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DESCRIPTION

TECHNICAL ASPECTS

[0001] The present invention concerns a device that is equipped in newly assembled bicycles or other pedal-powered vehicles and can be coupled to current existing vehicles by means of retrofitting, enabling these to be placed in motion by operating one or two pedals or one or two handles without requiring too much effort, balance and/or strength from the user.

[0002] On the contrary, the bicycle is equipped with a mechanism that is easily activated and does not require special skills.

[0003] It can be used by any person and is particularly useful for people with physical disabilities, since the leg or arm movement that triggers the mechanism is done vertically, in other words, the movement is down, up, down, up, etc.

STATUS OF THE PRIOR TECHNICAL APPROACH

[0004] There already exist several devices that place in motion the gears fitted in bicycles or other pedal-powered vehicles by means of cranks, usually triggered by pedals.

[0005] However, there is no device like the one invented, since it enables to solve several technical issues such as those mentioned next.

[0006] Firstly, it enables to solve the neutral shift issue that bicycles with a traditional crank movement have (i.e., a circular movement).

[0007] In fact, to place a traditional bicycle in motion, the cranks cannot be aligned in the vertical position.

[0008] So, whenever there are two cranks, something which is not mandatory in this invention, they are never aligned in the vertical position, avoiding the neutral issue.

[0009] In this invention, the cranks (or crank) only make a small arc of a circle and not a 360° turn.

[0010] This way, the user's movement in a vehicle equipped with the invented device (which we will designate as cyclist for convenience) is made with his feet, or foot, in a repetitive down, up, down, up movement, requiring only downward pressure in the pedals (or pedal), since the upward movement of each pedal is ensured by a spring.

[0011] Concern was shown in developing a device in which the cyclist could perform, with one foot or one hand, a simple repetitive movement and not the usual circular movement.

[0012] Likewise, for convenience, any pedal-powered vehicle will be designated from this point on as *bicycle*.

[0013] Another goal of the present invention is the use of two cranks or a single crank with a length greater than the standard one and that, despite this fact, never touches the front wheel of the bicycle.

[0014] The fact that the crank is considerably larger than the standard one and does not touch the front wheel is vital from a safety perspective, particularly when the cyclist attempts to curve.

[0015] In fact, in the present invention, each crank is limited to a small rotation lower than 90°.

[0016] For this reason, the crankshaft can be much closer to the bicycle's front wheel than usual, enabling the crank to have a significantly larger shaft than those used in standard devices.

[0017] Also, the further back the cyclist's position, the larger the crank can be.

[0018] In the case of a tricycle, the cyclist is usually seated above the wheels' rear shaft, since this position is further back than in bicycles.

[0019] In a tricycle of this kind, the crank will have a larger length and can be triggered by means of a handle.

[0020] The larger the crank's shaft, the lesser the strength required from the cyclist.

[0021] It must be added that, in general, in the so-called handbikes, the drive wheel is the front one, meaning that the weight of the cyclist is substantially shifted to that wheel.

[0022] This is inconvenient, particularly in slippery pavements where the front wheel may remain spinning uncontrollably, with no traction.

[0023] This inconvenience is solved with the current invention, since the drive wheel (or wheels) are located in the rear, where the weight of the cyclist is shifted.

[0024] Besides this, the invented device can also be stopped in a way that leaves the crank or cranks motionless so the cyclist may rest comfortably, with his feet on the pedals, while the bicycle maintains the built-up speed.

[0025] Also, the crankshaft is in front of the chain's sprockets (chainring), in other words, as previously mentioned, that shaft is closer to the bicycle's front wheel.

[0026] As such, it is vital that the invented device enables a convenient ratio of speeds and, thus, integrate a gearbox that solves the added weight issue from the gear wheels being directly activated by the crankshaft, a structure that is not equipped in standard bicycles.

[0027] It is necessary to take into account that the device has particular interest to people with physical disabilities, namely leg amputees who need to change gears, particularly in tight places, and perform climbs with ease and comfort.

[0028] The device is also intended to be compact and remain sealed with a cover, in order to avoid the cyclist from hurting himself in the gears and protect them from dust and other dirt that deteriorates them.

[0029] Neither the invention described in patent EP2394899, which is meant to represent the closest technical prior art, solves all of the technical problems referred to.

[0030] These and other technical aspects with several advantages are described below in detail.

DESCRIPTION OF THE INVENTION

[0031] This invention concerns a device that is equipped in bicycles or other traditional pedal-powered vehicles, fitted with at least one crank.

[0032] Since this crank concerns the right foot, its movement is limited to a small rotation lower than 90° that only occurs counterclockwise from 12 to 6 or clockwise from 6 to 12.

[0033] Regarding the left crank, the corresponding movement can only take place clockwise from 12 to 6 or counterclockwise from 6 to 12.

[0034] Each crank displays a box at its rearmost end, fitted with a unidirectional bearing box.

[0035] Since the device is characterized in that each crank is fitted with a pedal or handle on the other end.

[0036] The concerned unidirectional bearing enables the movement that the user performs when pressing the pedal down (a near vertical movement) to be transmitted to the crankshaft, but when the pedal makes the opposite movement - downwards to upwards - by means of a torsion spring, this movement is not transmitted to the shaft.

[0037] It is also characterized in that the mentioned crank box is fitted with a flute, the box being contiguous to a fixed structure fitted with a pin, the crank movement being limited by the pin's movement within the flute, the box nestling a torsion spring at its lower end, one of the

torsion springs being attached to this box and the other end to the fixed structure, the device being fitted with a braking mechanism for the crankshaft's gear wheels and in that these are attached to the gear wheels of the transmission box, which moves the crankshaft of the chainring.

[0038] The term flute relates to the traditional sense of the word, that is to say, referring to a groove, rail or guide.

[0039] The braking or locking/unlocking mechanism of the gear wheels of the crankshaft must be triggered by a cable controlled through a handle installed in the bicycle's handle-bar.

[0040] In the unlocking position, the cable compresses the spring against a block.

[0041] Since the spring is connected to a wedge, it remains in an upper position that keeps it away from the gear wheels, not interfering with their movement.

[0042] When the spring stretches - something that takes place whenever the handle is used to relieve the cable - the wedge, which can have a mark to serve as a guide to its pin, will descend, making the pin go down until it locks into the gear wheels, which will prevent them from moving.

[0043] This braking mechanism can be abridged to just the wedge with the guide and the cable.

[0044] Whenever the cable is relieved, the wedge will descend through gravity, blocking the gear wheels of the crankshaft.

[0045] This braking mechanism is characterized either in that it is fitted with a wedge with a guide that is activated by a spring with a block controlled by a cable or in that it is simply fitted with a wedge with a guide activated by a cable.

[0046] The invented device is also characterized in that it has a dual-shaft transmission box (one inside of the other), an outer shaft with a slot, an inner shaft at least partially toothed, an unattached latch integrated in the previous shaft, a latch that latches, in turn, into the gear wheels of the transmission box, which is the motor shaft of the chainring, and in that the toothed inner shaft is attached to a toothed shaft that makes it move when it is spinning.

[0047] As soon as the toothed shaft is triggered, spinning around its axis, its teeth, attached in the teeth of the inner shaft of the transmission box, making this shaft and also the latch integrated in it to shift crosswise.

[0048] On the other hand, the latch, during its crosswise movement, will go through the slot of the outer shaft of the transmission box and, in turn, latches to the gear wheels of this box.

[0049] These gear wheels will, preferably, be fitted with one or more gaps where the top of the latch fits into.

[0050] This way, the movement of a given gear wheel of the transmission box is transmitted to the latch, pushing its front side against the outer shaft of the transmission box.

[0051] This way, it will gain speed with the movement of that gear wheel.

[0052] The invented device is also characterized in that the toothed shaft is housed in a box, in that this box is fitted with an outer lid (with an inner lid being also a possibility), in that the box is also fitted with both a middle lid and an upper one, where the middle lid is fitted with a torsion spring and is attached to one of its ends, with the other end attached to the top of the toothed shaft.

[0053] When the upper lid of the toothed shaft's box spins by the action of a cable, which can be triggered through a handle located in the bicycle's handlebar, the top of the toothed shaft will spin, also transmitting the movement of the inner toothed shaft of the transmission box.

[0054] Whenever this cable is pulled, the toothed shaft spins around its axis, spinning the spring around itself and leaving it under tension.

[0055] When the cable is relieved, the spring automatically loses tension and, while attached to the top of the shaft, forces it to spin in the opposite direction.

[0056] This way, depending whether the top of the toothed shaft spins clockwise or counterclockwise, the inner toothed shaft of the transmission box will move crosswise from one side to the other of the bicycle.

[0057] When triggering, as described, the inner toothed shaft, the latch (which is connected to this shaft) will engage, in turn, the gear wheels of the transmission box.

[0058] Thus, the gear wheels coupled to the crankshaft will spin the several gear wheels of the transmission box, permanently engaging them in pairs (one at the front and another at the back).

[0059] The latch, by engaging, in turn, one single gear wheel of the transmission box, transfers the movement of that gear wheel to the outer shaft of said transmission box.

[0060] On the other hand, the gear wheels coupled to the crank, as well as the braking mechanism, are protected by a cover.

[0061] As a result of what is mentioned above, the invented device is simple and the cyclist, by exerting a descending force perpendicular to the ground in a single pedal enables the vehicle to move with ease.

[0062] This invention can be built by using materials with a good weight/resistance ratio and a size that minimizes the space occupied.

DESCRIPTION OF THE FIGURES

[0063] In the attached figures, shown as an example, it is possible to observe the mentioned invented device and its parts as follows:

- 1
 - invented device (in the case of a bicycle)
- 2
 - pedal
- 3
 - crank
- 4
 - crank box
- 5
 - flute
- 10
 - pressure ring
- 11
 - unidirectional bearing
- 12
 - bearing
- 13
 - torsion spring
- 14
 - fixed structure
- 15
 - pin
- 20
 - crankshaft
- 21
 - recess of the crankshaft
- 23
 - chainring
- 24
 - gear wheels of the crankshaft
- 30
 - braking mechanism
- 31
 - cable that triggers the braking mechanism

- 32
 - wedge
- 33
 - wedge top
- 34
 - wedge pin
- 35
 - spring of the braking mechanism
- 40
 - transmission box
- 41
 - gear wheels of the transmission box
- 42
 - cable that triggers the transmission box
- 43
 - inner toothed shaft
- 44
 - niche of the inner toothed shaft
- 45
 - slot in the gear wheels of the transmission box
- 50
 - outer shaft
- 51
 - slot of the outer shaft of the transmission box
- 55
 - latch
- 56
 - latch spring
- 57
 - front side of the latch
- 60
 - toothed shaft
- 61
 - top of the toothed shaft
- 62
 - torsion spring
- 63
 - toothed shaft box
- 64
 - upper lid of the toothed shaft box
- 65
 - middle lid of the toothed shaft box
- 67
 - outer lid of the toothed shaft box

68

- inner lid of the toothed shaft box

70

- spacer ring

[0064] In particular, these figures represent:

in figure 1 is shown a perspective of a bicycle integrating the invented device (1), enabling to view that each crank (3) - in the bicycle that is shown there are two - has a box (4) coupled to its rear end and a pedal (2) in its front end, where each of their movement (3) triggers the respective shaft that puts in motion the respective gear wheels (24), which are also visible, enabling to view the toothed shaft box (63);

in figure 2 is shown the bicycle of the previous figure in a different perspective, better showing the braking mechanism (30) and the respective triggering cable (31), as well as the cable that triggers the transmission box (42), which is activated by a handle located in the handlebar;

in figure 3 is shown a perspective of the same bicycle but turned around 180° in relation to figure 1, being visible the crank (3) on the right side, the gear wheels of the crankshaft (24) and the chainring (23), being that the transmission of the movement between them is made through several shafts and one of them (the toothed shaft) is located in the respective box (63), also shown in the figure;

in figure 4 is shown a perspective of the same bicycle but turned around 180° in relation to figure 2, being clearly visible the crank on the right side, the pedal on the rear end, the box (4) on the front end and the fixed structure (14) that holds the crankshaft;

in figure 5 is shown an horizontal plane that has the diameter of each of the two boxes of cranks (4) - a plane represented by the perspective - being visible the connection of each crank (3) to the respective box (4), being also visible the unidirectional bearings (11) of each of those boxes (4), the torsion springs (13) located on the inner side of each of these boxes, the fixed structure (14) that holds the crankshaft - also shown (20) - each of them with their bearing (12), being also visible the gear wheels (24) of the crankshaft, the gear wheels (41) of the transmission box, the chainring (23), the three shafts that enable the movement of those gear wheels (24) to be transmitted to them (23) - respectively the toothed shaft (60), the inner toothed shaft (43) and the outer shaft (50) - and the niche of the inner toothed shaft (44);

in figure 6 it is detailed the perspective of the invented device, being visible the cable that triggers the transmission box (42), the chainring (23), the gear wheels of the crankshaft (24), the box (4) of the bicycle's right side, the fixed structure (14), the top of the toothed shaft (61) and the upper (64) and middle lids (65) of the toothed shaft's box;

in figure 7 it is shown the bicycle in the previous figures but without the front wheel, the handlebar and part of the frame, showing the area in detail in the following figure, figure 8;

in figure 8 it is detailed the previous figure, where the invented device is cut vertically, showing the longitudinal shaft of the inner toothed shaft, the naked part of the cable that triggers the transmission box (42), the transmission box itself (40), the inner toothed shaft of that box (43), the latch (55) and the respective spring (56) integrated in the niche of this shaft, the outer (67) and inner lids (68) of the toothed shaft's box, the box itself (63) and also the upper (64) and middle lids (65) of this same box (63) of the toothed shaft, the top of this shaft (61) - not being, however, represented the entire development of the shaft, whose toothed form would engage in the inner toothed shaft (43), being also possible to view the gear wheels of the transmission box (41) that spin in the outer shaft (50) of the transmission box, which in turn, operates as the motor shaft of the chainring;

in figure 9 it is shown the bicycle represented in previous figures without the front wheel and the respective fork, showing in detail an area represented in figure 10;

in figure 10 it is detailed the previous figure, showing the invented device cut vertically and horizontally, which contains the longitudinal shaft of the crankshaft (20), being that this part of the device is closer to the front wheel of the bicycle, a part that corresponds to the first quadrant, which is not represented with the exception of the braking mechanism - being possible to view the unidirectional bearing (11) of each crank box (4), the flutes (5) of these boxes, the bearings (12) of the fixed structure, the torsion springs (13) nestled in the inner end of these boxes (4), the pressure rings (10) fitted in the undercuts of the crankshaft, which are located at the ends of that shaft (20), and the cables that activate, respectively, the braking mechanism (31) and the transmission box (42);

in figure 11 it is detailed the perspective of the braking mechanism (30), showing the fixed structure (14), where the top of the wedge (33) is in an upper position due to the compression of the spring (35), which means that the gear wheels of the crankshaft (24) are not locked, because the wedge pin (34) is not latched into the gear wheels (24);

in figure 12 it is detailed the perspective of the braking mechanism (30), where the spring (35) is not under tension by the cable (31), enabling the wedge (32) to descend and the respective pin to latch into the gear wheels of the crankshaft, preventing them from moving;

in figure 13 it is detailed an exploded perspective of the invented device, being visible part of the device related to the transmission box, being represented, in sequence, the outer lid of the toothed shaft box, said box, and its inner lid that has an opening for the inner toothed shaft of the transmission box to engage in the toothed shaft, the latch and the latch spring that are integrated in this inner shaft, the middle lid of the toothed shaft's box where the torsion spring is kept, the upper lid of that same box that is connected to the top of the toothed shaft and that spins when the cable of the transmission box is under tension, making the toothed shaft also spin and placing the transmission gears in motion, meaning that when the cable is relieved the toothed shaft spins in the opposite direction (counterclockwise) by a joint action of the torsion spring that is connected, on one end, to the top of the toothed shaft and, in the other end to the middle lid of the toothed shaft's box, a pressure ring, a bearing, another pressure ring, the three gear wheels of the transmission box (41), separated by spacer rings, the outer shaft of the transmission box, with its slot visible, another bearing and another pressure ring, showing

the chainring at the end of this sequence;

in figure 14 it is detailed an exploded perspective of the invented device, being visible a crank (3) with a fixed pedal, a pressure ring (10), the crank's box (4), a torsion spring (13), an element of the fixed structure (14), the gear wheels (three) of the crankshaft (24), this shaft (20), another element of the fixed structure (14) of the other side of the bicycle's frame and from that side of the frame the sequence of the torsion spring, crank box, pressure ring and crank;

in figure 15 it is detailed an exploded perspective of the invented device, with the bicycle and that device rotated approximately 90° in relation to figure 13, a rotation made counterclockwise, being visible, from left to right, the chainring (23), the transmission box (40), the gear wheels of the transmission box (41) separated by spacer rings (70), a bearing (12) sided by pressure rings (10), the upper (64) and middle lids (65) of the toothed shaft's box, as well as the torsion spring (62), the inner toothed shaft of the transmission box, the toothed shaft, the latch and the latch spring, the inner (68) and outer lids (67) of the toothed shaft's box and, in their middle, that box (63);

in figure 16 it is detailed an exploded perspective of the invented device, rotated approximately 90° in relation to figure 14, a rotation made counterclockwise, being visible, from left to right, the sequence of the crank (3), pressure ring (10), crank box (4), torsion spring (13), fixed structure (14), crankshaft (20), gear wheels (three) of the crankshaft (24), another fixed structure (14), another torsion spring (13), another crank box (4), another pressure ring (10) and another crank (3);

in figure 17 it is detailed an exploded perspective of the invented device, showing, on a larger scale than in figure 13, part of the components of the transmission box, being quite visible the upper (64) and middle lids (65) of the toothed shaft's box, the torsion spring (62), the toothed shaft (60) and its screw top, the inner toothed shaft of the transmission box (43) and its niche (44), the latch spring (56), the latch (55) and its front side (57), one of the slots (45) in one of the gear wheels of the transmission box, the outer shaft of the transmission box (50) and its slot (51);

in figure 18 it is detailed an exploded perspective of the invented device, showing, on a larger scale than in figure 14, part of the invented device, being visible, from left to right, the sequence of the crank box (4), the flute of this box (5), the torsion spring (13), the pin (15) of the fixed structure and the fixed structure itself (14), the recess of the crankshaft (21) and the crankshaft itself (20), its gear wheels, another pin (15), another torsion spring (13) and another crank box (4).

[0065] In further detail, the previous figures show one of the possible features of the invention, where the invented device is fitted with a braking mechanism (30) that prevents the movement of the cranks (3).

[0066] In fact, when the cable (31) of the mechanism relieves the helical spring (35), the wedge (32) descends, latching to the teeth of one of the gear wheels of the crankshaft (24), preventing the movement of this shaft (20) and, therefore, also the cranks (3);

[0067] On the contrary, when the cable (31) compresses the spring (35) it contracts and makes an ascending movement, carrying the wedge (32) to which it is connected, a connection that can be achieved through the wedge's top (33), as shown in the figures.

[0068] The cable (31) that activates the braking mechanism must be triggered through a handle located in the handlebar.

[0069] Whenever this braking mechanism (30) is not activated, when the cyclist places the cranks (3) in motion by applying force in the pedals (2), or handles, will make the box of each crank (4) spin and apply tension to the torsion spring (13), being that this spinning movement is limited by the pin (15) that goes through the flute (5) present in every box.

[0070] The movement of the crank (3) is precisely limited by the movement that the pin (15) can perform from one end of the flute (5) to the other.

[0071] As soon as the cyclist applies force in the crank, through an up-down movement of the leg, the box (4) of that crank spins until it cannot move anymore, in other words, until the pin (15) leans to the other top of the flute (5), moving the crank to its lowest position closest to the ground, and once the movement that applied tension to the torsion spring (13) is made, this will return the crank to its initial position, forcing the crank to perform the return down-up movement.

[0072] The torsion spring (13) is nestled in the lower end of the crank box (4), attaching one of its ends to this box and the other end to the fixed structure (14) contiguous to said box (4).

[0073] As for the transmission box (40), which is also part of the invention and aims to solve the issue concerning the added weight from the gear wheels (24) activated directly by the crankshaft, its operation and conception can be made as detailed below.

[0074] The cable that triggers the transmission box (42) spins the upper lid of the toothed shaft's box (64).

[0075] This movement is transmitted to the toothed shaft (60), through its top (61), which is riveted in order to lock one of the ends of the torsion spring (62).

[0076] Depending whether the toothed shaft (60) spins or not, around its longitudinal axis, to one side or the other, leaving this spring (62) under tension or relieved.

[0077] Through the action of the cable/spring pair (42/62) this shaft (60) spins and is engaged to a toothed shaft (43) - the lower toothed shaft of the transmission box - moving crosswise, in

other words, perpendicular to the alignment of the bicycle's wheels.

[0078] This inner toothed shaft (43) integrates a latch (55) with a spring (56), being possible for said shaft (43) to be fitted with a niche (44).

[0079] This latch (55), as soon as it latches to a single gear wheel, each time, of the transmission box (41) - which spins fast while connected to the gear wheels of the crankshaft (24) - makes the gear wheel that is engaged to transmit the spinning movement.

[0080] The latch (55), in turn, with the front side (57), transmits this spinning movement to the outer shaft of the transmission box (50) - where the gear wheels spin in the transmission box (41) - in whose slot (51) the latch is located.

[0081] The outer shaft (50), in turn, operates as the motor shaft of the chainring (23).

[0082] The latch (55) will have, preferably, a top beveled crosswise, since it is in this direction that the inner toothed shaft (43) controls it.

[0083] The gear wheels of the transmission box (41) spin fast and the latch (55) - controlled by the inner toothed shaft (43) and in keeping with its crosswise movement - each time it finds a recess (45) of one of the gear wheels, nestles in it by action of the respective spring (56), by transmitting the movement of the gear wheel where it latched to the outer shaft of the transmission box (50) which is the motor shaft of the chainring (23).

REFERENCES CITED IN THE DESCRIPTION

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Patent documents cited in the description

- EP2394899A **[0029]**

Krav:

1. Indretning (1) til at udstyre cykler eller andre pedaldrevne køretøjer, som er udstyret med mindst en pedalarm (3), som har en pedal (2) i en ende og en boks (4) i den anden ende, som er udstyret med et ensrettet leje (11), hvor boksen (4) er placeret foran den respektive pedal (2), indretningen (1) er **kendetegnet ved at** nævnte krumtapboks (4) er udstyret med en rille (5), boksen (4) grænser op til en fastgjort struktur (14), som er udstyret med en stift (15), bevægelsen af pedalarmen (3) er begrænset af stiftens bevægelse i rillen (5), **ved at** boksen (4) indlejrer en torsionsfjeder (13) indeni den, **ved at** torsionsfjederens (13) ene ende er fastgjort til boksen (4) og den anden ende til den fastgjorte struktur (14), **ved at** indretningen (1) er udstyret med en bremsemekanisme (30) til krumtapakslens tandhjul (24), **ved at** disse tandhjul (24) er fastgjorte til en gearkasses (40) tandhjul (41), som griber ind i dem parvis, en ved forsiden og den anden ved bagsiden, **ved at** gearkassen (40) er udstyret med en ydre aksel (50), ved at denne ydre aksel (50) er udstyret med et spor (51), **ved at** den ydre aksel (50) delvist er anbragt inden i en aksel (43) med indvendigt gevind, denne aksel (43) med indvendigt gevind bevæger sig inden i den ydre aksel (50), **ved at** akslen (43) med indvendigt gevind er integreret med en pal (55), som er bevægelig, og **ved at** gearkassens (40) tandhjul (41) skiftevis transmitterer deres bevægelse til den ydre aksel (50).
2. Indretning (1) til at udstyre cykler eller andre pedaldrevne køretøjer ifølge krav nr. 1, **kendetegnet ved at** bremsemekanismen (30) er udstyret med en kile (32), **ved at** som er udstyret med et kabel, som udløser den (31), og **ved at** kilen (32) har et styr.
3. Indretning (1) til at udstyre cykler eller andre pedaldrevne køretøjer ifølge krav nr. 2, **kendetegnet ved at** bremsemekanismen (30) er udstyret med en fjeder (35), **ved at** fjederen er forbundet med kablet, som udløser denne mekanisme (31), og **ved at** nævnte fjeder ved dens anden ende er forbundet med kilen (32).
4. Indretning (1) til at udstyre cykler eller andre pedaldrevne køretøjer ifølge krav nr. 1, **kendetegnet ved at** akslen (43) med indvendigt gevind udløses af en aksel (60) med gevind.
5. Indretning (1) til at udstyre cykler eller andre pedaldrevne køretøjer ifølge krav nr. 4, **kendetegnet ved at** akslen (60) med gevind er vinkelret på akslen (43) med indvendigt gevind.

6. Indretning (1) til at udstyre cykler eller andre pedaldrevne køretøjer ifølge krav nr. 1, **kendetegnet ved at** palen udløses af en fjeder.
7. Indretning (1) til at udstyre cykler eller andre pedaldrevne køretøjer ifølge krav nr. 1, **kendetegnet ved at** akslen (43) med indvendigt gevind er udstyret med en niche (44), **ved at** nævnte niche indlejrer palens fjeder (56), og **ved at** palen (55) udløses af denne fjeder (56).

DRAWINGS

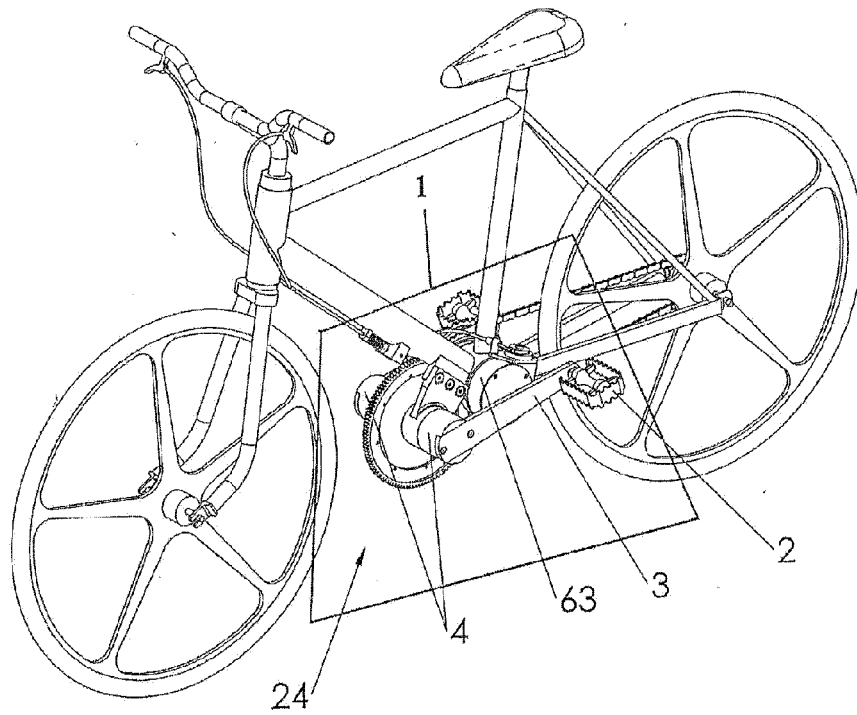


FIG. 1

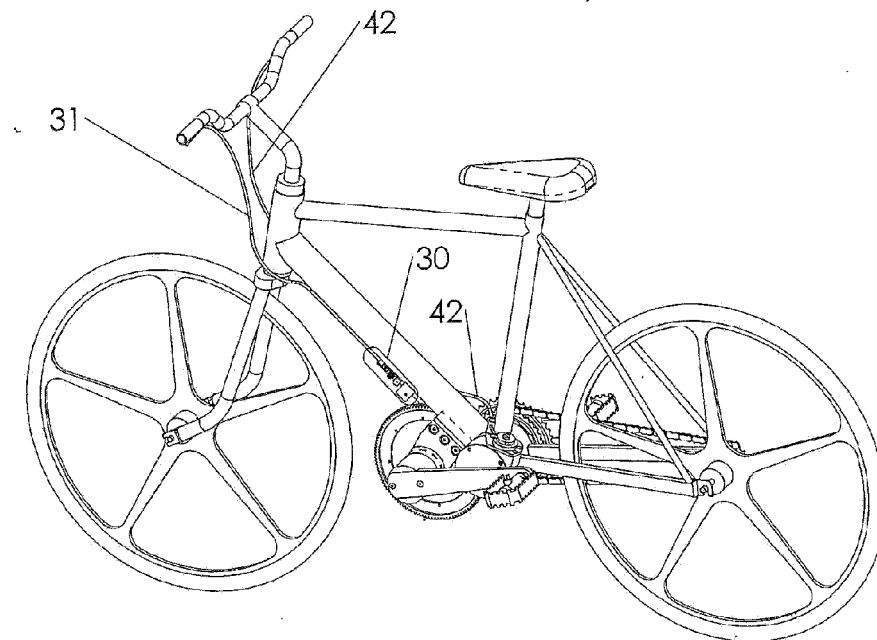


FIG. 2

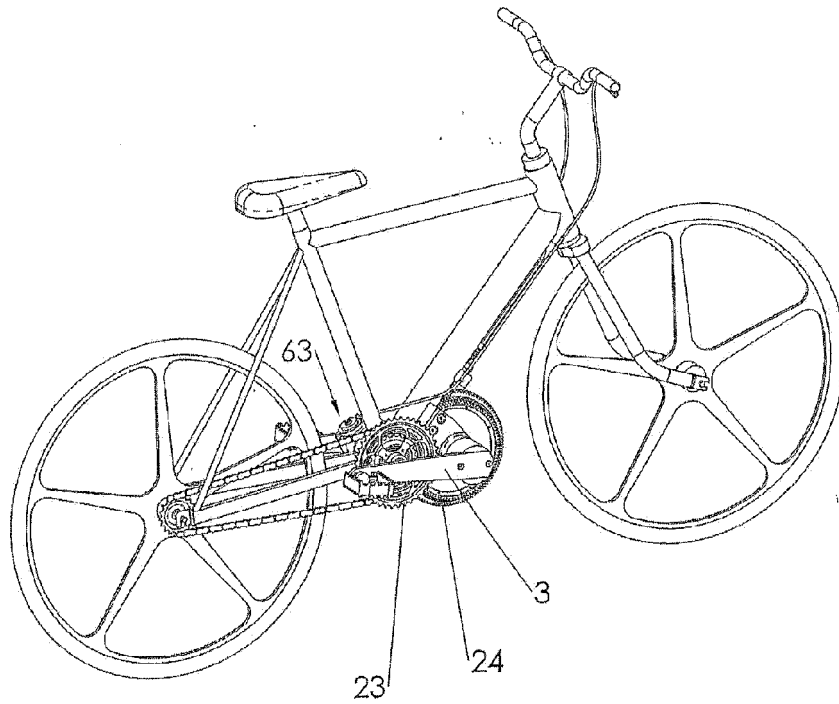


FIG. 3

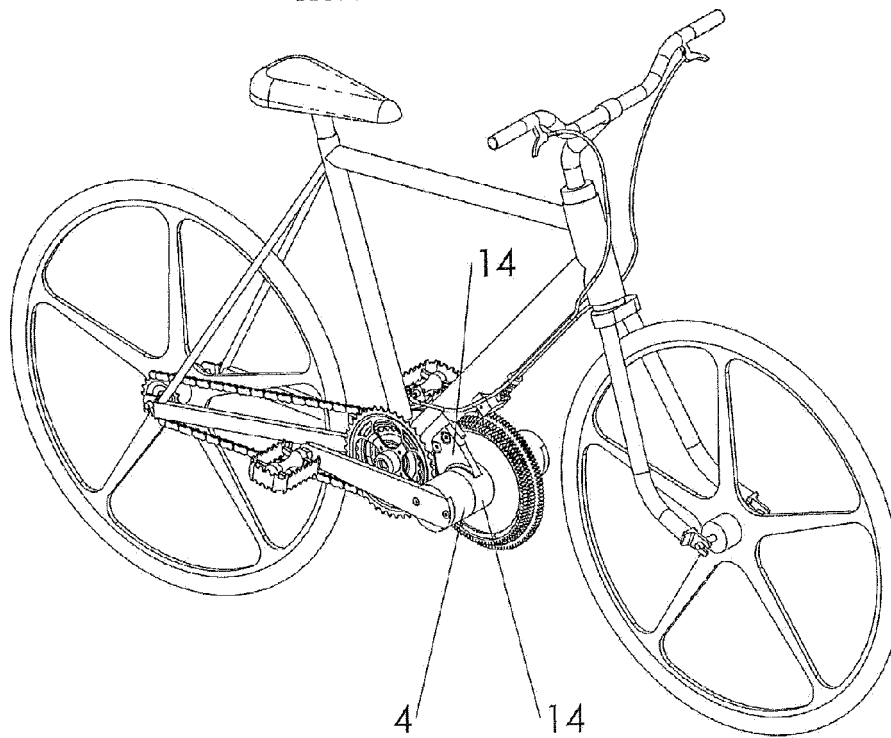


FIG. 4

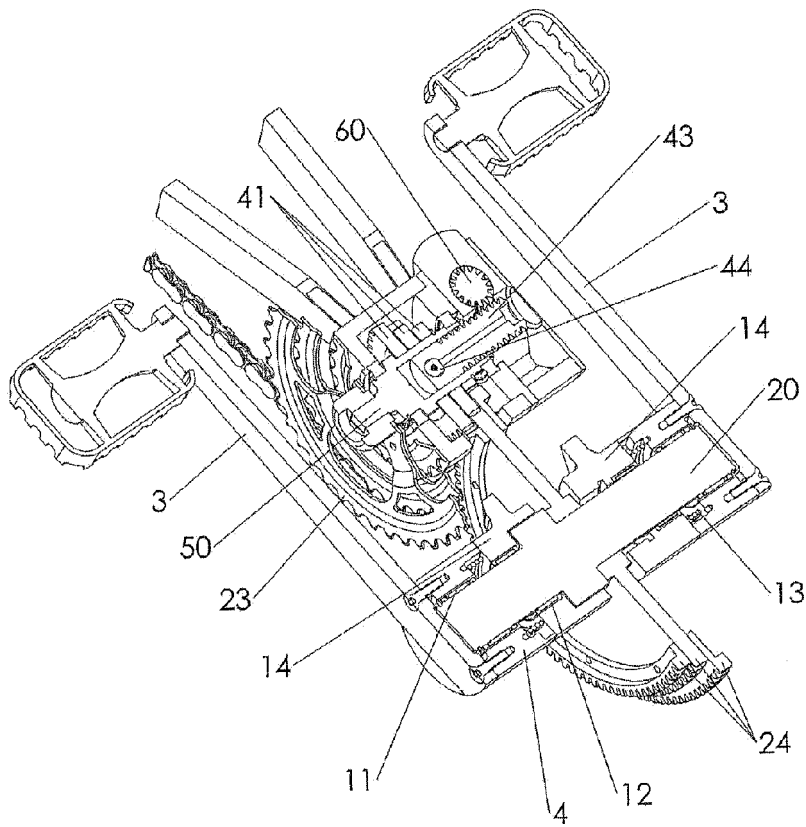


FIG. 5

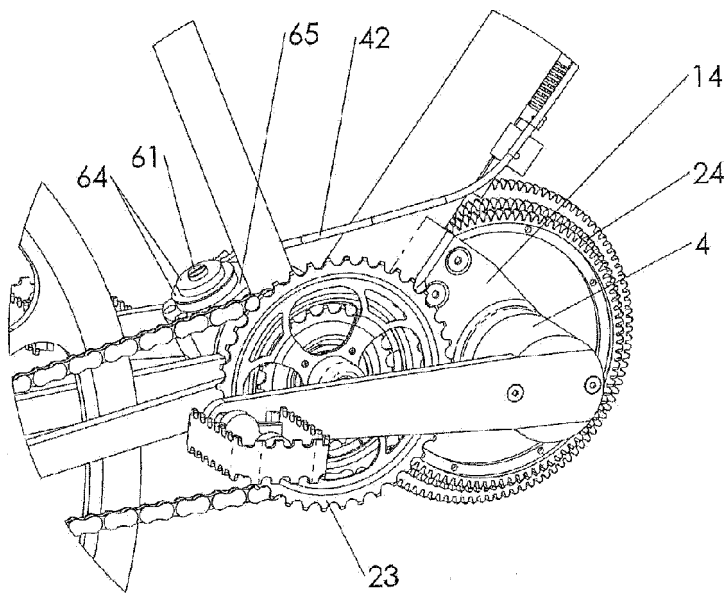


FIG. 6

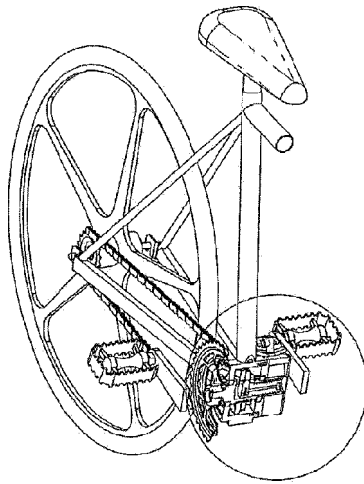


FIG. 7

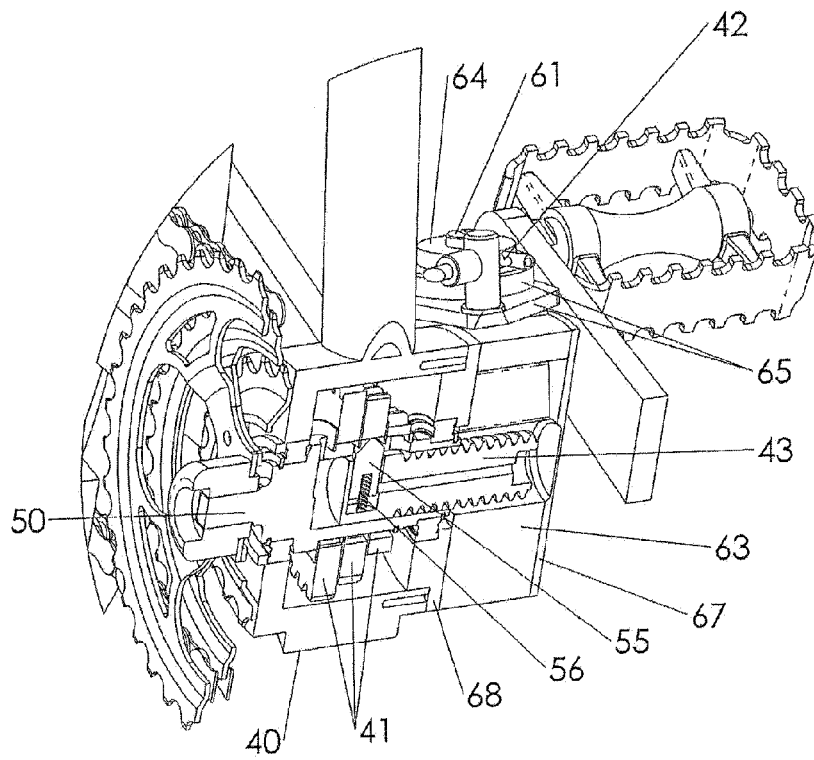


FIG. 8

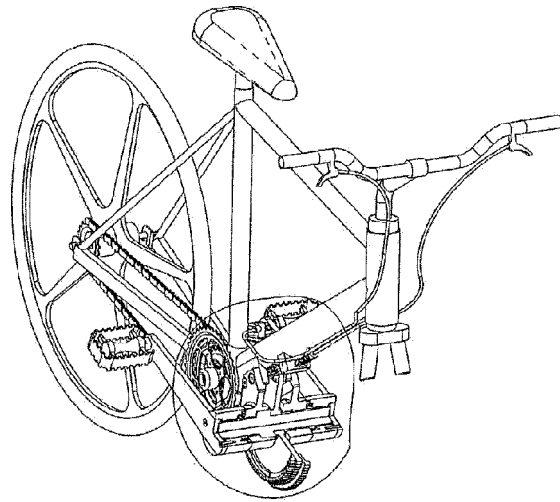


FIG.9

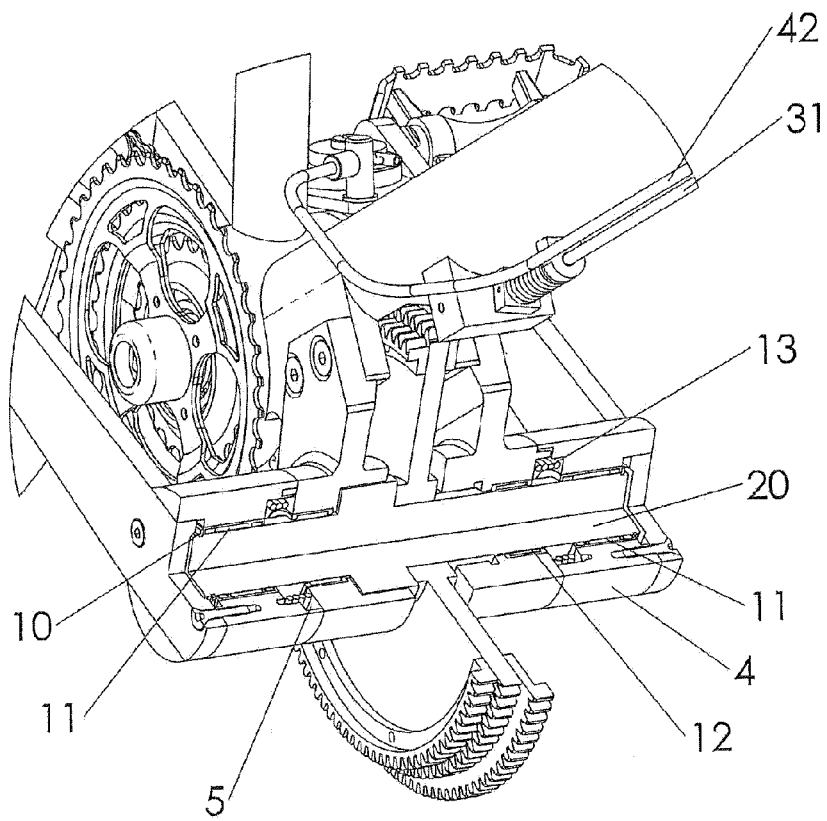


FIG.10

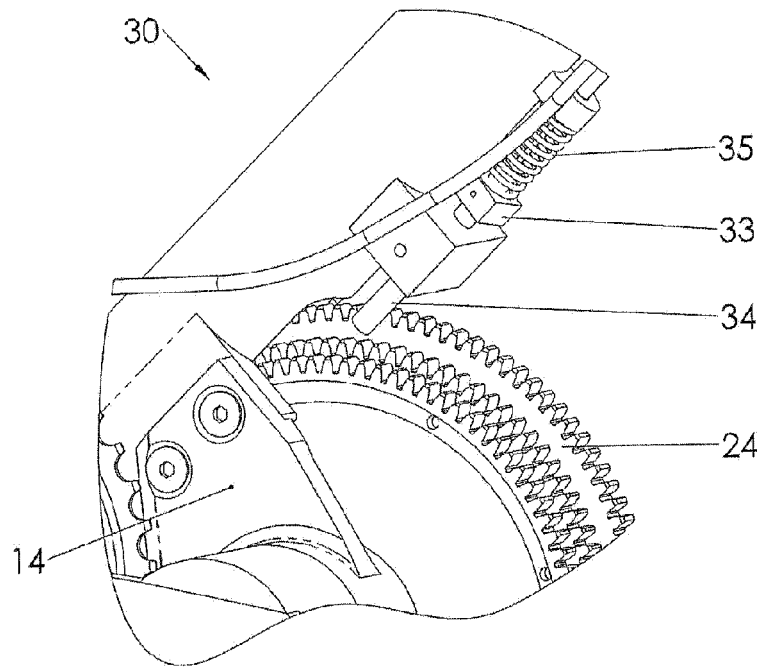


FIG.11

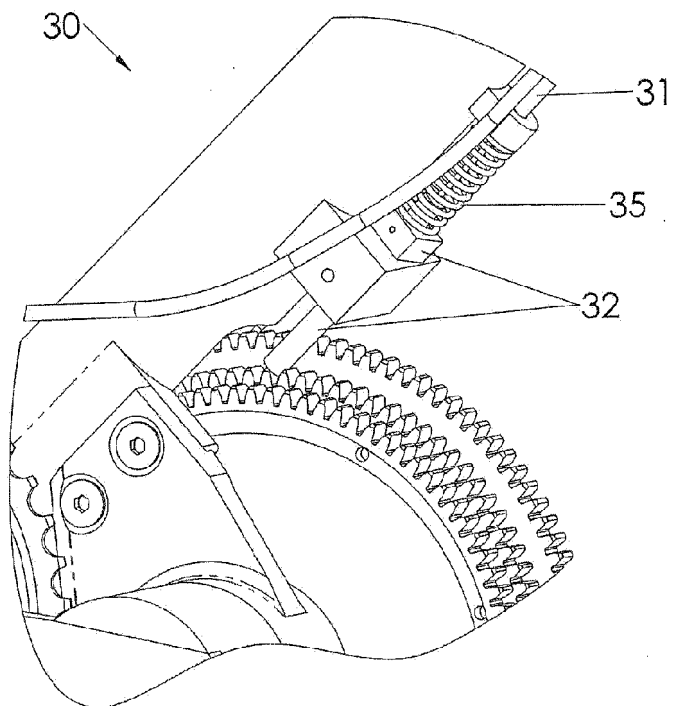


FIG.12

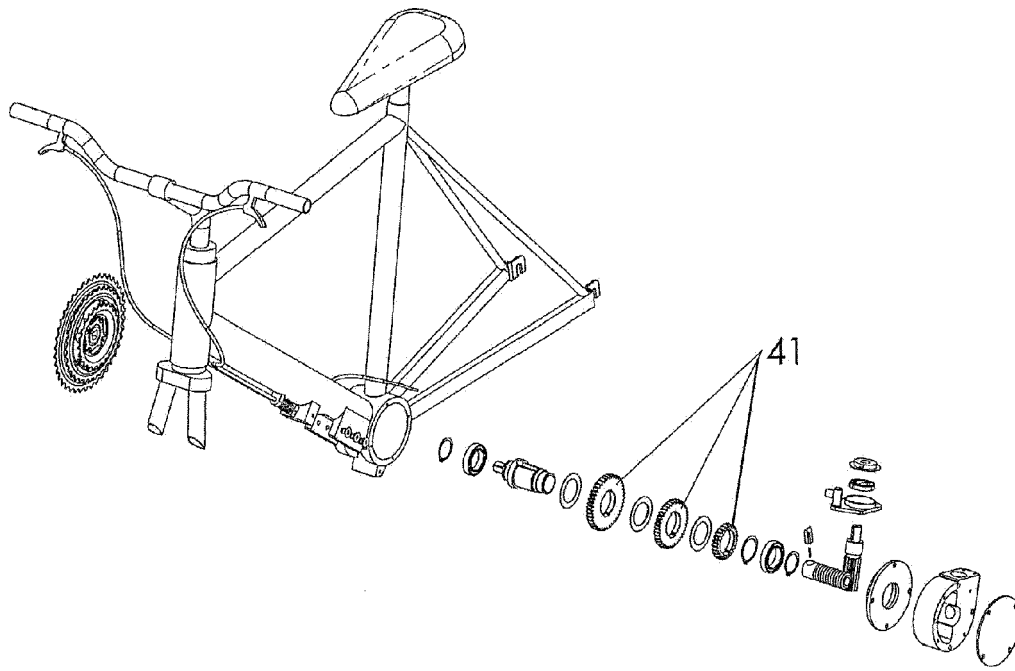


FIG.13

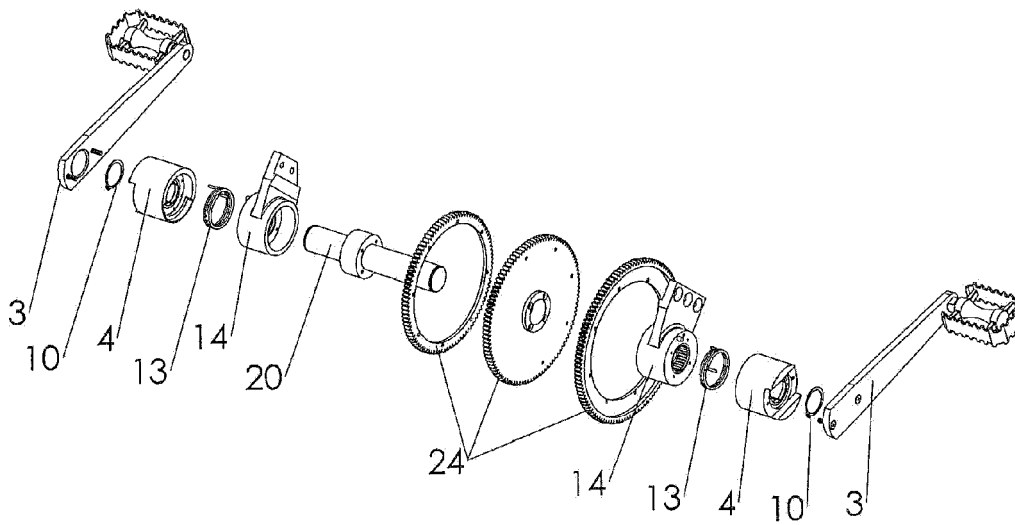


FIG.14

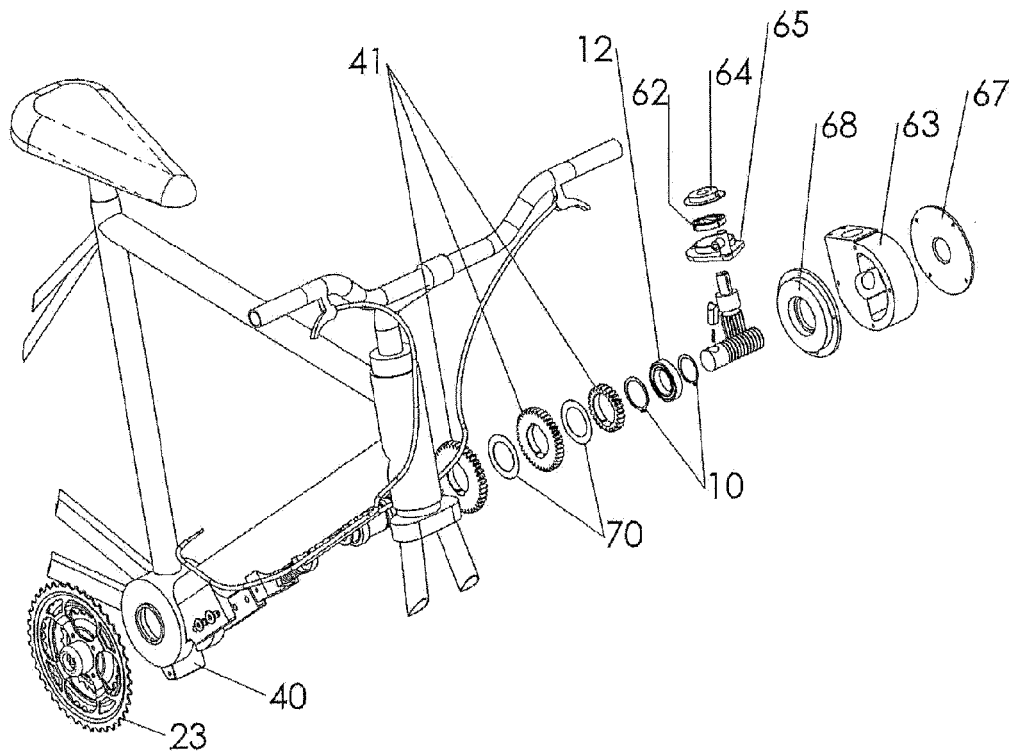


FIG.15

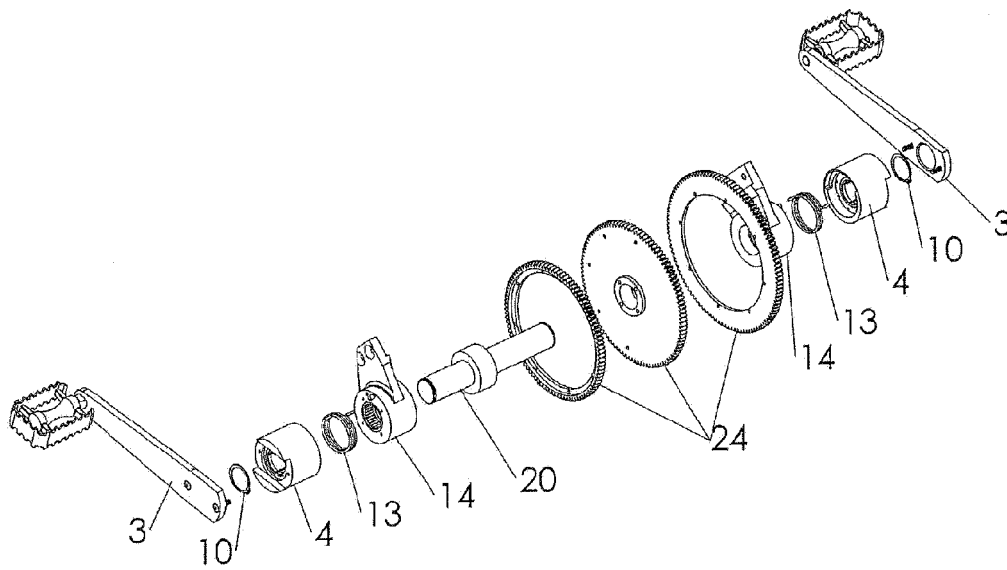


FIG.16

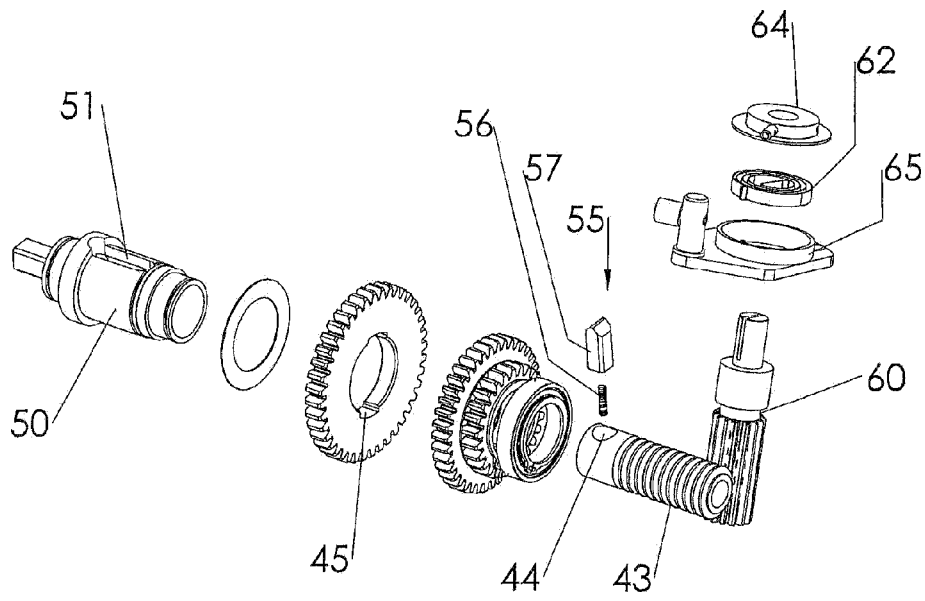


FIG.17

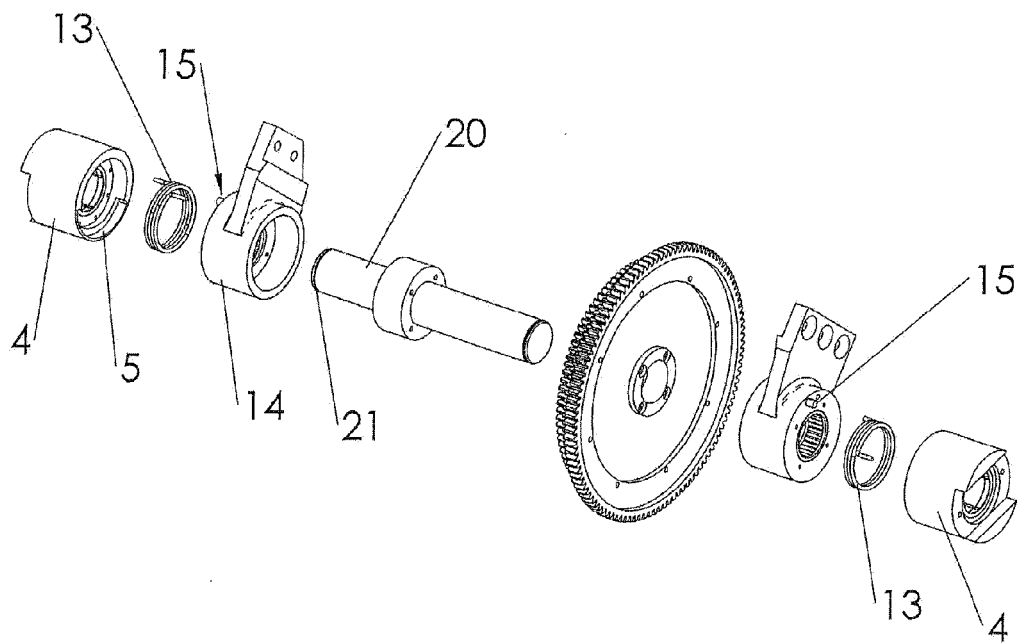


FIG.18