armored vehicles is disclosed. Metal caps (133, 350) fit about **laminated** windows (131, 358) to protect the **laminated** edges from stress, moisture and atmosphere and fit within the standard automobile's original window frame (135, 362). Prefabricated rigidly formed lightweight opaque armor (19, 21) is molded to closely fit within the standard automobile. The armor is designed for cost effective on-site manufacture of components and cost effective installation procedures to produce an affordable lightweight armored vehicle.



The invention relates to a **method** for placing threads on a plastic substrate, which is fixed to a support, particularly in the form of a drum, and which is moveable with the aid of a first drive, with the aid of at least one placement unit which is used to place the thread on the surface of the substrate, which is moveable with the aid of a second drive, in relation to the moveable support and independently thereof on the surface of the substrate. According to the invention, a reversible positioning drive, preferably a direct electric drive such as a torque motor, is used as a first drive in order to position the support. At least one linear motor with a guiding device for at least one cursor is used as a second drive for positioning the at least one placement unit. The inventive **method** and device for the implementation thereof enable, for example, the creation of occupation fields, diverging from a rectangular surface and/or the placement of threads having irregular undulations (lengths, amplitudes).

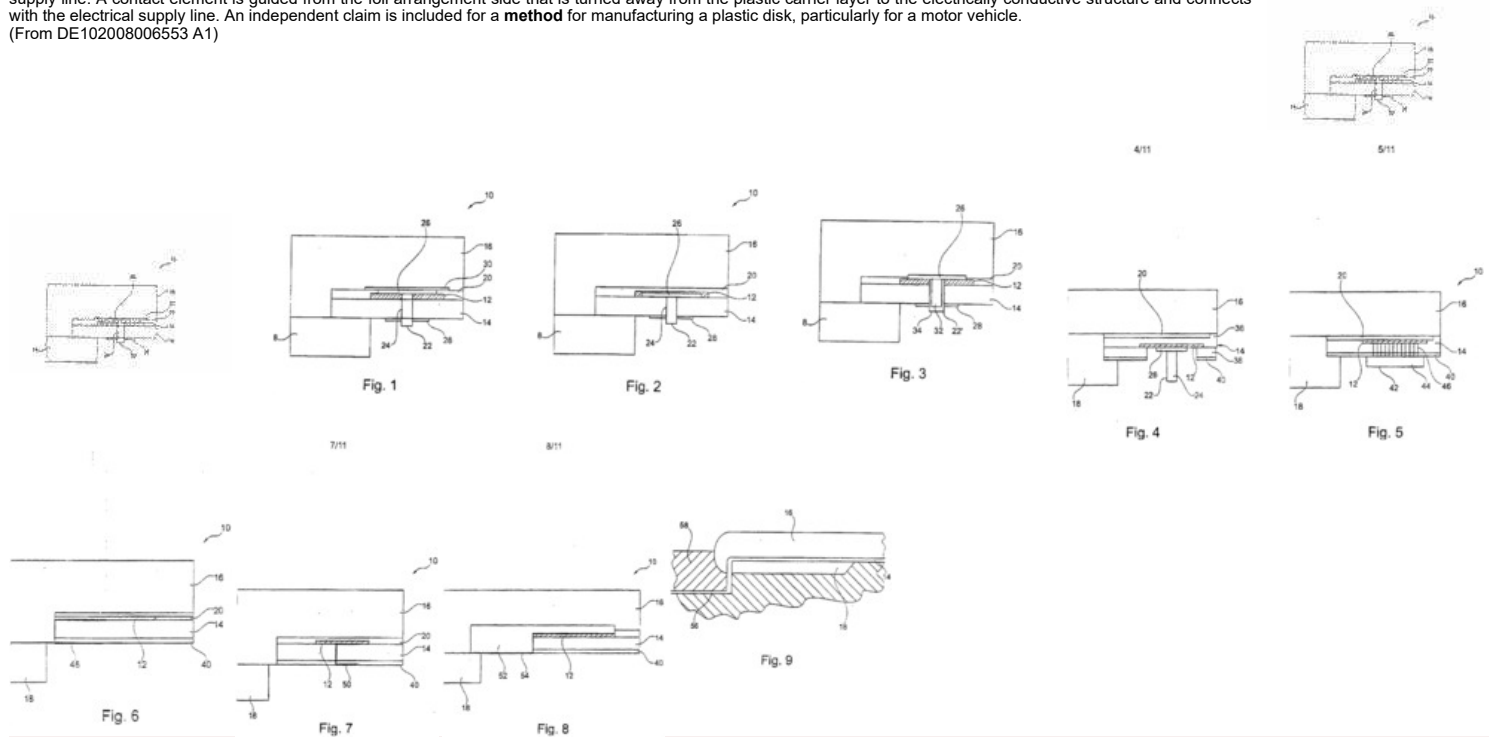


A manufacturing **method** and apparatus therefor for forming an elongate body such as a window molding for automobiles in which a thin member H is formed by pressing a thick member V by a press roller 4. The press roller 44 presses the thick member at a definite pressure in order to join an outer support 15 and a head 12V of the window molding by a specified length according to a longitudinal position. At the same time, a moving range for pressing of the press roller 44 is set within a fixed range.

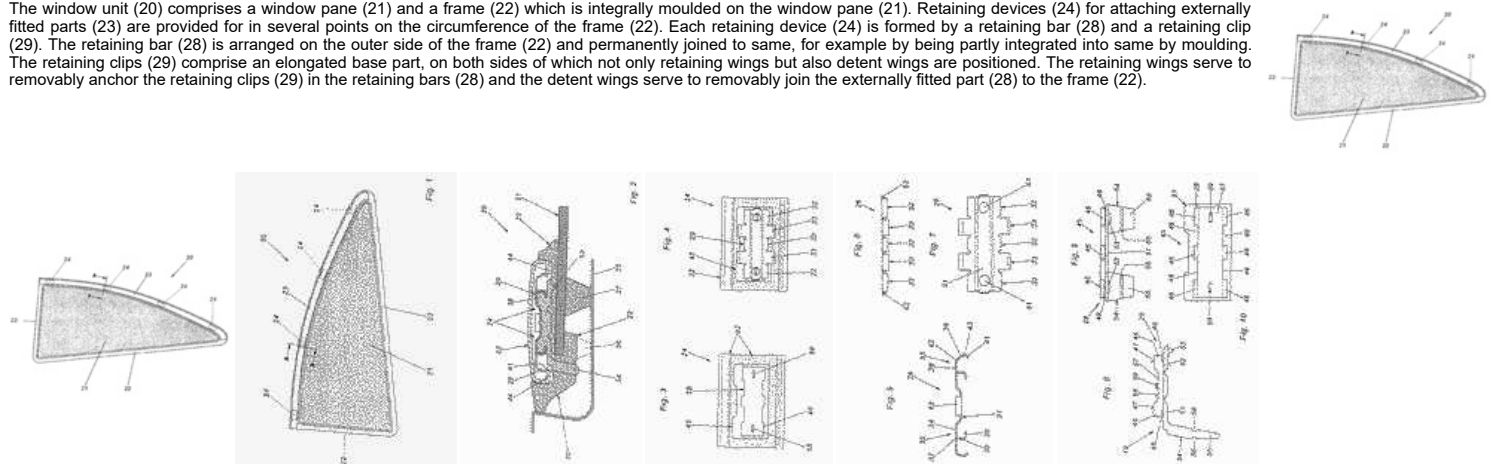


The plastic disk (10) has a partially transparent plastic carrier layer (16), on which a foil arrangement (14) is arranged. An electrical conductive structure is connected with a supply line. A contact element is guided from the foil arrangement side that is turned away from the plastic carrier layer to the electrically conductive structure and connects with the electrical supply line. An independent claim is included for a **method** for manufacturing a plastic disk, particularly for a motor vehicle.

(From DE102008006553 A1)



The window unit (20) comprises a window pane (21) and a frame (22) which is integrally moulded on the window pane (21). Retaining devices (24) for attaching externally fitted parts (23) are provided for in several points on the circumference of the frame (22). Each retaining device (24) is formed by a retaining bar (28) and a retaining clip (29). The retaining bar (28) is arranged on the outer side of the frame (22) and permanently joined to same, for example by being partly integrated into same by moulding. The retaining clips (29) comprise an elongated base part, on both sides of which not only retaining wings but also detent wings are positioned. The retaining wings serve to removably anchor the retaining clips (29) in the retaining bars (28) and the detent wings serve to removably join the externally fitted part (28) to the frame (22).



18.

Lightweight laminate reinforcing web

ZA9901076

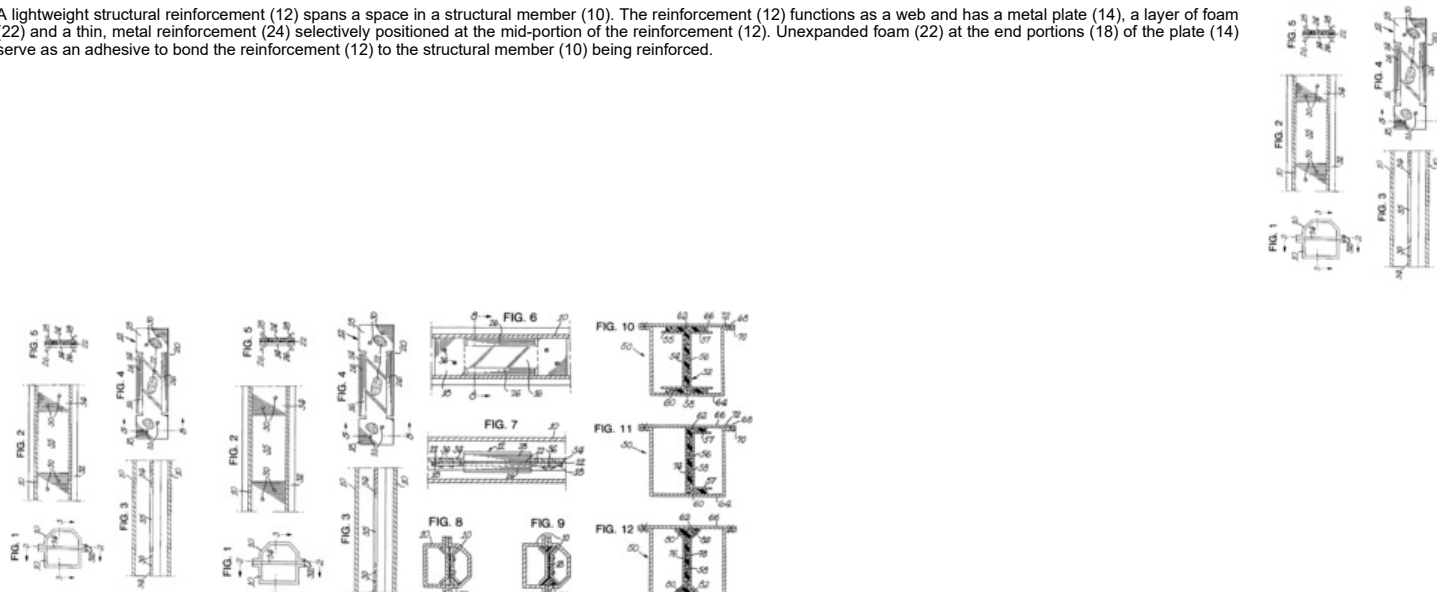
1999-01-25

HENKEL*

1999-08-11

1999-08-11

A lightweight structural reinforcement (12) spans a space in a structural member (10). The reinforcement (12) functions as a web and has a metal plate (14), a layer of foam (22) and a thin, metal reinforcement (24) selectively positioned at the mid-portion of the reinforcement (12). Unexpanded foam (22) at the end portions (18) of the plate (14) serve as an adhesive to bond the reinforcement (12) to the structural member (10) being reinforced.



19.

Polyester yarn for an airbag and method manufacturing for manufacturing same

WO2010120107

2009-04-14

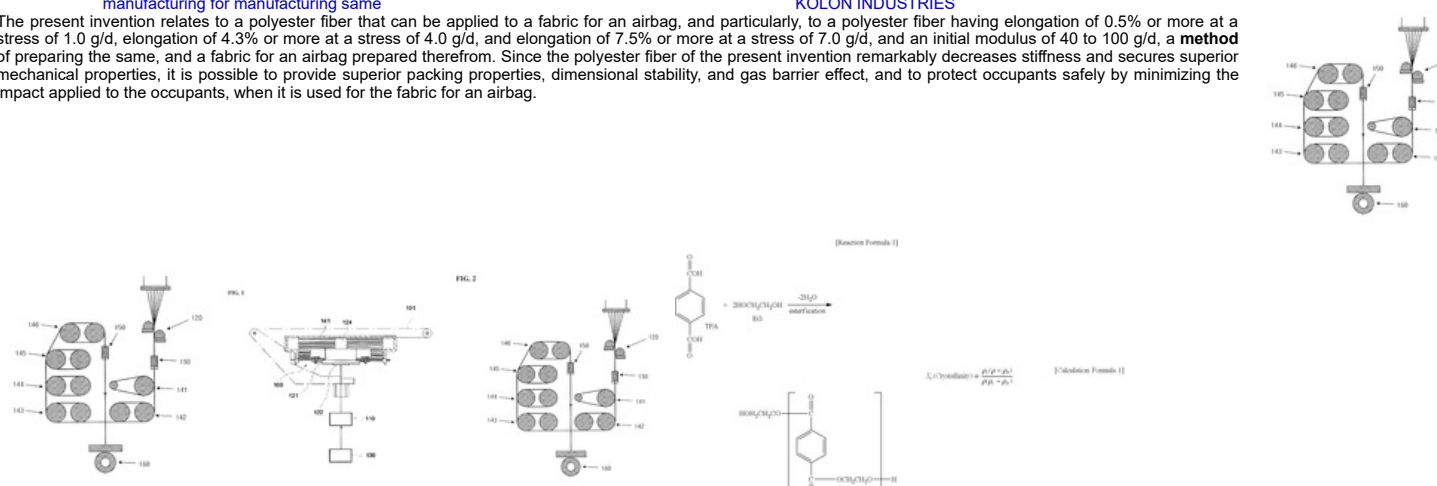
KOLON*

KOLON INDUSTRIES

2010-10-21

2010-10-21

The present invention relates to a polyester fiber that can be applied to a fabric for an airbag, and particularly, to a polyester fiber having elongation of 0.5% or more at a stress of 1.0 g/d, elongation of 4.3% or more at a stress of 4.0 g/d, and elongation of 7.5% or more at a stress of 7.0 g/d, and an initial modulus of 40 to 100 g/d, a **method** of preparing the same, and a fabric for an airbag prepared therefrom. Since the polyester fiber of the present invention remarkably decreases stiffness and secures superior mechanical properties, it is possible to provide superior packing properties, dimensional stability, and gas barrier effect, and to protect occupants safely by minimizing the impact applied to the occupants, when it is used for the fabric for an airbag.



[Reaction Formula 1]

$$\text{TPA} + 2\text{HOCH}_2\text{CH}_2\text{OH} \xrightarrow[\text{BD}]{-\text{H}_2\text{O}} \text{PET}$$

[Modification Formula 1]

$$\text{PET} \xrightarrow[\text{PPT}]{\text{PPT} \rightarrow \text{PET}}$$

20.

Sealing assembly for vehicle windows, corresponding manufacturing method and application

WO2013120671

2013-01-23

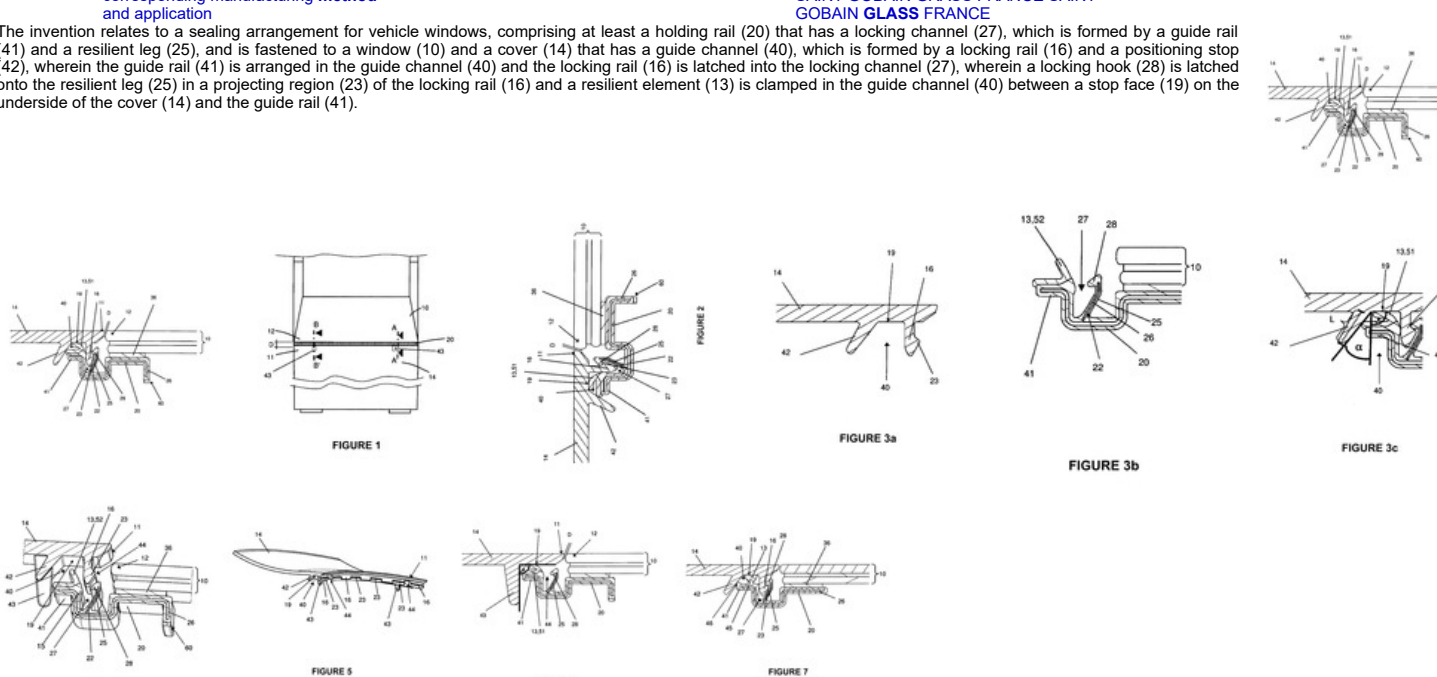
SAINT GOBAIN GLASS*

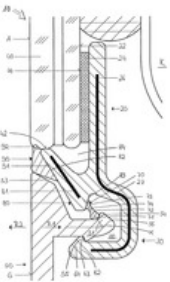
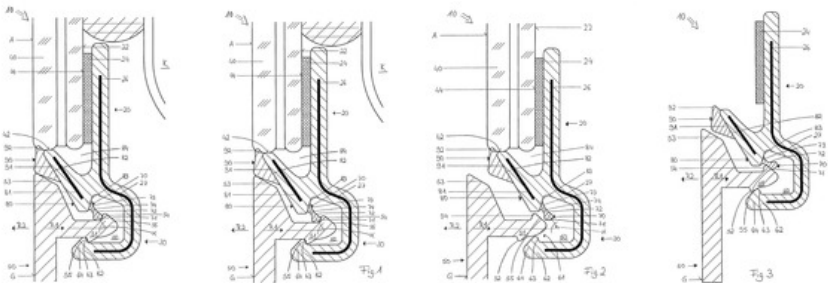
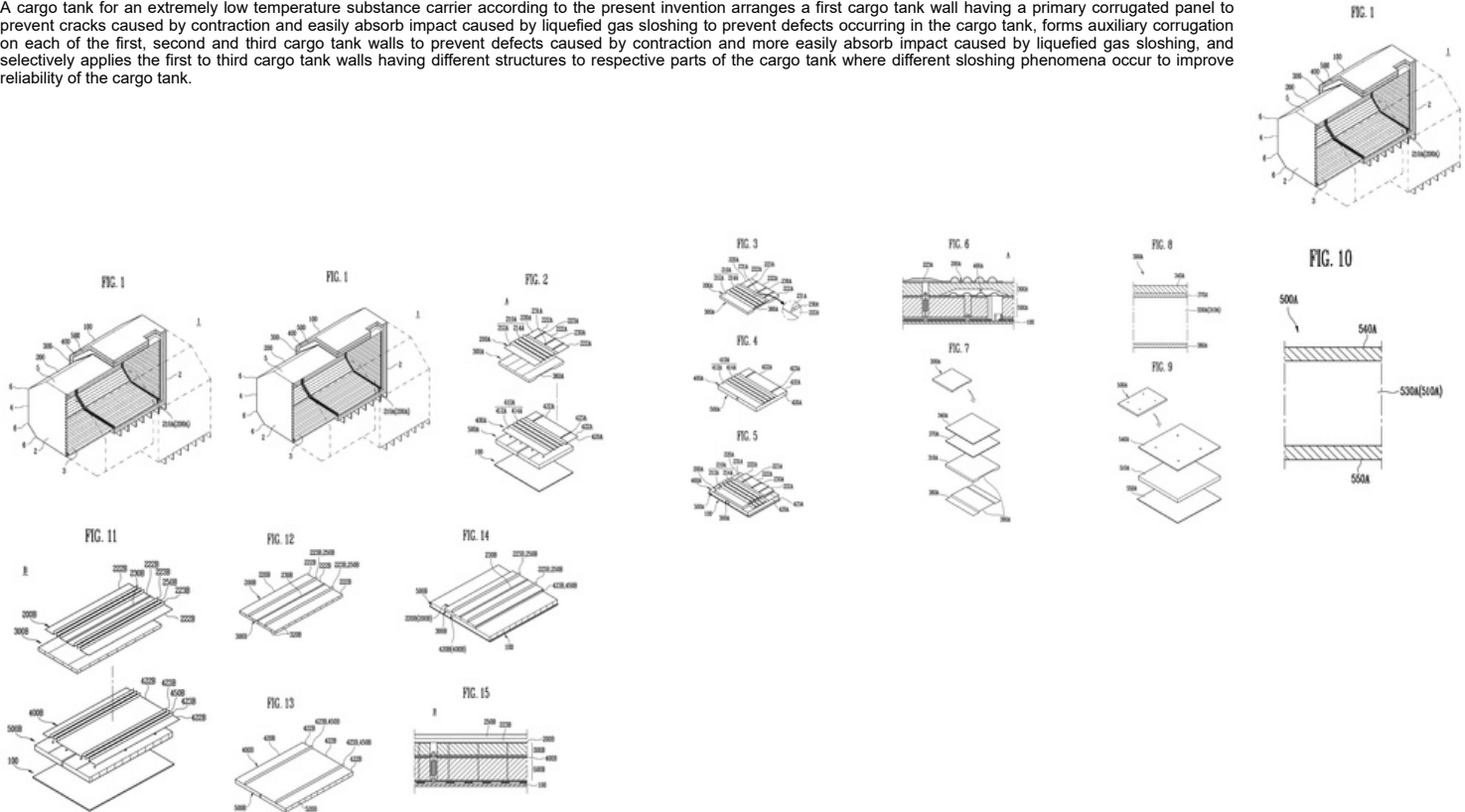
SAINT GOBAIN GLASS FRANCE SAINT GOBAIN GLASS FRANCE

2013-08-22

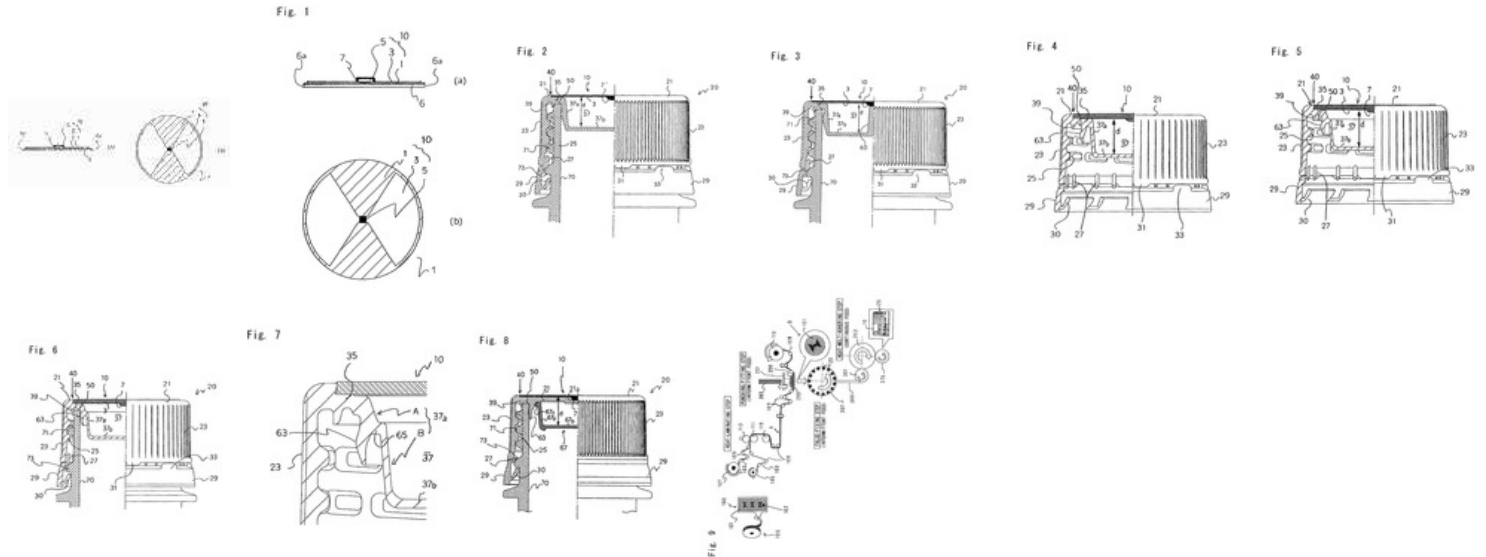
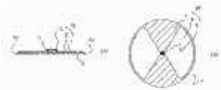
2013-08-22

The invention relates to a sealing arrangement for vehicle windows, comprising at least a holding rail (20) that has a locking channel (27), which is formed by a guide rail (41) and a resilient leg (25), and is fastened to a window (10) and a cover (14) that has a guide channel (40), which is formed by a locking rail (16) and a positioning stop (42), wherein the guide rail (41) is arranged in the guide channel (40) and the locking rail (16) is latched into the locking channel (27), wherein a locking hook (28) is latched onto the resilient leg (25) in a projecting region (23) of the locking rail (16) and a resilient element (13) is clamped in the guide channel (40) between a stop face (19) on the underside of the cover (14) and the guide rail (41).

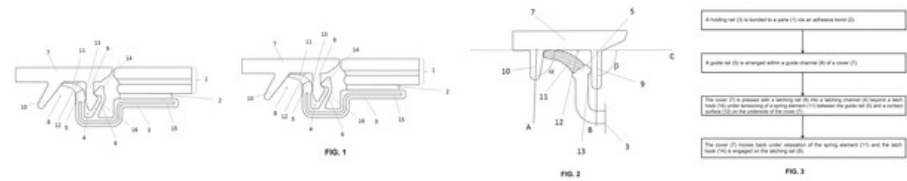
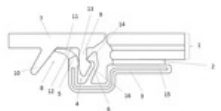


21.	Profile element for connecting a vehicle pane with a cowl	DE202008006986	2008-05-23	EHL KAMET KUNSTSHTOFFTEKHNIK ELCAMATE KUNSTSCHÄUT TECHNIK Ä· GESELLSCHAFT Ä· MITO BEÄ**LERENTER Ä· HUFTUNG ELKAMET*	2009-10-01	2009-10-01
The invention relates to a profile element (10) for connecting a vehicle pane (40) to a water tank (50), having a first segment (20) that can be fixed to the vehicle pane, and a second segment (30) forming a latching recess (60) for removably attaching the water tank (50). The water tank (50) comprises a rib (51) that can be fixed by adhesive or form fit in the latching recess (60), and at least one sealing element (90) forming a substantially smooth and flush transition between the vehicle pane (40) and the water tank (50) in the installed position of the water tank (50). In order to ensure simple and fast assembly of the water tank, without loading the connection between the profile element and the vehicle pane, at least one latching element (70) designed such that it is easier to insert the rib (51) of the water tank (50) into the latching recess (60) in a first direction (R1), while it is more difficult to remove the rib (51) from the latching recess (60) in the opposite direction (R2).						
						
						
22.	Photosetting sheet and method for manufacturing molded article using the same	JP2003034002	2002-04-12	MITSUBISHI RAYON*	2003-02-04	2003-02-04
PROBLEM TO BE SOLVED: To stably provide a photosetting sheet advantageously usable for manufacturing a molded article having good design effect, excellent in abrasion resistance, weatherability and chemical resistance, having no surface tackiness and excellent in processability and storage stability. SOLUTION: The photosetting sheet includes a layer comprising a photosetting resin composition (A) and a substrate sheet (B). The photosetting resin composition (A) is represented by the formula (1): $Y/[a/(a+b)]$ [wherein, X is the amount of a solvent in the photosetting sheet per a unit weight of the photosetting sheet, a is the thickness (μm) of the layer of the photosetting resin composition (A), b is the thickness (μm) of the substrate sheet (B) and Y is the amount of the solvent per a unit weight of the photosetting sheet] and the value of the amount (X) of the solvent of the photosetting resin composition (A) is not more than 10. A photosetting decorative sheet using the photosetting sheet, a photosetting insert molding sheet and a method for manufacturing a molded article using the molding sheet are also disclosed.						
23.	Cargo tank of cryogenic material carrier	WO2014163417	2013-12-27	HYUNDAI HEAVY INDUSTRY*	2014-10-09	2014-10-09
A cargo tank for an extremely low temperature substance carrier according to the present invention arranges a first cargo tank wall having a primary corrugated panel to prevent cracks caused by contraction and easily absorb impact caused by liquefied gas sloshing to prevent defects occurring in the cargo tank, forms auxiliary corrugation on each of the first, second and third cargo tank walls to prevent defects caused by contraction and more easily absorb impact caused by liquefied gas sloshing, and selectively applies the first to third cargo tank walls having different structures to respective parts of the cargo tank where different sloshing phenomena occur to improve reliability of the cargo tank.						
						

[Problem] To provide a plastic cap with an IC tag without interrupting transmission and reception of information to and from the IC tag, reliably inputting product information to the IC tag and reliably outputting product information that is input. [Means for Solution] The plastic cap has an IC tag 10 storing product information provided on the upper surface of a top plate 21. The top plate 21 is formed by an annular flange 35 and a recessed portion 37, the recessed portion 37 including a side wall 37a continuous to the inner circumferential edge of the annular flange 35 and a bottom 37b continuous to the lower end of the side wall 37a. The IC tag 10 is attached to the annular flange 35 so as to cover the recessed portion 37. A gap between the IC tag 10 and the bottom 37b is maintained to such a degree that the transmission and reception of signals to and from the IC tag 10 are not interrupted when the back surface of the bottom 37b comes in contact with water.



Disclosed is a sealing arrangement for a vehicle window pane, comprising at least: (a) a holding rail (3) with a latching channel (4), wherein the latching channel (4) comprises a guide rail (5) and a spring member (6), (b) the holding rail (3) is secured on a window pane (1), (c) a cover (7) with a guide channel (8), wherein the guide channel (8) is formed by a latching rail (9) and a positioning stop (10) and the guide rail (5) is arranged in the guide channel (8) and the latching rail (9) is latched in the latching channel (4), wherein the spring member (6) is latch-connected to the latching rail (9), wherein (d) a spring element (11) is tensioned in the guide channel (8) between an abutment surface (12) on the underside of the cover (7) and the guide rail (5), wherein the spring element (11) is designed as a single lip in cross-section and, in conjunction with the guide rail (5), seals and supports the underside of the cover (7) between the positioning stop (10) and the latching rail (9).



26.

Lightweight audio system for automotive applications and method

WO2008021476

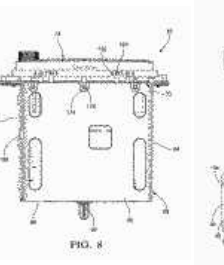
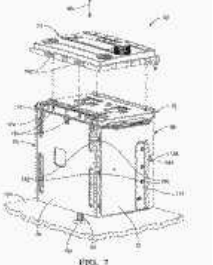
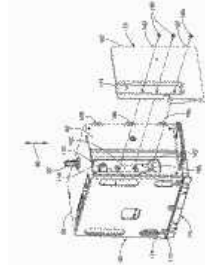
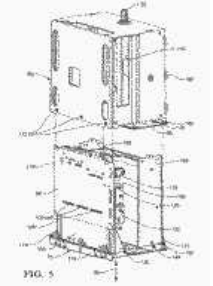
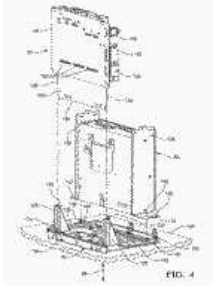
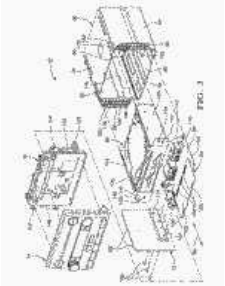
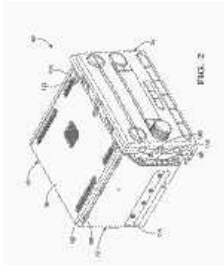
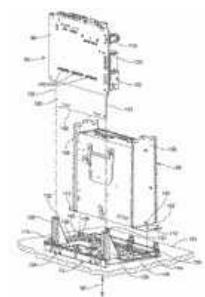
2007-08-15

APTIV TECHNOLOGIES*
DELPHI TECHNOLOGIES

2008-02-21

2008-02-21

A lightweight radio/CD player for vehicular application is virtually "fastenerless" and includes a case and frontal interface formed of polymer based material that is molded to provide details to accept audio devices such as playback mechanisms (if desired) and radio receivers, as well as the circuit boards required for electrical control and display. The case and frontal interface are of composite structure, including an **insert** molded electrically conductive wire mesh screen that has been pre-formed to contour with the molding operation. The wire mesh provides EMC, RFI, BCI and ESD shielding and grounding of the circuit boards via exposed wire mesh pads and adjacent ground clips. The PCB architecture is bifurcated into a first board carrying common circuit components in a surface mount configuration suitable for high volume production, and a second board carrying application specific circuit components in a wave soldered stick mount configuration. The major components and subassemblies are self-fixturing during the final assembly **process**, eliminating the need for dedicated tools, fixtures and assembly equipment. The major components and subassemblies self-interconnect by integral guide and connection features effecting "slide lock" and "snap lock" self-interconnection. The radio architecture includes improved push buttons employing 4-bar living hinge linkage and front loaded decorative trim buttons.



27.

Closed section geometry, hollow shape, vehicle components

WO2015052655

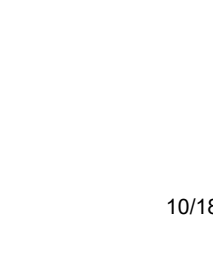
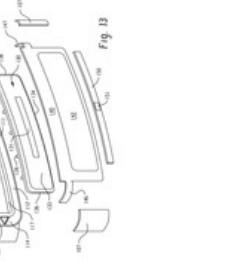
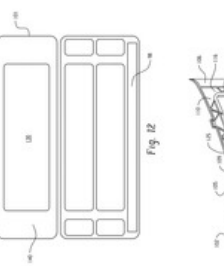
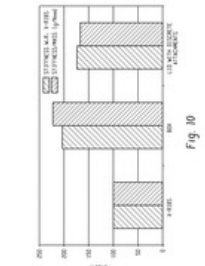
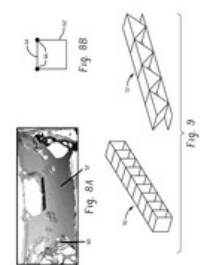
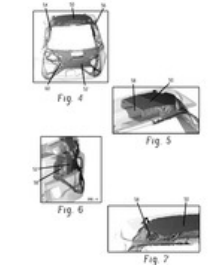
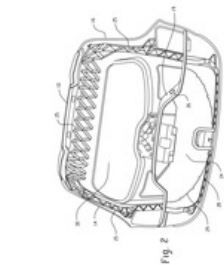
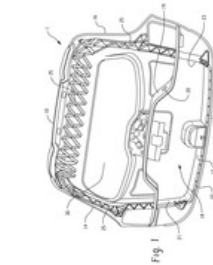
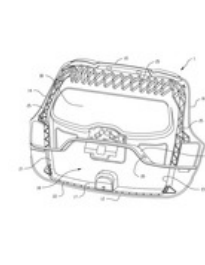
2014-10-07

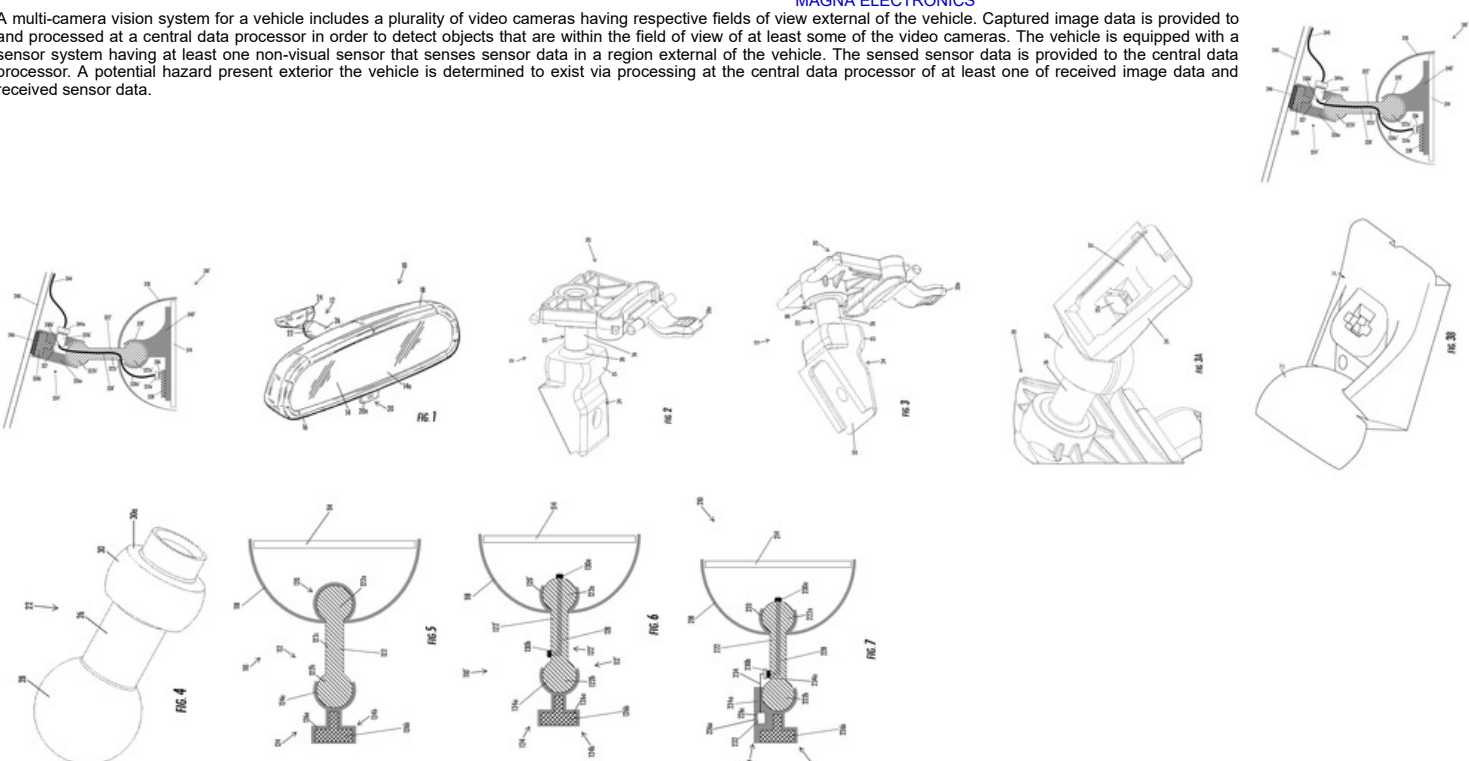
SABIC GLOBAL TECHNOLOGIES*
SABIC INNOVATIVE PLASTICS

2015-04-16

2015-04-16

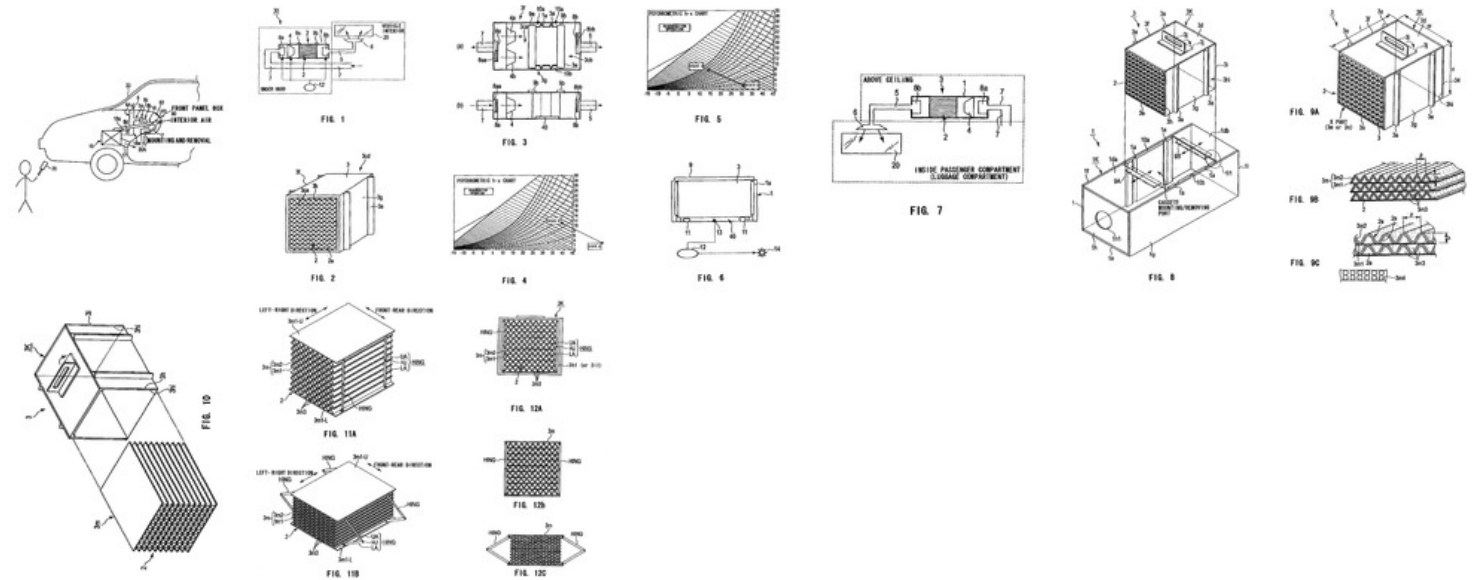
In an embodiment, a vehicle component for a vehicle can comprise: a carrier comprising a top portion, a bottom portion, a first side portion, and a second side portion; a cavity, wherein the cavity comprises a bottom cavity wall, cavity side walls, and a top portion of the cavity having an upper cavity wall; an **insert** covering at least a portion of the cavity and attached to the upper cavity wall the bottom cavity wall, and/or the cavity side walls; and a cover attached to the carrier.



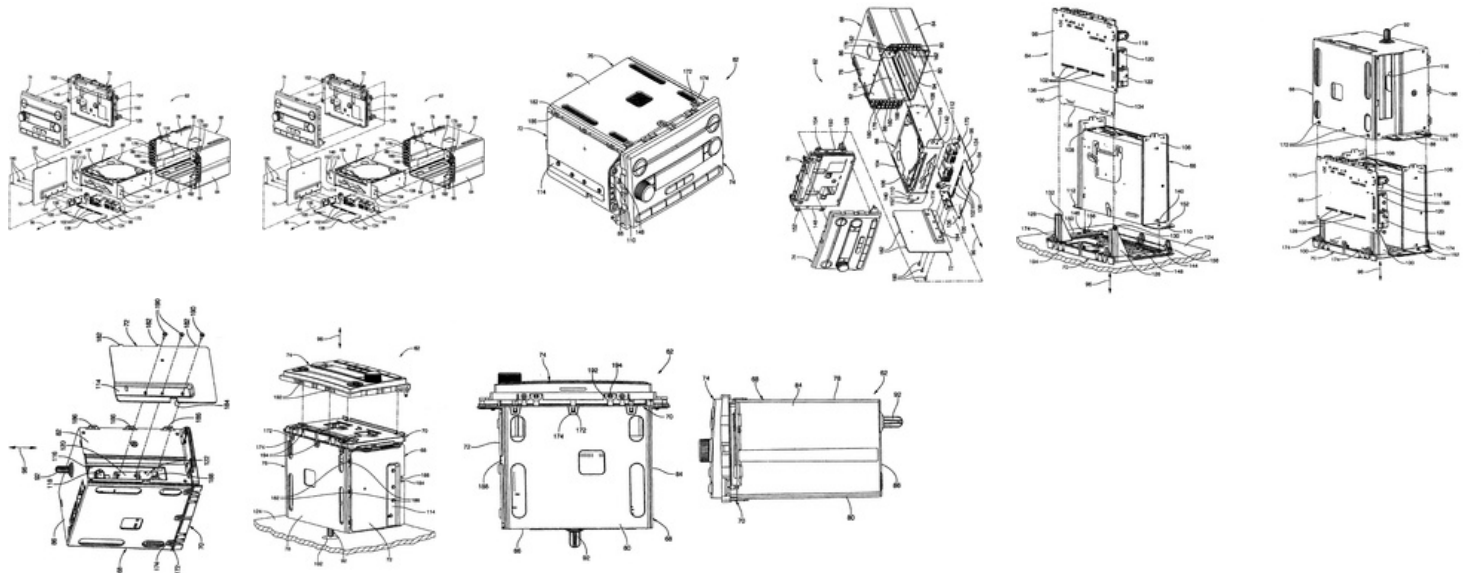
28.	Multi-camera vision system for a vehicle	US20060061008	2005-09-14	DONNELLY MAGNA ELECTRONICS*	2006-03-23	2006-03-23
A multi-camera vision system for a vehicle includes a plurality of video cameras having respective fields of view external of the vehicle. Captured image data is provided to and processed at a central data processor in order to detect objects that are within the field of view of at least some of the video cameras. The vehicle is equipped with a sensor system having at least one non-visual sensor that senses sensor data in a region external of the vehicle. The sensed sensor data is provided to the central data processor. A potential hazard present exterior the vehicle is determined to exist via processing at the central data processor of at least one of received image data and received sensor data.						
29.	Heat and sound insulating shroud for the engine compartment of motor vehicles	WO9958833	1998-05-14	HP CHEMIE PELZER* HP CHEMIE RESEARCH & DEVELOPMENT	1999-11-18	1999-11-18
The invention relates to a heat and sound insulating shroud for the engine compartment of motor vehicles and to a method for the production thereof. The shroud is comprised of a covering layer (1) which is situated on the side of the engine, and has a duroplastic foamed material layer (2) with a thickness of less than 5 mm. Said foamed material layer is in contact with the covering layer, is acoustically insulating, is resistant to continuous temperatures of up to 180 DEG C, and is capable of bearing a continuous temperature of 200 DEG C for three weeks. The inventive shroud also comprises an acoustically insulating layer (3) which is in contact with said foamed material layer and which is made of plastic foam, particle composite foam or nonwoven material, said nonwoven material being comprised of natural or synthetic fibers and a mixture thereof which are needled or non-needled. The shroud also comprises a covering layer (4) which is in contact with said isolating layer (3) and which faces away from the engine.						
30.	Genius adaptive design	WO2007081519	2006-12-19	KAYS STEVEN* KAYS STEVEN* STEVEN KAYS WORLD CHARITY DIVISION LICENSE	2007-07-19	2007-07-19

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 I.P. 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 trying it out. Discover amazing inventions inside today.

Provided is an anti-fog and HVAC system (30, 30A, 30B) for an electric vehicle, which is configured to dehumidify air inside the electric vehicle, the anti-fog and HVAC system including: a unit casing (1K) formed into a rectangular parallelepiped shape with a hollow interior, the unit casing (1K) containing a dehumidifying unit (1) removably storing a dehumidifying cassette (3) containing a dehumidifying member (2); an inlet duct (7) for guiding the air inside the electric vehicle to an input side of the unit casing (1K); and a ventilation duct (5) for discharging, into the electric vehicle, dehumidified air from an output side of the unit casing (1K).

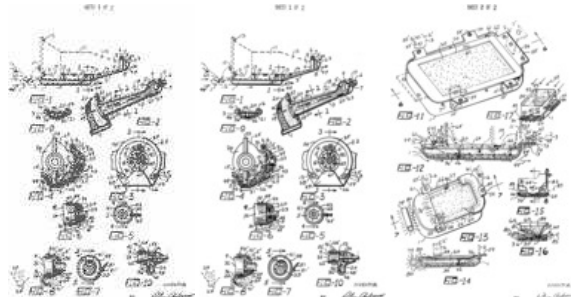


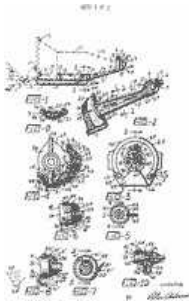
A lightweight radio/CD player for vehicular application is virtually fastenerless and includes a case and frontal interface formed of polymer based material that is molded to provide details to accept audio devices such as playback mechanisms (if desired) and radio receivers, as well as the circuit boards required for electrical control and display. The case and frontal interface are of composite structure, including an insert molded electrically conductive wire mesh screen that has been pre-formed to contour with the molding operation. The wire mesh provides EMC, RH, BCI and ESD shielding and grounding of the circuit boards via exposed wire mesh pads and adjacent ground clips. The PCB architecture is bifurcated into a first board carrying common circuit components in a surface mount configuration suitable for high volume production, and a second board carrying application specific circuit components in a wave soldered stick mount configuration. The major components and subassemblies are self-fixturing during the final assembly process, eliminating the need for dedicated tools, fixtures and assembly equipment. The major components and subassemblies self-interconnect by integral guide and connection features effecting slide lock and snap lock self-interconnection. The radio architecture includes improved push buttons employing 4-bar living hinge linkage and front loaded decorative trim buttons.



33. Motor vehicle oil drip pan apparatus device for at least indirectly saving lives and accidents on a highway US3590937 1966-02-21 ANDREWS PETER 1971-07-06 1971-07-06

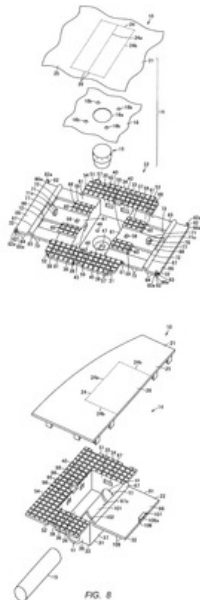
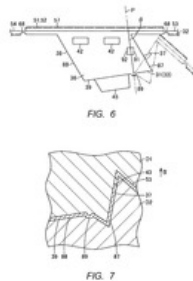
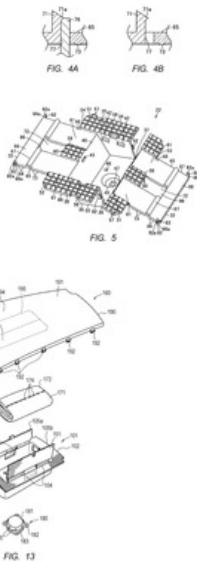
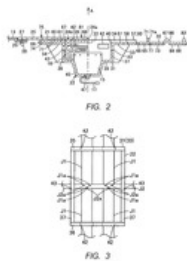
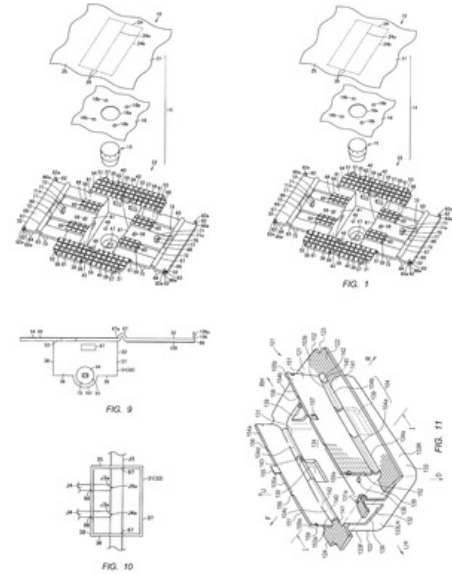
A substantially skidpan apparatus device of which at least one portion thereof is hooked and/or removably secured to at least one cross member or to at least one other structural portion of a first type of motor vehicle of the race car, automobile or car, truck and bus type. At least one portion of oil or fluid drippings which have dripped from at least one portion of the above disclosed motor vehicles are retained therein. The apparatus device is also for specific use in a boat type of non-highway used motor vehicle to prevent at least one portion of th inland waters from being oil polluted. The oil or fluid drippings being generally captured and retained in at least one portion of a fluid retaining receptacle portion of the apparatus device and/or at least one portion of a separate material or a nestable receptacle which may be retained in the fluid retaining receptacle portion of the apparatus device. A roadway's, race track's, highway's (car, truck and bus) motor vehicle travelling surface is thereby substantially prevented from "summer icing" of the disclosed motor vehicles traveled surfaces and "viscous hydroplaning" of the motor vehicle's tires thereon, is substantially prevented at and especially when the four first type of motor vehicle's are abruptly started, stopped, curving or curving in and out at a high rate of speed or even merely traveling at a very high rate of speed.

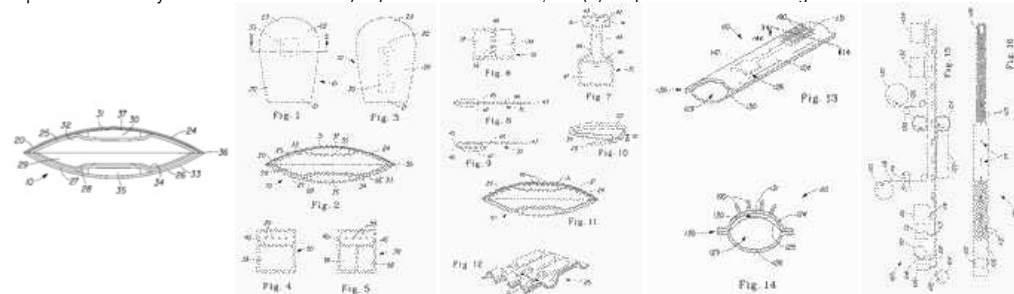




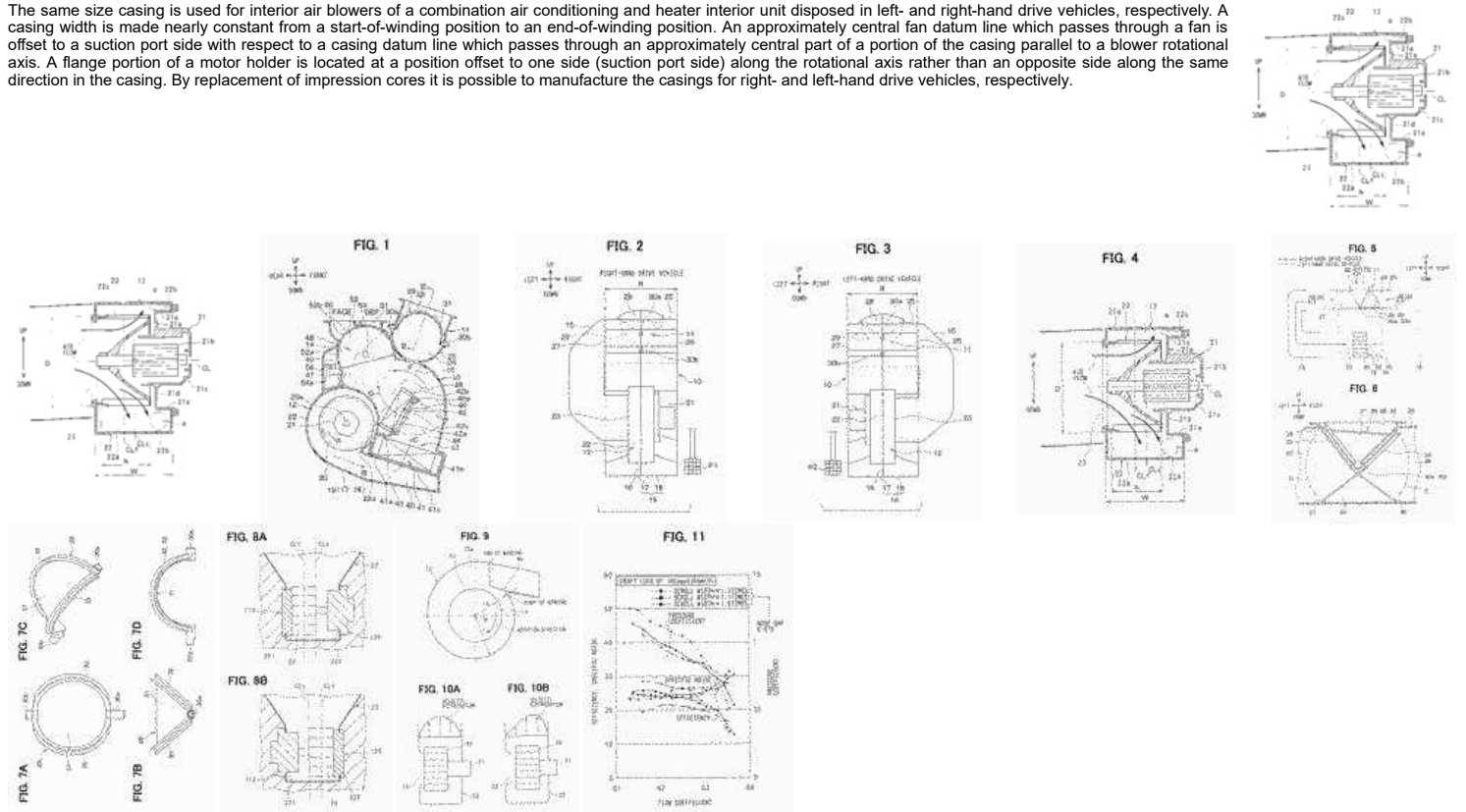
34. Case member of airbag device, airbag device, method of manufacturing airbag device, and apparatus for manufacturing airbag device GB201421269 2013-11-29 NIHON PLAST* 2015-01-14 2015-01-14

A light-weight and inexpensively-manufacturable case member of an airbag device is provided. The case member includes an inner portion integrally formed with an edge portion of an opening portion of a housing portion configured to internally hold a folded airbag and an inflator. A lid is fixed to a housing portion at a position where the lid at least partially covers the airbag housed in the housing portion. The opening portion is covered by an outer portion. Thus, a light-weight case member in which the inflator and the folded airbag are housed in the housing portion and covered by the lid can be manufactured inexpensively, without integration of a separately provided housing portion and lid or fixing the airbag or the inflator using an additional component.

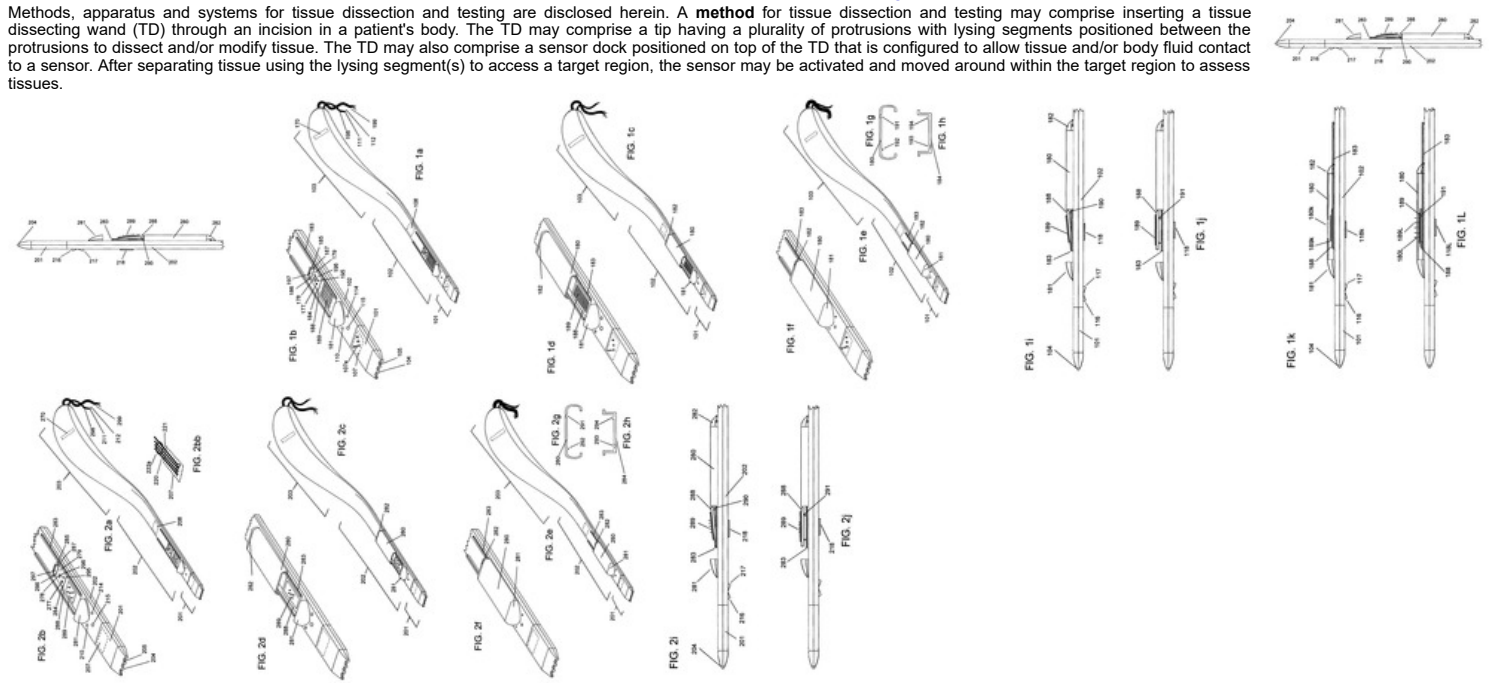




The same size casing is used for interior air blowers of a combination air conditioning and heater interior unit disposed in left- and right-hand drive vehicles, respectively. A casing width is made nearly constant from a start-of-winding position to an end-of-winding position. An approximately central fan datum line which passes through a fan is offset to a suction port side with respect to a casing datum line which passes through an approximately central part of a portion of the casing parallel to a blower rotational axis. A flange portion of a motor holder is located at a position offset to one side (suction port side) along the rotational axis rather than an opposite side along the same direction in the casing. By replacement of impression cores it is possible to manufacture the casings for right- and left-hand drive vehicles, respectively.

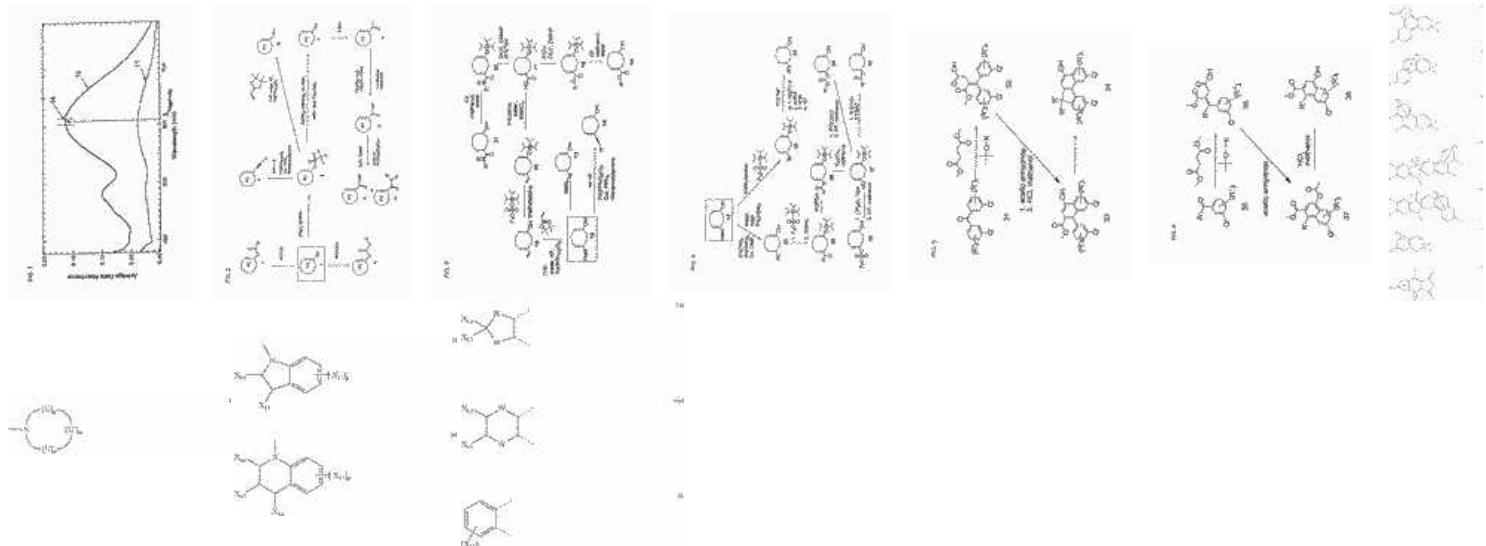


Methods, apparatus and systems for tissue dissection and testing are disclosed herein. A **method** for tissue dissection and testing may comprise inserting a tissue dissecting wand (TD) through an incision in a patient's body. The TD may comprise a tip having a plurality of protrusions with lysing segments positioned between the protrusions to dissect and/or modify tissue. The TD may also comprise a sensor dock positioned on top of the TD that is configured to allow tissue and/or body fluid contact to a sensor. After separating tissue using the lysing segment(s) to access a target region, the sensor may be activated and moved around within the target region to assess tissues.



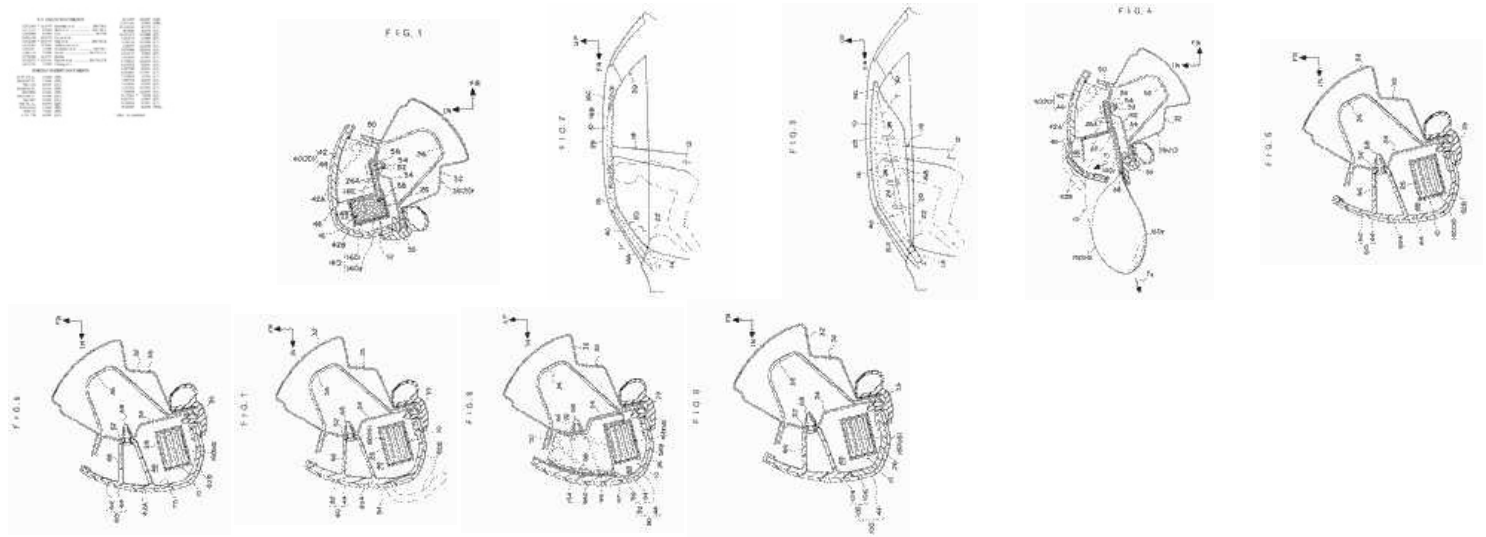
39.	Polarizing photochromic devices and methods of making the same	US20050003107	2004-05-17	OTTO S TRANSITIONS OPTICAL PACCAR TRANSITIONS OPTICAL TRANSITIONS OPTICAL* VEECO INSTRUMENTS	2005-01-06	2005-01-06
-----	--	---------------	------------	--	------------	------------

Various embodiments disclosed herein relate to optical elements comprising an at least partial coating having a first state and a second state connected to at least a portion of a substrate, the at least partial coating being adapted to switch from the first state to the second state in response to at least actinic radiation, to revert back to the first state in response to thermal energy, and to linearly polarize at least transmitted radiation in at least one of the first state and the second state. Other embodiments relate to optical elements comprising a substrate and at least one at least partially aligned photochromic-dichroic compound connected to at least a portion of the substrate and having an average absorption ratio greater than 2.3 in the activated state as determined according to CELL METHOD. Still other embodiments relate to security devices, liquid crystal cells and methods of making the same.

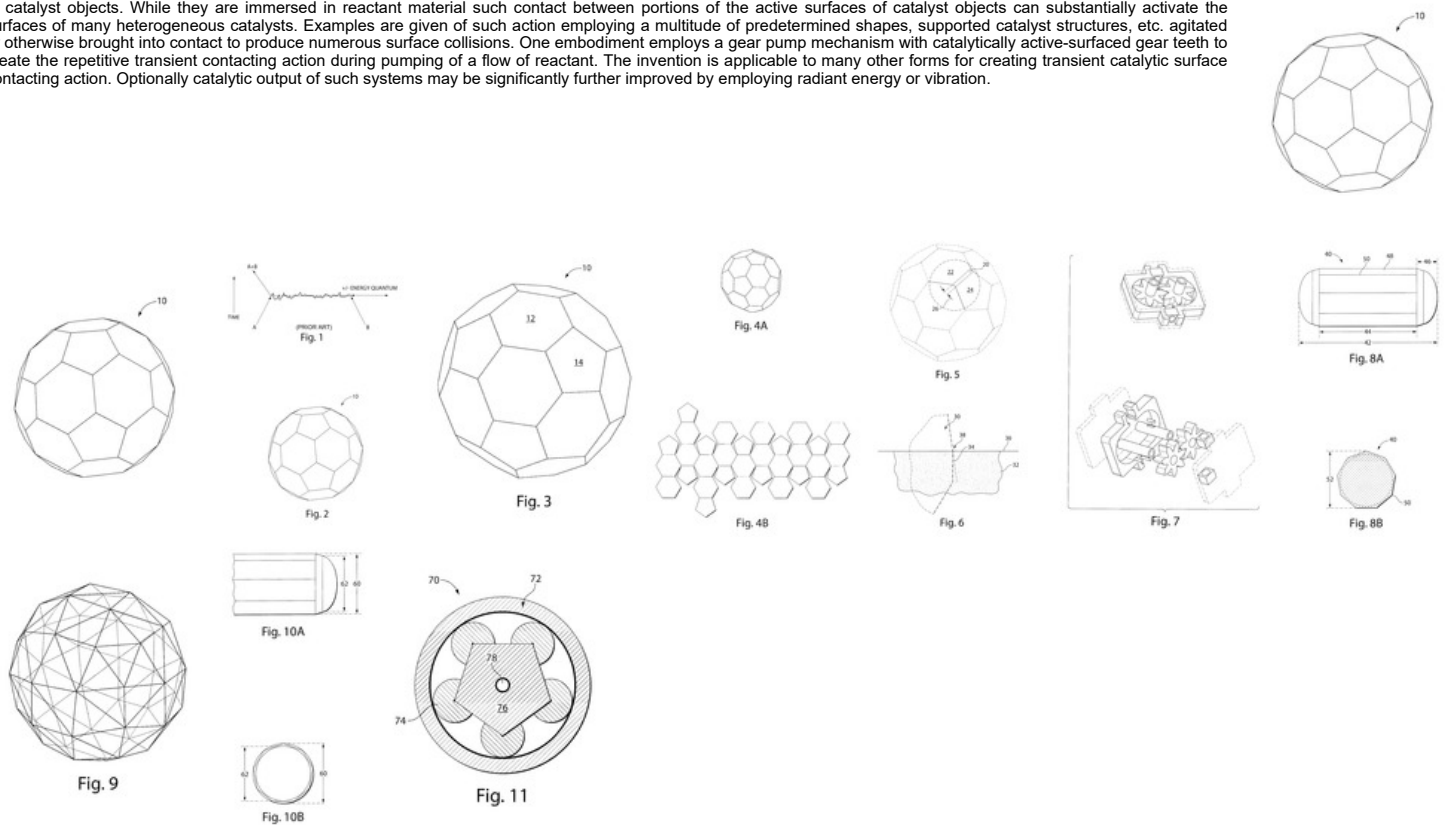


40.	Arrangement and construction of crew protective device for automobile	WO9819893	1997-11-04	TOKYO JIDOSHA TOYODA GOSEI* TOYOTA MOTOR*	1998-05-14	1998-05-14
-----	---	-----------	------------	---	------------	------------

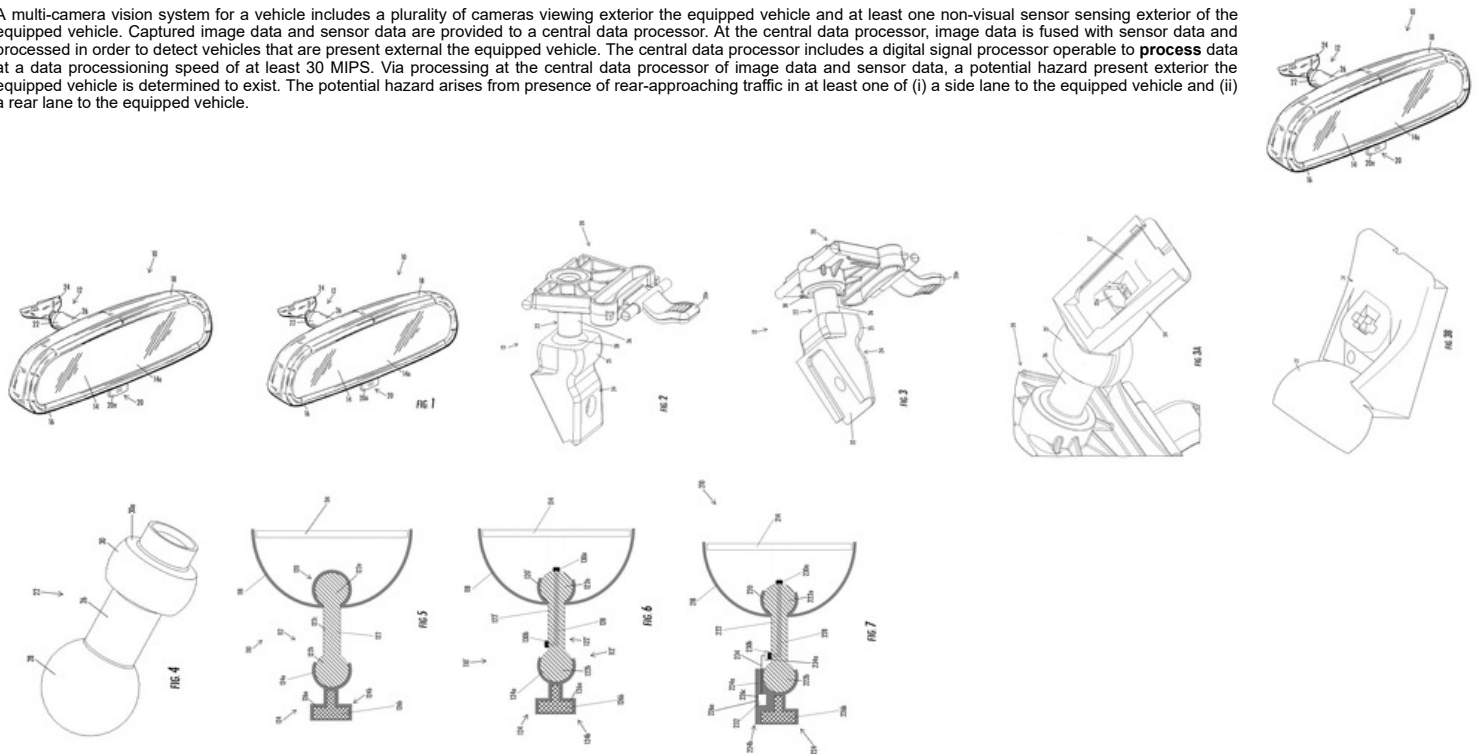
A structure of arranging an vehicle occupant protecting apparatus for an automotive vehicle, which can prevent a pillar garnish from scattering when an air bag installed in a front pillar portion is expanded, is provided. An air bag 16 is housed within a space formed by a front pillar main body 38 and a pillar garnish 40 in a front pillar portion 20. When the air bag 16 expands, the pillar garnish 40 is pressed by an expanding pressure of the air bag 16, so that an opening for expanding the air bag 16 is formed between the front pillar main body 38 and the pillar garnish 40, and the air bag 16 expands into a vehicle cabin through the opening. Since a non-expanding portion is formed at the air bag 16 and a hinge portion 46 is formed at the pillar garnish 40, the expanding pressure applied to the pillar garnish 40 when the air bag 16 expand is low, so that the pillar garnish 40 can be easily opened through the hinge portion 46. <IMAGE>



Surface-active solid-phase catalyst activity may be substantially improved by creating deliberate repetitive surface-to-surface contact between portions of the active surfaces of catalyst objects. While they are immersed in reactant material such contact between portions of the active surfaces of catalyst objects can substantially activate the surfaces of many heterogeneous catalysts. Examples are given of such action employing a multitude of predetermined shapes, supported catalyst structures, etc. agitated or otherwise brought into contact to produce numerous surface collisions. One embodiment employs a gear pump mechanism with catalytically active-surfaced gear teeth to create the repetitive transient contacting action during pumping of a flow of reactant. The invention is applicable to many other forms for creating transient catalytic surface contacting action. Optionally catalytic output of such systems may be significantly further improved by employing radiant energy or vibration.



A multi-camera vision system for a vehicle includes a plurality of cameras viewing exterior the equipped vehicle and at least one non-visual sensor sensing exterior of the equipped vehicle. Captured image data and sensor data are provided to a central data processor. At the central data processor, image data is fused with sensor data and processed in order to detect vehicles that are present external the equipped vehicle. The central data processor includes a digital signal processor operable to **process** data at a data processioning speed of at least 30 MIPS. Via processing at the central data processor of image data and sensor data, a potential hazard present exterior the equipped vehicle is determined to exist. The potential hazard arises from presence of rear-approaching traffic in at least one of (i) a side lane to the equipped vehicle and (ii) a rear lane to the equipped vehicle.



An automotive vehicle interior assembly comprises a seat back (12) including a first panel portion (14) and an opposing second panel portion (16) formed separately from the first portion and joined with the first portion via at least one joint to form a seat back. The first portion or the second portion is fabricated from a molded plastic and includes a plurality of individual integrated reinforcement structures (20) defining an integrated reinforcement structure pattern. An attachment assembly anchors the seat back to at least one body in white portion of the automotive vehicle. An external reinforcement panel (222), for example, a carpet, is attached over some or all of a wall portion of the seat back, for containing or restraining any fractured seat back components in the event of seat back failure, or for otherwise locally imparting strength or toughness to the assembly. A hinge portion permits fold-down of the seat back. The seat back is capable of (1) withstanding without rupture at least 13000 Newtons in the direction in which the seat faces in a plane, parallel to the longitudinal centerline of the vehicle; and (2) upon rapid acceleration up to 20 to 30 g, exhibiting substantially no fragmentation of the seat back with at least a 36 kg mass placed behind the seat back. <??>The first portion and the second portion are formed of dissimilar plastics, for example one may be blow molded and the other injection molded. The first panel portion may include polycarbonate/acrylonitrile/butadiene styrene. <IMAGE>

